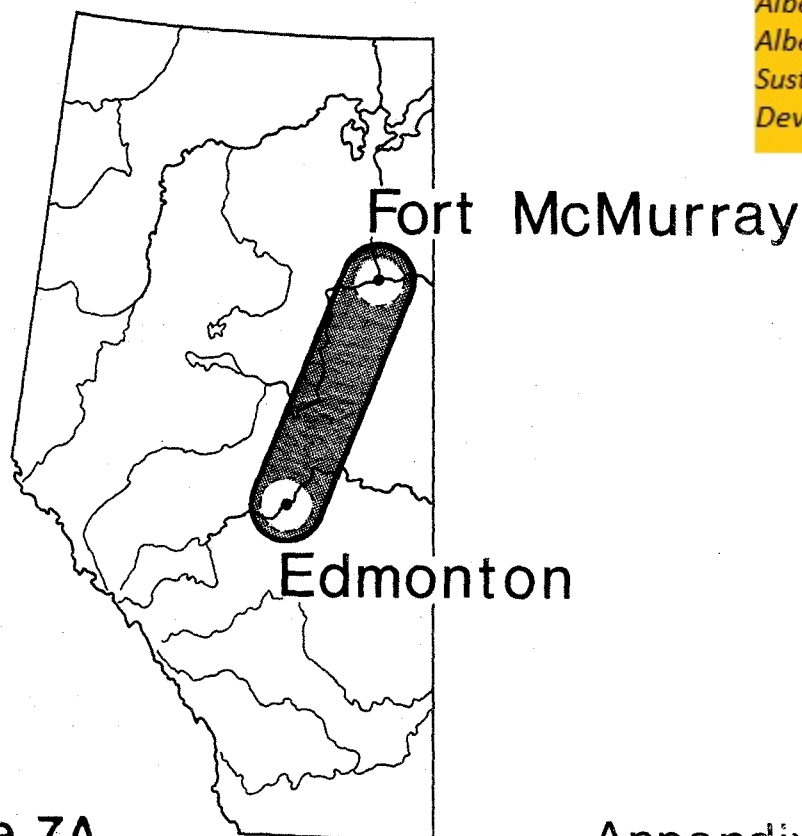


Athabasca Tar Sands Corridor Study

*This document has been
digitized by the Oil Sands
Research and Information
Network, University of
Alberta, with permission of
Alberta Environment and
Sustainable Resource
Development.*



Volume 7A

Appendix

Public Meetings — Phase I

prepared for

by

Alberta
ENVIRONMENT

stewart weir stewart
watson & heinrichs

february, 1974

edmonton, alberta

ATHABASCA TAR SANDS

CORRIDOR STUDY

VOLUME 7A - APPENDIX

PUBLIC MEETINGS - PHASE I

Prepared for:

Alberta
Environment
The Honorable
William Yurko

February, 1974

By:

Stewart Weir Stewart
Watson & Heinrichs

Edmonton, Alberta

TABLE OF CONTENTS

	page
INTRODUCTION - BASIS & OBJECTIVES OF STUDY	1
PUBLIC MEETINGS, BACKGROUND	2
PUBLIC MEETINGS SCHEDULE, PHASE I	2
PUBLIC MEETINGS, FORMAT	3
IMPACT RURAL AGRICULTURAL AREA	11
CONCLUSIONS	11
BOYLE PUBLIC MEETING, NOVEMBER 5, 1973	14
BOYLE PUBLIC MEETING, CONSULTANT GROUP CONCLUSIONS	87
GENERAL	87
A. SPECIFIC CONCLUSIONS	87
B. ADDITIONAL POINTS	88
THORHILD PUBLIC MEETING, NOVEMBER 6, 1973	90
INTRODUCTION	90
THORHILD PUBLIC MEETING, CONSULTANT GROUP CONCLUSIONS	164
GENERAL	164
A. SPECIFIC CONCLUSIONS	164
B. ADDITIONAL POINTS	165

	page
ATHABASCA PUBLIC MEETING, NOVEMBER 7, 1973	167
INTRODUCTION	167
ATHABASCA PUBLIC MEETING, CONSULTANT GROUP CONCLUSIONS	182
IMPRESSIONS OF CONSULTANT GROUP MEMBERS	182
LAC LA BICHE PUBLIC MEETING, NOVEMBER 8, 1973	184
INTRODUCTION	184
LAC LA BICHE PUBLIC MEETING, CONSULTANT GROUP CONCLUSIONS	230
GENERAL	230
A. SPECIFIC CONCLUSIONS	231
B. ADDITIONAL POINTS	231
LAC LA BICHE PROPOSAL	233
FORT SASKATCHEWAN PUBLIC MEETING, NOVEMBER 9, 1973	239
INTRODUCTION	239
FORT SASKATCHEWAN PUBLIC MEETING, CONSULTANT GROUP CONCLUSIONS	
GENERAL	266
A. SPECIFIC CONCLUSIONS	266
B. ADDITIONAL POINTS	266
CONKLIN PUBLIC MEETING, NOVEMBER 12, 1973	269
INTRODUCTION	269

	page
CONKLIN PUBLIC MEETING, CONSULTANT GROUP CONCLUSIONS	291
GENERAL	291
A. SPECIFIC CONCLUSIONS	291
B. ADDITIONAL POINTS	292
 FORT McMURRAY PUBLIC MEETING, NOVEMBER 29, 1973	 294
 FORT McMURRAY PUBLIC MEETING, CONSULTANT GROUP CONCLUSIONS	 331
GENERAL	331

VOLUME 7A APPENDIX

PUBLIC MEETINGS - PHASE I

INTRODUCTION - BASIS AND OBJECTIVES OF STUDY

Early in 1973, Alberta Environment commissioned the Athabasca Tar Sands, Corridor Study with the objectives of determining whether or not pipelines, powerlines, highways and railways should be combined in a single right-of-way where it is feasible to do so and to consider locations of such a corridor or corridors.

A Consultant Group was organized under Project Manager Charles H. Weir, Stewart, Weir, Stewart, Watson & Heinrichs, comprised of Bolter Parish Trimble Ltd. (Messrs. Trimble and Seagel), K.C. Mackenzie Associates Ltd. (Mr. Mackenzie), Swist and Co. (Mr. Swist), T.W. Peters and Associates (Mr. Peters), Allied Land Services (Mr. Colborne), and Siemens Realty & Appraisal Service Ltd. (Mr. Hurlburt) .

To accomplish the objectives of the Study it is necessary to estimate the requirements for the various facilities, investigate their compatibility with one another, determine the location, capacity and environmental status of existing facilities, and examine a variety of routes for new facilities having in mind environmental effects, existing land usages and technical suitability.

The consultant group members carried out preliminary data gathering and organization of relevant material coupled with detailed examinations on the ground with respect to existing facilities and a variety of other locations preparatory to discussions in the fall of 1973 with technical, landowner and community groups.

PUBLIC MEETINGS, BACKGROUND

The philosophy of the Study as envisaged at the outset, is to obtain the maximum useful input from all those who might be affected in any way. The basis is complete disclosure by the Consultant Group of all relevant material and ideas. In order to provide the necessary background, technical people were brought in from industry to assist with its preparation and, among them Mr. R.F. Bell of Calgary Power Ltd. joined the Consultant Group for meetings with the public, providing helpful assistance in a variety of ways. Mr. Frank Belyea, from the Department of the Environment, participated in all of the meetings and provided a most useful balance to the private sector Consultant Group. Public Meetings provide a useful form of interchange of opinion, ideas and factual information with their degree of success dependent to a great extent on the preparation for them. In the subject instance a lengthy (sixteen page) questionnaire was prepared and sent to some six hundred landowners in the area from Fort Saskatchewan north to Atmore at the southern edge of the wilderness area. Considering their detailed nature, the response of over one hundred and twenty to the questionnaire is most gratifying. The questionnaire results are reported on page 52 of Volume 6, Appendix, but a summary is included below because of its use in the Public Meetings.

PUBLIC MEETINGS SCHEDULE, PHASE I

November was chosen because most of the farmers' work on their land would be completed and the technical people would be more available. Public Meetings were held as follows:

November 5 - Boyle: Community Centre
November 6 - Thorhild: County Office
November 7 - Athabasca: County Office
November 8 - Lac La Biche: Town Office, Council Chambers
November 9 - Fort Saskatchewan: Town Office, Council Chambers
November 12 - Conklin: Northland School
November 29 - Fort McMurray: Community Centre

PUBLIC MEETINGS, FORMAT

For the Public Meetings, advertisements were placed in local newspapers which created considerable interest in most communities and areas. The Consultant Group were told that the relatively small number attending the Public Meetings was due, for the most part, to the newness of the idea of consulting with owners of land before making definite plans. Many were skeptical, in the sense that these meetings were a "ploy" and that Government and Industry would go ahead with their projects, without any consideration of what land-owners might say, because, they felt this had always been the way.

After the Public Meetings, those who responded said they had gotten a lot out of the meetings and felt they had been able to make a contribution. These meetings were pioneering in nature and it remains to be seen whether subsequent endeavours of this nature elicit a better attendance.

A folder was prepared for distribution at the meetings, and subsequently to interested members of the community, containing a brief explanation of the project in English, French and Cree (courtesy of Rev. Victor Le Calvez of Lac La Biche) which is reprinted here for assistance of those reading this report. The folder also contained a reprint of an E.R.T.S. photograph near Winnifred Lake and an Alberta Government road map for the assistance of the participants.

ATHABASCA TAR SANDS CORRIDOR STUDY

During the next 15 years all predictions indicate a major increase in activity in the Athabasca Tar Sands area with a corresponding requirement for the transport of people and materials between Edmonton and Fort McMurray. There has been much discussion and considerable written debate regarding the feasibility of combining multiple pipelines, highways, railroads, electric power transmission lines and communications systems in a single corridor right-of-way. The general consensus is that in the past there could have been considerable financial saving and less detrimental effect on the total environment had more planning and positive action been undertaken in this regard.

Historically the development of multi-purpose transportation corridors has not taken place due to the inability of any single user of such a corridor to initiate and administer the diverse factors and interests implicit therein. For a corridor system to be feasible will require the cooperation of many groups.

This is an action program comprizing the following steps:

1. Determination of the most desirable corridor route for a series of pipelines carrying synthetic crude oil from the Athabasca Tar Sands to the Edmonton Area.
2. The feasibility and desirability of combining such pipelines carrying synthetic crude oil from the Athabasca Tar Sands to the Edmonton Area in the same corridor with existing or future utilities including natural gas pipelines, power transmission lines, and/or the existing transportation systems.
3. For (1) and (2), if feasible, the approximate corridor boundaries and distances between separate pipelines, utilities and transportation systems, taking into account the requirement to minimize the area of environmental disturbance and, at the same time, recognizing that disruptions occurring along a corridor containing closely spaced utilities may add to the problems of maintenance and may cause intensified damage.

4. The preferred location of a terminal which will minimize the social and environmental disruptions at the south end of the route from which synthetic crude may be transferred to the export pipeline systems.

The study is to reflect the maturing public attitude of preserving and enhancing the quality of our environment, and the quality of life of those who will be affected thereby, in addition to the traditional parameters of technology and economics that governed such development decisions in the past. Consideration will be given to the opinions of various people who will be directly affected by the location of the corridor such as:

- (a) Farmers, native people, trappers, farm organizations, fish and game associations and other citizen groups and interested persons.
- (b) Rural municipal governments who have jurisdiction along the route.
- (c) Owner-users such as pipeline companies and possible oil producers in the tar sands area.
- (d) Other representatives of industries which may be affected such as power transmission companies, railway companies, forest industries, etc.

The final report and recommendations will be based upon the objective of achieving a realistic balance between minimum social and environmental disturbance, and economic cost and is to be completed by March 15, 1974.

L'étude du Corridor des Sables bitumineux de l'Athabasca

Tout prédit dans les quinze prochaines années une activité croissante dans les Sables bitumineux de l'Athabasca. A cette croissance correspondra nécessairement un besoin toujours plus grand des moyens de transport et des gens et du matériel entre Edmonton et Fort McMurray. Il y a eu bien des discussions, des débats avec des rapports écrits au sujet d'un corridor unique faisable ou possible pour plusieurs lignes d'oléoducs (pipelines), les routes, le rail, les lignes électriques, le téléphone et autres moyens de communication. Le consensus général est que dans le passé une économie considérable eut été possible et le milieu écologique eut souffert bien moins de dommages si un plan commun et une action positive commune eussent été pris en ce sens.

Historiquement jusqu'à date aucun corridor à buts multiples de transport n'a été construit. Jusqu'à présent personne n'a su initier une action commune ni dominer les divers facteurs et intérêts inhérents dans un tel développement. Pour construire un tel corridor il faut la coopération d'un certain nombre de groupes d'intérêts.

Voici les étapes à suivre dans un tel programme d'action commune des groupes intéressés:

1. Déterminer la route la plus avantageuse pour ce corridor comprenant une série d'oléoducs amenant l'huile synthétique brute des Sables bitumineux du Fort Mc Murray à Edmonton.
2. Etudier la possibilité et les avantages qui en résulteraient si les oléoducs amenant l'huile de McMurray à Edmonton étaient construits dans un seul corridor et que ce corridor soit le même où se trouvent actuellement ou peuvent se trouver dans le futur les diverses utilités publiques à savoir: les conduits de gaz naturel, les lignes électriques, le téléphone et les systèmes de transport, la route et le rail.
3. Ce corridor une fois déterminé (1) et si faisable (2) il faut déterminer les limites du terrain du corridor, les distances à garder entre chaque ligne des oléoducs, les distances entre les diverses utilités publiques, et les distances entre les systèmes de transport i.e. entre la route et le rail. Et ceci en gardant toujours en vue les besoins de minimiser le dommage causé au milieu écologique et en se rendant compte que dans un corridor où tout est parallèle et si serré tout dérangement ou accident peut augmenter les problèmes de maintien et aggraver les dommages possibles.

4. La place de choix pour le " terminus" d'arrivée du Corridor dans la région d'Edmonton sera celle qui minimisera les dommages dans le milieu social et le milieu écologique et d'où l'huile synthétique brute pourra être transférée dans les systèmes des oléoducs pour l'exportation.

Cette étude devra refléter L'attitude d'un public de plus en plus conscient des problèmes de conservation, recherchant la qualité à garder dans le milieu écologique et assez exigeant sur la qualité de vie qui serait le lot de ceux qui seront affectés. De plus elle reflètera aussi l'attitude d'un public plus averti des questions technologiques et économiques qui ont toujours gouverné les décisions à prendre dans de telles réalisations dans le passé . On tiendra compte de l'opinion des gens directement affectés dans le choix de l'emplacement de ce corridor. A savoir v.g.:

- a) Les fermiers, les Indiens et métis, les trappeurs, les organisations de fermiers, les associations de pêche et de chasse et tout autre groupe de citoyens et personnes intéressées.
- b) Les gouvernements municipaux et ruraux qui ont juridiction le long du corridor.
- c) Les propriétaires-usagers telles que les Compagnies d'Oléoducs et les producteurs possibles d'huile dans la région de production dans les Sables bitumineux.
- d) Les représentants d'industries qui pourraient être affectés. V.g.: les Compagnies de pouvoir électrique, les Compagnies des chemins de fer, les industries forestières, etc..

Le rapport final et les dernières recommandations ou suggestions auront en vue et pour objectif de balancer de façon réaliste le minimum possible de dommage social et économique du milieu avec le coût économique d'un tel développement. Ce rapport final devra être terminé avant le 15 Mars 1974.

P·A; ΔΔΔΔ ΔΓ· Δ·P·U· C P ΔΓ·U·C, ΔΔΔ Δ V·Y·B·, C·Δ·C·Δ·P·A·
 U· ΔC Δ·Y·+ ΔΔ· Δ Δ·L·J·P Δ·Y· Δ P Δ·L·J·P U·B·, Δ·P·B·Y· ΔΔ
 ΔΔ ΔΔΔ Δ·L·A· Δ·C·U·C·A·U·, U·Y·, Δ·P·U· ΔU Δ ΔΓ·U·C·, Δ·P·
 Δ·Δ·Γ·+ ΔΔ·L· Δ >Δ·, Δ·L· Δ·Y·U·S· B· Δ·C·Γ·, ΔB· Δ·Δ·Y·Δ·U·C·A·U·B·
 Δ·Y· Δ·L· Δ·P·B·B·U·A·Δ·A·Δ· ΔB· P·U·C·B·U· Δ> Δ·B·U·Δ· Δ·L· Δ·
 Δ·Δ·U·B·U· ...

3. V·Y·B·, Δ P Δ·Δ·U·Δ·Γ·, ΔΔΔ C·Δ·C·Δ·P·A·, -1- ΔB· P·A; C P
 Δ·Y·U·B·U·, -2- ΔΔ ΔB· Δ·C·U· C V P·A·B·C·Γ·, C·U·L·Δ·P·A·, P·C Δ·Y·B·
 B·A·, Δ·P·C·, ΔΔΔ C·Δ·C·Δ·P·A·, ΔΔΔ C Δ·Y·B·A·, B·P·Y· Δ·P·C
 Δ Δ·P·A·U·B·U·A·P· B Δ·Γ·A·C·L·, .. C Δ·Y·A·C·Γ·, Δ·L· C·U·L· Δ·P·A·
 U·P· Δ> C·U·L·Δ·P·A·, Δ·Y· C P ΔΓ·U·P ΔΔΔ ΔΓ· Δ·P·U·S· Δ·Y·U·
 Δ·Y·U· Δ Δ·U·P·, V·Y·B·, C·U·A·, C Δ·Y·B·, C·C·Δ·A·, B·P·Y·
 ΔΔΔ ΔΔΔ Δ Δ·L·J·P P·U·C·B·U· Δ> Δ·B·U·Δ· Δ·L· Δ·L·J·, Δ·Δ·A·
 Δ·Y·U·, B Δ·L·U·P Δ·Y·Δ·U·C·A·U·B·U·A·Y· Δ·L· Δ·A·Δ·A· Δ·C·Γ·, Δ>
 Δ Δ·L·U·, .. ΔB· Δ·Δ·, C·P C Δ·Y·A·C·Γ·, Δ·U·L· Δ·U· Δ·Y·B·P·C·,
 Δ·C·Γ·, C Δ·L·U·A·U·C·, Δ·P·+ .. ΔB· Δ·C·U· P·C Δ·U·B·C·A·A·C·Γ·,
 ΔΔΔΔ· C·Δ·C·Δ·P·A·U·, ΔC B·P·Y· Δ·B·+ U·P· B·P·A·, B·A·U·, Δ·L·
 Δ·Y· Δ·P· Δ·Y·U· Δ·P·A·P·A·, P·A·Y· Δ·C·C·A·, Δ·C·A· Δ·P· Δ·A·A·P· Δ>
 Δ·C·A· Δ·P· Δ·A·A·P· Δ·B·+ Δ·P· C·V· Δ·A·A·, P·C Δ·A·L·U·A· P·U· Δ·L·
 Δ·U·C·, .. Δ·Δ·, Δ·L· Δ> Δ·C·A· Δ·A·A·, C Δ·Y· Δ·L·U·A·U·A·A·, ..

4. ΔB· Δ·A·Y·, ΔΔ C Δ·Δ·U·Δ·Γ·, ΔU Δ P·A·A·, ΔΔΔ C·Δ·C·Δ·P·A·,
 B Δ· Δ·Y·U·B·U·, ΔU Δ·C·A·U·P· Δ·Y·, Δ·Y·U·, .. ΔΔΔ Δ·P·+ Δ·A·
 P·C Δ·A·A·, Δ·P·C·, Δ·U·L· ΔU Δ P·A·A·, ΔΔΔ C·Δ·C·Δ·P·A·, Δ·Y·
 Δ·P·C·, ΔC Δ·C·Γ·, Δ P Δ·B·B·A·U·, Δ> Δ P P·U·L·A·, Δ·A·A·U·A·,
 ΔΔΔ B Δ·P·U·, ΔB· ΔC Δ·L· Δ·C·Γ·, Δ P Δ·L·U·A·U·C·, Δ·A· Δ·P·+
 ΔΔU Δ·U· ΔB· ΔΓ·+ Δ P Δ·C·A·Y·, P·C P ΔΓ·U·C·, Δ·A·A· Δ·P· Δ·C·B·
 ΔΓ· Δ·P·U·, Δ·Y·+ Δ ΔΓ·U·A·P·, ..

Δ·L· Δ·U·B·C·A·A·C·A·U·, ΔΔ· B Δ· Δ·C·Γ·, ΔΔ C V P·B·U·B·, C·U·P· Δ·L·
 ΔΔ· Δ·A·A·U·A·, Δ Δ·P· Δ·U· Δ·B·U·C·U·, C·P Δ·A·A·, Δ Δ·C·A·A·C·P·, P·U·
 Δ·P·A·A·C·Γ·, Δ·P·+ ΔB· C Δ·L·U·A·U·A·, ΔB· Δ Δ·C·A·A·C·P·, Δ·A·
 ΔΔ· B P·Y·B·, C P Δ·A· B·U·P· Δ·L·U·A·A·, C P Δ·B·P· Δ·P·U·A·, .. C·V·
 Δ·Y· Δ·L· Δ·L· B Δ· Δ·P·C·A·, P·U· C·Δ·C·Δ·P·A·, Δ·C·A·A·L·A·, P·C Δ·P·A·A·
 C·P·, C·U·P· B Δ· Δ·C·Γ·, Δ Δ· Δ·P·C·, Δ·U· Δ·B·P·Y· Δ·B·+ B Δ· Δ·C·
 Δ·, ΔB· C Δ·L·U·A·C·P·, B·P·Y· Δ·U·U·A·A·, .. Δ·Y·A· ΔΔ· Δ·P·A·A·C·B·U·
 Δ·B· B·P·Y· ΔΔΔΔ· Δ·B·+ B Δ· Δ·P·U·A·, ΔΔΔΔ· Δ·C·A·A·, .. Δ·L·
 Δ·U·C· P·C Δ·C·C·A·A·, Δ·L· P·C Δ·P·A·A·C·A·A·, B·P·Y· Δ·U·P· Δ·U·C·, Δ·A·A·
 U·A·, B Δ· Δ·P·A·A·C·A·A· Δ·Y· B Δ·A·A·C·P·A·A·, Δ·C·A· Δ·P· Δ·U·L· C·Δ·C·A·
 A·A·, B Δ· Δ·Y·U·B·U·A·, .. C·A·Δ· ΔΔΔΔ· Δ·P·

1. P·A·A·A·A·A·, Δ·A·A·, Δ·L· Δ·C·B·, Δ·A·A·, Δ·A·C·A·A·A·A·,
 Δ·U·A·A·A·, Δ·L· Δ·P·A·A·A·, Δ·P· Δ·L·A· Δ·A·A·A· Δ·C·L·A·,
 Δ·C·P·C·A·A·, Δ·L· Δ·L·A·, Δ·P· Δ·A·A·A·A·A·C·, Δ·L· Δ·C·B·,
 Δ·A·A·A·A·, Δ·P· Δ·L·A· Δ·A·A·A·, Δ·P· Δ·P· Δ·B·+ Δ·U· .. Δ·Y·
 ΔΔ· Δ·A·A·, Δ·C·A· Δ·P· Δ·B·A·A·A·, Δ·L· ..

2. Δ·P· Δ·U·B·U·A·, Δ·P·A·A·A·A·A·, Δ·C·A·A·, Δ·A·A· B Δ·Y·A·C·P·,
 Δ·P·+ Δ·P·L·U·A·, Δ·U·

During the meetings a summary of the results of the Farm Questionnaire, entitled "Impact Rural Agricultural Area", was read a number of times at most meetings as a framework for the discussions with the landowners and other interested parties, and to test its results in discussion. Interestingly, discussion revealed a possible misunderstanding by those completing the questionnaire in connection with fencing of a corridor right-of-way and the creation of a corridor access road, to which reference is made in the material following.

The summary of the Farm Questionnaire, referred to above, is:

IMPACT RURAL AGRICULTURAL AREA

CONCLUSIONS

"The above average response to the questionnaire by the farm residents indicates serious interest and concern in the study of a multi-use transportation corridor. Some general observations from the study are as follows:

- Strong preference for multi-purpose single corridor indicated.
- Corridor location preference is along existing pipelines, railways and/or highways.
- Consideration of the attraction of urban and other uses such as hiking trails, youth hostels, skidoo trails is not favored in agricultural areas but was recommended for non-agricultural areas.
- Soil conservation and total property restoration are of major concern.

- Development of a service road along the corridor and/or fencing of the corridor area favored only where it benefits the farm operation.
- Compensation for total property damage and injurious effect (being subjective) are a concern requiring further study in detail.

The establishment of pipelines and powerlines in a multi-purpose single corridor would cause some disruption to the physical and social environment of farm community during construction but once operating the impact is relatively small. With ample notice, fair compensation and proper construction practices, very little opposition should be expected from the farming community."

The members of the Consultant Group attended the meetings to introduce the Corridor idea and lead the discussions. Not all of them were able to attend at each of the meetings due to specific commitments in their regular work. There were never less than five at any of the meetings thus a useful consensus resulted which is summarized in the report of each meeting.

The meetings were taped in each case with pertinent segments of the tape being reported or excerpted for the purposes of this report. While some of the material is rather lengthy, it is considered necessary in order properly to present the interchange of opinion and ideas.

These Public Meetings were held to obtain ideas and input from the total community as well as being informational in nature. Thus, the important factor is the free flow of ideas and information rather than identifying or obtaining commitments from the participants; comments from the Consultant Group are identified with a "C" and those from the participants with a "P". In each of the meetings there was a chairman from the community and one from the Consultant Group. Where these are identified a further "C" is used, i.e. "CC" for the chairman of the Consultant Group and "CP" for the Chairman of the Community Group.

The meeting at Boyle was the first of the Public Meetings, was most productive and is therefore treated in more detail than those others concerned primarily with agricultural areas. Athabasca was the most poorly attended because there were other events on at the time and few in the area felt there was any likelihood of a corridor in their vicinity. Additionally, they had put forth considerable effort to have the new highway (63) routed near Athabasca, to no avail.

In Lac La Biche the primary concern was new business for the Town resulting from a corridor in the vicinity. The Town of Lac La Biche forwarded their impressions of the meeting which was followed up by a brief from the Town, both of which are incorporated in the report of that meeting which follows. In Conklin, the social effects of a corridor, with attendant service road, was of greatest interest while in Fort Saskatchewan the effects on future rural - urban values and land use were of greatest importance. In Fort McMurray the routing through subdivided and subdividable areas provided the subject of the participation.

The following is excerpted from tapes - verbatim where suitable.

BOYLE PUBLIC MEETING

NOVEMBER 5, 1973, COMMUNITY CENTRE:-

Present: Eight members of the community, mostly farmers, one businessman and Mr. Rod Baldwin, past reeve of Athabasca County and chairman of the participants group. Six members of the Consultant Group under the chairmanship of Mr. C.H. Weir.

Note: The Community Participant Group are identified as "P", the Consultant Group members with a "C" and the Chairman of either of the Participant or Consultant Groups identified with an additional "C", i.e. "CP", "CC".

CC We were commissioned last spring to start this study and since then we have been gathering background information which has been summarized in your folder. Now we are ready to start the meat of the thing by selecting a corridor. First of all, part of our job is to consider the feasibility of putting in pipelines, powerlines, roads, railways, all together. In this particular study we are going into three or four major areas, Edmonton Industrial and Fort Saskatchewan, Farming Area, which we are concerned with now from Fort Saskatchewan to Wandering River, and from there on in the Forestry Area.

In the area generally south to Edmonton from the Wandering River area, we will really only be concerned with pipelines and powerlines. Roads have been built but some need upgrading and there will be no relocation of roads.

The railways there are built to capacity and are adequate for many years to come. Our real consideration is, then, power lines and pipelines and we would like an expression from the area which is the reason for this Public Meeting. Where do you think this corridor might go, is it feasible to put all these things in one right of way across your land? Some of you have had experience with power lines and pipelines.

We have sent out a Farm Questionnaire not long ago and got a good response to it. We sent out six hundred questionnaires and got a hundred and twenty replies, an exceptionally good response. Generally, they told us that they would like a corridor and would like to see these things go together. Our object here is to answer questions and this handout generally outlines the purpose of the whole study.

P When you say to run a corridor, what do you mean; that Calgary Power and any other line would run in the same right of way of seventy five feet or a hundred feet, whatever it may be.

CC Perhaps even a quarter mile wide.

P A quarter mile wide, one deal beside another?

CC Yes. Something like that. In agricultural areas, not quite as wide as that, especially with pipelines. Oil

lines can be put as close as ten feet together so you might have five or six oil lines in a one hundred foot right of way. Gas lines, for safety reasons, are thirty feet apart. Now if you start to go along the highway, power lines need wider right of way.

P So that would mean any individual would have to put up with three or four different outfits, right of way dealings and so forth. Am I right?

CC It depends on how this corridor is set up. If it is set up under one ownership it might come entirely out of your land, with one dealing.

C The Government has asked this Group to do a study, that you have some impression about now, for the purposes of finding out whether or not we can suggest to the Government that by changing the present system we can someday do two things:

One, improve the situation that a typical land owner finds himself in;

Two, make the work of pipelines - power lines more efficient; such as to create a place in the Province of Alberta, between two points where, in fact, all of these utilities that serve two points (Fort McMurray, Edmonton) could be confined.

Now as you know the present way the system works is that anybody who wants to or is required to, put in a power line,

any company that wants to put in a gas or oil line, is required to seek Government permission. Once they have obtained Government permission, then of course the Government has in effect designated a route and that route is chosen without reference to what we are talking about today, a corridor. It is generally chosen by a geographic method, that is to say, if a company wants to find out where it's feasible to put the line, they, of course, know where they want it to go and where it's coming from and they want, naturally, to effect an economical way of putting the line between two points consistent with all the kinds of problems they are going to face.

As a result, you have, between various points in Alberta, a number of pipelines or power lines running without reference to each other, that is to say, one is on the left side of the highway for ten miles and the other one on the right side of the highway for six miles, and then they branch off and each go in separate directions. What the Government is attempting to do is to ascertain whether or not, through the investigations that we are doing now, we can improve that situation and if, in fact, the Government decides that, I imagine, that if they like what we say they might take it upon themselves in relation to this particular study to say, yes, they are going to have a pipeline corridor and we are going to have a power line corridor - it's going to be an area of land a quarter of a mile wide or a half a mile wide or less than that, it's

going to be between here and Fort McMurray.

Of course a route will be designated, but the Government has the option of saying, look, we realize that there are a lot of land owners involved in this route and a half mile wide corridor has the effect of displacing some of these people, in other words your lands would be totally within the corridor and as a result of that the Government could eventually decide:

- (a) to buy all your land outright or,
- (b) decide that it would, in effect, rent your land and, when I say that, I don't mean the sense that we normally use rent in but I mean the way it operates today, which is to pay for a portion of the lands that are being used.

Now, the Government, with our help, is attempting to find out whether or not this kind of thinking is possible and secondly, to find whether it is an improvement over the existing way of doing it. In fact any of you who have had experience with power line or pipeline wouldn't be faced with this kind of problem: in July of one year comes pipeline number one and pipeline number one touches the north east part of your quarter section and so you deal with that pipeline. In August the same year, Calgary Power is putting in a line and it's going diagonally across your land and so you're dealing with Calgary Power, next you have another pipeline company cutting across part of your quarter section in another area of the land and of course you have dealt with three different people

which included two different individual things.

They all affect you and you have no sort of basis of dealing with these people in a consistent way and one company, as sometimes happens, is very generous and says they will pay a lot of money to you. The next company is very stingy and they say we don't want to pay you any money. The third company is somewhat in between.

What a pipeline corridor would do is prevent the situation from arising that we are talking about now and it might mean that all the companies would have to deal with the Government and that you in turn will receive your compensation from the Government and as I say one of the things that is worth considering is whether or not, perhaps, the Government should in fact, buy or lease, all of the land that's within the corridor so that people within the corridor wouldn't find themselves in what may not be a very good situation.

So this is what this study is all about and what we don't know is what the people who live on the land really think. It may be that you actually prefer to have it just the way it is and if you do prefer it that way, and tell us you prefer it, it's our duty to report back to the Government saying, look, it doesn't matter what we think, the people that are going to be directly affected don't like it this way.

P I gather from what you said, I don't know if it's what I think, but the Government is stepping in more than it was when the first pipeline went through this place.

C Well I think it would be fair to say that the Government is playing a bigger and bigger role all the time. As you know, initially, what's happened when oil was first discovered, it was no good unless you could get it to a market so naturally the first and foremost thing was to get a line built to the source of the oil and get it to a point where you could sell it. Of course everybody is benefitting by it and this is how the pipeline game developed. We continued that way until now in Alberta we may have more pipelines than any other area in North America outside of, say, Oklahoma, Texas and Pennsylvania. We haven't dealt with pipelines in the way we are investigating today. There is no corridor that we are aware of, at least in North America, so this is an entirely new sort of concept. The Government is taking a more active role.

CC Do you have GCOS on your land?

P If they were to go through with the corridor lines, I wouldn't be able to farm. Well the corridor would be taking so much of your land, that's where all the utilities would be, but I mean if there were pipelines through that land, say a half mile wide, taking the whole quarter, there would be no sense in farming it.

C Pipelines only don't need that.

P Of course that's based on different kinds of land.
Some land you can almost improve by tearing it up and
some land is ruined.

CP It was suggested that the corridor might be a half mile
wide; I would think this is a maximum and a minimum
width might be two hundred feet.

CC In agricultural areas, which you people are so concerned
with, you are getting down seriously to considering pipe-
lines, which narrows it down to two hundred feet.
Additional power line may add another several hundred feet.

P It would be no set width but would be as required. If
you need additional land you just make it wider.

CC I think the idea was to take all that we can see now as
required, say five hundred feet, to put a pipeline in
this year and a few years later another pipeline and power
line and five years past that another power line and
another pipeline. We can foresee, fairly easily, four
major pipelines running to Fort McMurray.

P That means four power lines on the farm and you won't be
able to turn the combines between the poles.

CC That depends on the type of line; if it's a major line
the towers are a quarter mile apart.

P If you have to take an easement you will still be able to farm over the land where the pipelines have been laid.

CC It wouldn't be unlike it is today, they might buy out the land. That depends on the final decisions and I suppose partly on our recommendations. Would you like to own the land or would you rather just continue, as it were, and take five hundred feet and if another pipeline is required build it or if another power line is required build that and have some kind of damage compensation - somewhat similar to what it is today.

P Wouldn't you pay so much a year for the pole standing there? If the pipeline is underground it is not near that bad but if you are taking five hundred feet of my farm on either side of it, what's happening to farming, I might as well get out of it.

Another P Well, you could farm the area over it.

Another P If you buy it you're going to own it, they might as well farm it themselves.

C They would still have to lease it back.

CC Perhaps rather than ownership there would be an easement. Do you have an easement now?

P Yes.

Further P But we don't get anything for the easement, I mean they pay something for pipeline but we have an awful battle to

get that - fight every inch of the way. We have clay all the way over the top of the pipelines, twenty feet wide, I think they buried all the top soil and those clumps of clay are so hard when you run over them with the tractor and nothing breaks them. This happened in 1965. We don't get any rent or anything. If they paid a little rent, we could put up with it more, but they just paid as little as they could. I would prefer to see a little rent each year, people would be a little happier then.

C You wouldn't like to see them buy it outright?

P No.

C What about the situation if the Government bought your entire quarter section, such that if a portion of it were affected so that, in effect, you might have the pipeline right of way touching your quarter section and the Government turns around and buys out the entire quarter section. Would you be amenable to that suggestion?

P I don't care, I have only one quarter.

CP That might be alright, I don't know.

C I think the new Act is coming out very soon with something on replacement values.

P What do you mean by replacement values? For instance a quarter section here is valued at a thousand dollars and

on to your lands and perhaps cut them in half.

CC Would it be better with one pipeline here and another a half a mile away, separated as they are now? In the McKenzie Valley the corridor there is fifty miles wide! They stipulated that the oil and gas lines can't be closer than a thousand feet - gas lines along the highway have a minimum space of a thousand feet. This is the ecological and environment consideration. There they found through investigations, in the background studies they've done so far, that putting them all together in a three hundred foot right of way down the sensitive areas along the McKenzie Valley can do more harm than putting them a thousand feet apart. This could apply in your area too, the farming area. Do you want to put them all together or spread them out?

P I don't know, sometimes you think its alright this way, the next time that way - it seems that putting them apart might be better.

CC Your main concern is during the time of construction.

P Well, we will be compensated for that part of the time, I suppose, no matter which time of the year it was. It could be, mind you, something that couldn't be replaced and couldn't be repaid for because it would be too numerous, with all these pipelines, to mention sometimes. Putting up with one would be more feasible than a whole

bunch; of course you say there will be only one company at a time. One can come right after another, you can't say that can't happen either.

C In the event some precautions were taken to preserve the top soil, i.e. strip it off and stack it beside the ditch until after the pipeline is installed and then put the top soil back.

P I noticed that didn't work in this area at all. That I can say for myself anyway because we have very little top soil here and you can't put it back. In the way I had the other two lines running through my other quarters, I strictly forbid them to do stripping, just go through, there is bush, just take that away and fill your ditch. There, the only top soil I lose is over the ditch and that's never been replaced and never will be replaced because there isn't enough top soil around. You have a little bit of top soil and that's all. If you lose it you can't get it back on, so you've got that little strip right in the field that you can see - if you summerfallow you can see that strip in the field.

CC You can see it from the air as well. I followed the full line down in a helicopter in July.

How do you feel about putting it in the highway ditch, that is the pipeline in the highway ditch. Maybe the highway people wouldn't like this.

P That's not going to be done, you know that.

CC Well I wouldn't say that. In some areas, maybe the forested areas, it may be done.

P If the highway wants to expand, it might be put on one side of the highway.

CC They have made provisions now for expansion on one side or the other, although our study, to date, showed that the existing highway will do for at least twenty years. Beyond that is pretty far in the future. The farthest we can look into the future of the highway is that it would be a four lane, but they have already acquired this from Wandering River north. They have acquired the right of way on both sides.

How would you feel about travelling along with pipelines in the highway ditch?

P I don't see it would bother me.

Further P What that would mean is that you would have a wider area stripped of natural growth, isn't it?

CC Maybe not right on the highway but the same as putting it in the country ditch as in your highway going to Athabasca, for instance.

P It's hard to get in a highway ditch as it is and fill in the ditch as is needed for pipelines. I can see maybe

another thirty feet of right of way. I wasn't thinking so much of the right of way as taking out that much natural growth.

CC The same would go for power lines. Also, you can see them.

C There is another problem in the area with farm buildings along the highway. There are also a number of other factors minimizing the impact of a number of facilities.

P Rather than take 5% or a hundred foot strip out of the middle of one farm, is the possibility being looked at by you people of taking it down a quarter line where there is probably fifty feet or eighty feet of brush and fence line already, straddling the quarter line

CC There is that possibility in the area from Radway straight north to Ellscott, that is straight up the middle of the quarter section. One might find a more economical route than the existing line or a route that is more acceptable to everyone.

We have a few towns represented here. What is the effect on the towns with respect to the location of the corridor?

C Well at least with existing settlements, one of our objectives would be to try to avoid any community. In other words the pipeline corridor, or a series of pipelines, coming near an existing urban area or direction of a town's expansion. There are problems insofar as building

roads that cross the pipelines which could be avoided.

P How close can you get to a pipeline? Is there any set limit?

CC They are doing work on the safety of these pipelines, particularly high pressure pipelines. When they go through residential areas they use a higher standard of construction, heavier pipe etc. When you are planning on building up your community, there are a lot of questions in this.

C How do you people feel to the Government, or some control board buying the land from you, whether or not you leave your buildings on it, and rent it at so much a year from a set board at a reasonable rate?

P What do you mean rent to us?

C I mean keep on farming except the Government, or some board has bought the land from you and then you just rent it from them.

P When you say rent there is something that we have to give to them every year. So we will still be responsible to give them some kind of share, either of the crop or so much cash a year for that land. My answer to that question is if they go and tear the farm up real bad there is no sense farming in there because I'm not going to make anything and neither is the Government going to make anything.

CC Did you get sent one of these questionnaires?

P Probably did, but didn't go back.

CC We got a pretty good return.

P How long ago did they send these questionnaires out?

Did they go to everyone along the highway?

CC We got a list along the east-west line, scattered names.
It's a long complicated test, not difficult but long and complicated.

P The farmer lets the pipeline affect him, even if they have a fair easement and they come back a couple of years after and if there is damage to the farm we wouldn't object then. I think too there was a big difference between the easements of the Alberta Gas Trunk line and GCOS. They paid more and then they came back to look after things.

CC How was the effect of GCOS?

P The previous owner had GCOS and I bought the land after GCOS went through, but I am dealing with the Trunk Line people - no problems at all and I have a third one.

CC We want to talk to you about these experiences.

C What is fair compensation? We get different opinions every day. What is fair to one man may not be fair to another and what is fair to the man receiving the money isn't

always fair to the man paying and vice versa. So the question is that you can't basically agree on what is fair.

This gentleman here said that he was in front of the Public Utilities Board and he doesn't appear to be too happy with what they did. For instance, if your land is worth \$300.00 per acre, and suppose the company comes across with a fifty foot right of way, across your quarter section (that is about three acres) - in fact they only use the right of way during construction and the pipe, as this gentleman indicated, ends up in a ditch which is only twenty four inches wide. The pipes are in and it's worked down; certainly you've got to pay and perhaps they wrecked the bush or disrupted the drainage in your slough, but my question is what is fair compensation in terms of paying for the easement. You have some ideas about this?

P Well, what Mr. "P" is saying is if they would come and look at it after they did pay. They are not going to pay what you want, let's put it that way. Maybe we are all ridiculous and sky high - they are not going to pay that, it is out of the question, and when they do pay you find they settled at what they should pay and it wasn't near what we wanted. I don't believe we were too ridiculous either. Then they completely forgot about this line and they never did come back and look and they criticized us in court. That was strictly unfair and that time the

Government seemed to say that the man in charge wasn't even working in Alberta anymore. The Government never did say nothing and them guys hired a bunch of lawyers and they just took us for a ride.

C What is fair?

P Well what I meant to say is they would pay that price and then come back and talk to the men for two or three years afterwards and be responsible. For instance, I had some drainage problems and on account of that it's still not fixed. I don't have a cat to go out in the field and do that - it doesn't work and we have to put up with it.

C If you had \$300.00 per acre land, would \$300.00 per acre be a fair price?

P Well I would think so.

Further P If you wanted \$300.00 per acre to sell that land we would give you \$300.00 but farmers aren't selling even though the market is \$300.00 per acre. So it's worth more than that.

C What is it worth? With the Public Utilities Board and new Surface Rights Board, it's more these new situations that we are talking about, there is going to be more Government responsibility in dealing with you people where an agreement can't be reached. The question in mind from people like myself is to know how you think because how does this Board determine what's fair? You might say

that you want \$300.00 per acre for your land or I want \$1,000.00 per acre, on the other hand, your neighbor says he only wants \$350.00. From the Board's point of view how are they going to decide what's fair and what I am asking is how do you people think they should decide what is fair.

P I think the Government should have something to do with this; to place a price and then base it in such a way that one person would get more than another, that is, better land is worth more. How did they do it the last time, they go according to the assessed value of the land and tripled it or what was it? They assessed your land and then tripled it which is very little. Others are assessed at \$2,000.00 per quarter section or maybe \$5,000.00 or \$6,000.00 so how are you going to base that three times? It's not fair and it really doesn't work. Somebody gets hurt some place down the line but if the Government had some kind of regulation that this is what you're going to get and then this is what we'll expect. But no, one guy gets \$1,000.00 per acre and the next guy gets \$200.00 per acre and the next guy gets \$1,000.00 per acre - that's the way the GCOS did when they went through.

C Was the Trunk Line a set price for everyone?

P The Trunk Line was different; there was a set price and a wider right of way to start with.

Further
P Maybe a more generally accepted method would be a yearly rental with a clause that it would be renewed every five

years or something like this rather than a once in a lifetime type of lease that we have now. At least in a lot of cases a lot of your right of way people are thinking of, and somebody asked at a meeting around here, I think, that you get \$100.00 or \$200.00 per acre the first year plus damages and a \$100.00 per acre for the next twenty one years and then there is a little clause at the bottom that the contract can be renewed at any time. I don't think that's very acceptable. I think that there should be a clause in there to be renewed, say a maximum of ten years.

C I am not telling you what my own personal opinion is but am just showing you the other side of the coin. Let's suppose that we did have some kind of a rental. For instance, if the company is pumping through 100,000 barrels a day then what should happen is that every farmer on the line, perhaps, should get one quarter cent per barrel per day.

One of the problems that you get into is the cost of the end product so that the same man that asked for the money is also required to pay more for everything he gets. The question arises as to whether or not a rental is a sound business proposition in the sense that, in the end, what happens is that not only you, but everybody in the community, is going to pay more for the product. The cost of your electricity is going to go up, the cost of your fuel on

the farm is going to go up and the cost of my fuel in the city is going to go up too. Do you think that far ahead in relation to your own personal problem. I am just like you are if someone is going across my land, you have to pay and I fully understand that. The net result is that the next step is that the gas and the utilities go up and you get your bill and you wonder how it can have gone up so much. Because you got paid for this going across your land on a rental basis and then you're giving it here. I'm just curious, whether or not your line of thinking follows that route.

P I don't think that that would be very difficult to consider and would be such a tiny dot in their cost. What I am suggesting to you gentlemen here is that the rent be paid at say 10% per year.

C There has been a lot of discussion of that.

Further C Let's just explore that field, we are all interested in that concept. What would be a satisfactory rental per quarter section? Would it be based on the fact, for example, that a pipeline touched your quarter; we have a lot of those instances where in fact when pipelines aren't following the quarter section lines it comes right at the apex where two quarters join - ten feet on one and forty feet on the other. The question is does that man get quarter section rental like the man next door who got it diagonally right across his quarter. How would you determine the rental?

P You figure out more difficult things than that. Figure that one out.

P Their solution is very simple, we are not paying rent. What I am saying is that if they were paying rent it would have to be so much a foot. Let's suppose you had an eight inch line or a ten inch line, what would you consider a fair rental?

P Could be such a thing as you said in going through this corner here, the pipeline doesn't even go to this corner but the right of way touches the quarter and goes to the other side of the road.

C Let's think in terms of the area. What would you consider as rent today. We realize that you talk about review in five years but if you were talking about today, how would you go about determining what the rental is to be because we are going to be asked these questions.

Further
C May I make a suggestion. If you gentlemen had a choice; let's say two of you are sitting with your farms adjacent to a blind line and we had a power line going through this country, what kind of rent would you figure to be fair so that you would rather have it on your land than on your neighbour's?

P With power line you have to put up with the poles.

C Regardless of that what would you have to be paid in order that you'd rather have pipelines or power lines on your land.

- P It would have to be a different price for both of them. The first pipeline that I had, I wish it wouldn't have come on my place. I wish it had gone on the neighbour's place because he had all bush but they picked the clear right of way. Why should they put up with a little bush when they pay nothing anyway.
- C What would you like to be paid?
- P Well they have to pay quite a bit more than they paid, we are very underpaid.
- C Would it be the equivalent value of the piece of land they used or ten times or a hundred times?
- P It would have to be at least three times higher than the other one. We knew a little bit more about it then, with the second line they stripped the soil which made it better and they paid lots more for damages.
- C You would then rather have that line on your land rather than on your neighbour's?
- P No. I wouldn't say that because you get those measly couple of dollars and you have spent it and then you have got nothing anyway. You've got to put up with the little piece through your land and you don't make nothing out of that. You have got to put up with the guys doing it and it depends on what time of the year you do it.
- C This is what leads us to the conclusion, or at least we

are investigating the conclusion, that maybe its better for the Government to buy the land so that, in fact, they would buy this whole line for the corridor right up to Fort McMurray. You then would never have to worry about a pipeline going across your land because they would have bought your place and then you can buy one that doesn't have any pipeline on it and know for sure you'll never have another pipeline, so you are free from this kind of problem and the Government has now confined all of the problems between these two points, essentially, to one area and they've done it by becoming owners of the land.

Obviously, just like you do with grazing land, you would find someone to lease it even if its only for \$1.00 per year. The land is there and is certainly going to be chewed up, there might be a power line and power post in the way but it still can be farmed and someone will be leasing it from the Government. You will be paid out and gone and you will never have to worry about this situation again.

We come back to the same conclusion as to how to determine how much the Government is to pay for your land. Of course, it's the same old story, you come back to using the yardstick and the yardstick, generally, is what your neighbour would sell for. This is what the other member of the Consultant Group said about the power line. The

problem that keeps coming back to us all the time, no matter which way we attack it, because we have ultimately to decide what your neighbours would do or will do.

Your land, ordinarily speaking, without some very special reason, is not going to be worth any more as a piece of land than your neighbour's land, given similar soils and in the same area. Your buildings might be worth more, they have to be paid for, but for the land itself it's going to be worth the same price. Now, does the Government pay you on the basis of what it's worth to your neighbour or do they pay some kind of special value beyond that, if they bought you outright? The next step is how we can find out for our own purposes what figure it is that's going to say to you, keep your land.

P That's kind of an impossible question.

C This is what these Boards deal with every day. When you're not satisfied they have a pretty difficult job to do and it is appreciated that you're not in the best possible position in front of these Boards simply because in some cases you're not financially equipped to be there. You look at the high priced lawyers the company hired and you say how am I going to spend all this money but in a recent very long case that has been going on since 1968 the other side received very substantial costs almost throughout the proceedings.

What do you want for this easement? Of course the Board is in the unfortunate position, at a specific point in time, where something that is personal to you becomes ridiculous. It's a question of reason. What often happens is that people in your position get angry at the fact that they were forced to drive to Edmonton or forced through all these inconveniences and then they have somebody sitting up there who appears to be all-powerful and that person is going to tell you what you get for your land. Then he asks you the question about your land value and unfortunately, you can't pick it out of the air and you sometimes end up not being able to give any answer with the result the Board is in this unfortunate position. It says well we haven't heard anything from Mr. X except "not enough" and the other side has said five times or three times the settled value. So choosing between the two they are faced with only one alternative and they've got to go for the little mathematical figure.

On the other hand if you came to them and said well, look, my neighbour has just sold his land for \$200.00 per acre so I think I should get at least that and perhaps I should get more. You're going to make a lot of headway and they have something to work with.

You are not in front of us, we are really in front of you and we're asking these questions and I'm just demonstrating how difficult it is to get at these answers. What may

satisfy you wouldn't satisfy your neighbour and what may satisfy three in a row may not satisfy the fourth or fifth guy. So there has to be some formula, perhaps, where in the end you're going to end up with some people unhappy unless you are ready to go out with the public's cheque book and that's all we really ever do. They are spending your money and mine, should they pay everybody exactly what they want?

There are a few instances in private industry where that happened. You may have heard about the little old Polish lady who had a \$20,000.00 home in the middle of a shopping centre site and why these people chose to try to develop the site without first knowing what she would do with her land is really beyond me, but somebody made a mistake. She said that she didn't want to move, had lived there for twenty years and the situation went on for about six months. They can't expropriate because it's a shopping centre, it's not a public interest thing. Well, for a \$20,000.00 home they just paid her \$125,000.00 plus other things.

Now the question arises when does it get unreasonable and these are some of the questions people like the Government run into in trying to put some order into a pipeline between here and Fort McMurray.

You might say to me that I am the most reasonable man in the world and that I met you in Boyle and you have this document here that means I am going to sell my farm outright

to the Government for \$385.00 per acre plus so much for the farm buildings and I can keep the equipment and stock, take off my crop, and if I want to, for \$1.00 I can farm it next year because we're probably not going to use it. You'll think I'm the greatest guy in the world. Your neighbour may say, that you are crazy because he wouldn't buy here for less than \$1,000.00 an acre. What am I going to do? Is \$1,000.00 unreasonable.

P Well there is the difference between you and me, you are always saying your neighbour, the other guy across the road. Well there is a difference and such difference is that you are willing to sell and the other is that you are forced to sell. Now there is where you quote two prices and this should be two prices and that would be fine as far as I'm concerned.

C Well let's see what happens, though, in this kind of thing. Here is a quarter section and here is our pipeline running diagonally across here. This particular chap has got his listed for sale. That quarter is listed for \$32,000.00, \$200.00 per acre. This fellow here just sold his for \$27,000.00 and he included all his machinery in there. You live here and you don't want to sell and what happens is that the Government comes to this man and he says if you will give me what's equivalent to \$32,000.00 (\$200.00 per acre) sure I'll give you this easement because I'm going to turn around and sell my farm anyway and I'm not

problem that keeps coming back to us all the time, no matter which way we attack it, because we have ultimately to decide what your neighbours would do or will do.

Your land, ordinarily speaking, without some very special reason, is not going to be worth any more as a piece of land than your neighbour's land, given similar soils and in the same area. Your buildings might be worth more, they have to be paid for, but for the land itself it's going to be worth the same price. Now, does the Government pay you on the basis of what it's worth to your neighbour or do they pay some kind of special value beyond that, if they bought you outright? The next step is how we can find out for our own purposes what figure it is that's going to say to you, keep your land.

P That's kind of an impossible question.

C This is what these Boards deal with every day. When you're not satisfied they have a pretty difficult job to do and it is appreciated that you're not in the best possible position in front of these Boards simply because in some cases you're not financially equipped to be there. You look at the high priced lawyers the company hired and you say how am I going to spend all this money but in a recent very long case that has been going on since 1968 the other side received very substantial costs almost throughout the proceedings.

What do you want for this easement? Of course the Board is in the unfortunate position, at a specific point in time, where something that is personal to you becomes ridiculous. It's a question of reason. What often happens is that people in your position get angry at the fact that they were forced to drive to Edmonton or forced through all these inconveniences and then they have somebody sitting up there who appears to be all-powerful and that person is going to tell you what you get for your land. Then he asks you the question about your land value and unfortunately, you can't pick it out of the air and you sometimes end up not being able to give any answer with the result the Board is in this unfortunate position. It says well we haven't heard anything from Mr. X except "not enough" and the other side has said five times or three times the settled value. So choosing between the two they are faced with only one alternative and they've got to go for the little mathematical figure.

On the other hand if you came to them and said well, look, my neighbour has just sold his land for \$200.00 per acre so I think I should get at least that and perhaps I should get more. You're going to make a lot of headway and they have something to work with.

You are not in front of us, we are really in front of you and we're asking these questions and I'm just demonstrating how difficult it is to get at these answers. What may

satisfy you wouldn't satisfy your neighbour and what may satisfy three in a row may not satisfy the fourth or fifth guy. So there has to be some formula, perhaps, where in the end you're going to end up with some people unhappy unless you are ready to go out with the public's cheque book and that's all we really ever do. They are spending your money and mine, should they pay everybody exactly what they want?

There are a few instances in private industry where that happened. You may have heard about the little old Polish lady who had a \$20,000.00 home in the middle of a shopping centre site and why these people chose to try to develop the site without first knowing what she would do with her land is really beyond me, but somebody made a mistake. She said that she didn't want to move, had lived there for twenty years and the situation went on for about six months. They can't expropriate because it's a shopping centre, it's not a public interest thing. Well, for a \$20,000.00 home they just paid her \$125,000.00 plus other things.

Now the question arises when does it get unreasonable and these are some of the questions people like the Government run into in trying to put some order into a pipeline between here and Fort McMurray.

You might say to me that I am the most reasonable man in the world and that I met you in Boyle and you have this document here that means I am going to sell my farm outright

to the Government for \$385.00 per acre plus so much for the farm buildings and I can keep the equipment and stock, take off my crop, and if I want to, for \$1.00 I can farm it next year because we're probably not going to use it. You'll think I'm the greatest guy in the world. Your neighbour may say, that you are crazy because he wouldn't buy here for less than \$1,000.00 an acre. What am I going to do? Is \$1,000.00 unreasonable.

P Well there is the difference between you and me, you are always saying your neighbour, the other guy across the road. Well there is a difference and such difference is that you are willing to sell and the other is that you are forced to sell. Now there is where you quote two prices and this should be two prices and that would be fine as far as I'm concerned.

C Well let's see what happens, though, in this kind of thing. Here is a quarter section and here is our pipeline running diagonally across here. This particular chap has got his listed for sale. That quarter is listed for \$32,000.00, \$200.00 per acre. This fellow here just sold his for \$27,000.00 and he included all his machinery in there. You live here and you don't want to sell and what happens is that the Government comes to this man and he says if you will give me what's equivalent to \$32,000.00 (\$200.00 per acre) sure I'll give you this easement because I'm going to turn around and sell my farm anyway and I'm not

going to get any less for it because of the easement on it, at least that is what he thinks. I think that is exactly what happens. Would you sell your farm for less because you had easements on it already?

P No, not really.

C So he gets his \$200.00 for his three acres, so he has \$600.00 in his pocket. This fellow here, no problem with him, this proves the land is worth \$27,000.00 and and he has got several thousand dollars worth of machinery so he says, if you are going to pay me \$200.00 per acre, that's more than I agreed for, so I'll take it.

You are living here and you say you are forced to sell and the question arises is how are you going to determine what is fair in relation to you and I? We have a difficult time and the government traditionally, and all the oil companies and pipeline companies, hire an appraiser, who is some kind of professional person, goes out for \$500.00 or \$600.00 and gives us a report and says that I know this property sold here for so much and that property for so much.

P For instance, I said I wanted \$50,000.00 for my land, now what are you going to do?

C Well I have only two alternatives. I can either negotiate with you and say be reasonable, your friend only listed his property for \$32,000.00, yours is certainly not any more.

P His property is all hills or something and mine was good land because it could happen in this country where one quarter section can be really good and the next worth nothing.

C This is all hilly and this one here is very similar to yours.

P I said I wanted \$50,000.00, what are you going to do?

C I say I can't pay you \$50,000.00 because it would make your neighbors mad.

P I insist on \$50,000.00.

C I would have to expropriate and what you are going to get is what they decide. When you come to the public utilities board, they know nothing of your place. You don't come and tell them, in some kind of real terms, what it is they could give you. If you can tell them what it is that they can give you even if I have a high priced appraiser there, they will throw him out of court and give you something that you can support.

P No, they only have to give you what they want.

C It's not what you ask, it's what you can demonstrate. Suppose you said, I know my neighbor here listed his land for \$32,000.00 but it's all hills, it's no good, it's got two sloughs on it and all he can do is grow hay and I am growing nothing but flax and getting a big price for it, it's beautiful land, the soil is better etc. I think my

land is worth at least 20% more than his land and you've got it. If you say I want \$50,000.00 how are they going to do this?

Further C Don't they have to be able to justify the route and make some examinations and give reasons, more or less to support it?

Further C Now we are at the starting point of reasonableness. This is what we are looking for today because ultimately, in our report, we have to say something to the Government that this is what we can expect when you come to Boyle and later on, this is what you can expect from Thorhild and elsewhere in the area. If we can convey to the Government how you feel we can put it in the way that the Government can work with it. You can rest assured that what will happen ultimately is that you're going to be better off because you will have, through us, given the Government some answers. We are, unfortunately, like the Public Utilities Board in some respects in that we sit in some sort of an ivory tower but we've chosen, as a result of Government instruction, to come here, we are no longer in the ivory tower. We are here and we want to know exactly what you think and if you can tell us what you think in a way that we can advise the Government I'm sure that you will find the Government will take a much different or at least a superior point of view. You may not get any more money, this is always a possibility, but what may happen is that you will understand why you got less than you asked for.

- P I disagree with your suggestion that because you have the right of way or rights of way across your property, you would not take less money. I would suggest to you that in many cases you would have to take less money depending on what that right of way was. If I had three power lines crossing my place I would certainly have to take less money for that property than I would if they were non-existent.
- C I think you may be absolutely right except that we did a study one time on this particular case. It was an extensive study in and around land close to the City of Edmonton. We found that even though the owner perhaps was agreeable - one place we crossed had seventeen pipelines on it, this is highly unusual, but, you know, the people who are buying aren't penniless. This is the queer thing, they should take less and maybe it's worth less but the buyers don't seem to pay less.
- P Maybe they'd pay more if they weren't there.
- C Of course the comparability of things always has to be the yardstick and again you can fall back to the story about your neighbour, your neighbour sold his land or had it for sale at a certain price and your land is listed and sells for the same price as his is listed and sold for and we don't say that he would have paid more if there weren't any lines on it. We say he is paid the same as for a quarter section beside his that doesn't have any lines on

it. This is what we have found and I agree with you that it should happen your way, and for some reason or other, simply because the buyer's attitude today with respect to the land, buyers don't think that.

P Have you ever taken a close look at the land that was outside of the urban area? Market value next to an urban area isn't necessarily the same as would be out here, and I don't just mean power lines but I mean more the land use type of thing.

C Our experience has been with very valuable land, land that would run anywhere from \$4,000.00 to \$10,000.00 per acre where, I would think that in that quality of land, that if it had seventeen pipelines in it, it should be worth a lot less. It just isn't the case. It's just because people are willing to take the risk and buy the land and say if I buy at four, five or six thousand dollars per acre, with all these lines on it, and develop footage lots on it and do whatever I can with it I'm going to make enough money wherever the pipe is. I appreciate that this may not necessarily apply in a totally rural area but we have found this to be the case on very expensive land and it should certainly be so on rural lands.

CC We have been on compensation for quite some time and I would now like to review some of the general conclusions from the Farm Questionnaire. What do you think about this?

P I think maybe we should continue this, I don't know what would be right. Better to go into something else to get a little more detail, it might help other situations, it depends on what you're going to do.

Further P The experience that I had from the Alberta Gas Trunk Line, I had no problem; they came and told me about it and again the next week they came in and took so much easement. They disturbed the land a little but not that much. They paid for the right of way and next year they came back and assessed the actual damages. On that particular strip they paid for it and even the year after they came back so I can't see any problem with this sort of treatment.

C This reassessment one to three years is pretty important.

P They kept it up for about three years, if any rocks showed up they paid for picking them off.

C Is this a lump sum type of easement?

P Yes, so much an acre.

Further P Is this for one year. You're not getting paid a little bit every year.

Further P No, I did get paid all crop damage.

C You raised an important point in the servicing of your land, that is the company demonstrating an interest and coming there to see if you have any problems. Is that more important perhaps than the initial payment?

P Well that's one of the important things, you have a man coming around and you explain things to him.

Further
P You see what happened down here is that it was finished up in winter time and all frozen up. The Alberta Gas Trunk say they can't do the job so they come back in the spring. Those others never did come back.

C There have been a lot of complaints about GCOS.

P Well, that was the tenth line or well that went through, I had no problems at all and they went through two quarters of mine. The Trunk Line was okay, what happened with GCOS, I don't know.

CC I'll just read you the conclusions from these hundred and twenty farmers. The positive and useful response to the questionnaire from the farm residents indicates interest and concern in the Study and the matter of multi-use transportation corridor. The general observations are:

1. A strong preference for a single corridor. Most of the farmers agreed that they would rather have one corridor for all the pipelines, power lines, etc. rather than putting power lines and pipelines all over the place.
2. Location of preferences is along existing pipeline, power line, railways and existing highways. We will locate the corridor somewhere. Put all these additional lines that may be coming in the same place.

These are important words. What we got out of the questionnaire was that they would favour following existing facilities.

3. Where the corridor crosses agricultural lands no consideration should be given for attracting other urban uses such as hiking trails, youth hostels, skidoo trails, etc. They made it clear in the answers to these questions that they don't want any other use of these areas. In some areas, like in rural-industrial areas, the power line - pipeline right of way could be used for golf or recreation uses, skidoo trails etc. The inference I got from this farm questionnaire was that in agricultural areas there shouldn't be any consideration for using this corridor for any other use than for pipeline and power lines.
4. Conservation and reclamation procedures are a main concern, what you are stressing now, cleaning the land off and coming back the second year. Development of the service road along the corridor and fencing the corridor requires further investigation and that is something we can dwell on. When you think you can put a lot of pipelines in one right of way, with power lines, you should have this service road which is not going to be a high class road, just a service road for the people to service the pipelines and power lines. We couldn't get any definite answer out of the questionnaire and that is something that should be studied further and that we can do here. The same with fencing the

corridor, would you rather that they did, say, build four pipelines and two power lines, which is quite feasible in the next twenty years in this corridor in this area; would you rather have it fenced off or not?

6. Compensation for land, damages and injurious affect. The subject is subjective and requires further explanation and discussion and that's what we're going to do now, we didn't get anything conclusive.

Our general conclusion was the establishment of a pipeline - power line corridor disrupts the physical and social environment of the farm community but once constructed and in operation the impact is relatively small. With ample notice, fair compensation and proper construction practices very little opposition would be expected from the farming community. That's the conclusion we came to from those 120 farmers who answered our questionnaire.

Does that come reasonably close? That's kind of a hard question to put.

P Why would they state no further use of the corridor such as for skidoo trails, hiking trails - why should this be objected to? Is this just in the agricultural areas?

CC This is just in agricultural areas where the corridor crossed the agricultural land that no consideration should be given. This was our conclusion, that no consideration should be given to attracting urban or other uses such as were mentioned.

P Naturally they are fenced, they'll still be the same as present where it's now fenced on the side. There will be a fence in the quarter section to the corridor as at present. You can use that corridor for skidoo trails anyway except when you get fences.

CC I'm sure you've had trouble because there are a lot of people with skidoos.

P If you have a fence line running across it the way all the corridors are fenced now and the oil line and pipeline runs through you can't do it anyway.

CC You can use it in the pasture though. You can use it in the community pasture, or you could use it for a hiking trail where you build stiles.

P Right, that's in areas where it's not cultivated. What I mean by cultivated is where it's cross fenced etc. This could be a cultivated area too.

CC General consensus of the questionnaire, where they run through pasture, is that they didn't want people using the corridor other than for what it was set up for.

P Why should they object on so many minor details - for instance in certain areas you can be okay. There are no other cultivated areas where they go with skidoos down the trail, for instance from here to Smoky Lake the pipeline makes a good communication between skidoo clubs, clubs from there go down to the far corner and they still have

to go through agricultural areas before they get to there from here.

CC Suppose if there was a corridor in the agricultural areas that would make it official that anybody could use it for skidooing through your land.

P You have to open the gates to go through my farm. Once they tear them open to the farm, no. Down this area here it doesn't matter to me or anybody else. When you get down this trail there are no gates, there is no agricultural land for miles and miles but, for instance, if they go through a quarter of mine and another quarter of mine, I wouldn't want that.

CC That's what we are saying here. Where the corridor crosses agricultural land no consideration should be given to attracting urban or other uses such as hiking trails, youth hostels, skidoo trails, etc.

C In other words it's private land that should stay that way.

CC Where it's private land it's used for the corridor, they don't want the public to use it, that's what we got out of the questionnaire.

P The thing is that we have cattle and when some of the guys go through they leave the gates open. Somebody might even drive through the gates, it's happened. In this area here I can't see objections.

CC Yes that's in another area, forested areas that aren't farmed. In this questionnaire we asked them what they would like in forested areas or agricultural areas. In forested areas they went along with the trails but in agricultural areas or farming areas they said no.

P That's what I think too.

CC That's one of the questions in our study here, other uses of this corridor rather than sterilizing the whole area. Farming is another use and there is also the recreational usage in the urban areas, near the cities.

There's also the question of whether it should have a service road. If the corridor were a five hundred foot strip up near the center of the section maybe a service road could be on one side of it.

P It depends how the corridor would be run. If it ran along the side, along the boundary it would be the best way. A service road would be feasible, they wouldn't be bothering you and you'd never have a need to go in there.

C There would be a problem if the corridor was run diagonally.

P I would object to the service road if it went along the center of a section, particularly if I owned that quarter on each side. I have enough problems of my gates being left open. With the price of cattle, I have heard some complaints whether they be fact or fiction or gossip.

Personally I wouldn't want a service road up through there, I would prefer to give a right of way easement for service purposes. Maybe our easement should say that for service purposes the easement shall be along the south boundary of the north east quarter.

Something is going to have to be considered because I have lost cattle this year. I am not saying how they disappeared but I am saying they disappeared and I don't know too many coyotes that are big enough to fight cattle.

Further P You get two good sized coyotes, they could do it.

CC Do you want me to read that part again, detailed results of the questionnaire, this is going to be part of our assessment of the agricultural areas.

Positive contributinal responses to the questionnaire from farm residents, indicates, as a concern of the study, among general observations:

1. Strong preference for a single corridor.

P That would be alright. The thing is that it's okay as long as it runs along the boundaries and not diagonally.

C We might be talking as much as six or seven hundred feet wide.

P It's still one straight line and it still could mean that you have land on one side or the other but you always have a boundary line.

Further P This is fine but I don't think you could get general acceptance of a diagonal corridor.

C I think that statement could be very relevant compared to the alternatives. As the conclusion says there would be X number of pipelines being accommodated in a corridor as opposed to that same number of pipelines being accommodated in other rights of way scattered across the landscape. That's how I would read it.

P My question was, are we restricting that to parallel to the section lines or quarter lines?

CC I don't think there is any doubt that the preference is to go along the boundary line. A single pipeline right of way has gone that way and I think this is what's happened hundreds of times. As an example here is your fence, we survey the line here near the boundary line and the pipeline comes down in this way. You end up having the corridor over here and there is some land on the other side of the fence. It's not exactly on the line so we end up having to take all the fences and bush out in some areas, not all, but some areas. So maybe we are going to have to go back and relocate this two hundred feet inside. This is an open area along the fences because we've had a lot of problems involving exactness of existing fence lines. With a corridor five or six hundred feet wide it might be necessary to relocate and rebuild quite a lot of fences.

I think the conclusion represents a strong preference for a single corridor, unless it's shot down, but there would be pipelines and power lines in here and maybe a road.

P This sounds feasible but let's take it from a different point of view. You have seven hundred feet with five pipelines going through there. If one of those lines blew up for some unknown reason this could tear out the whole corridor. You've seen this happen in a fairly big area and if the whole thing blows up, look at the environmental problems.

CC That isn't the point of danger. We are considering that. We are saying this is the point of view of the agricultural residents. They have a strong preference for a single corridor.

Further C The idea is that the farm people who answered the questionnaire when asked this question, suggested that, from their point of view only, it would be preferable if all the lines were located within the corridor. What you say is it might not be preferable from the point of view of industry. Industry might regard this as being unsatisfactory because they say, look, we have three high pressure gas lines running next to a bunch of oil lines but we don't want explosions which you said might happen. From the farmers point of view they say we would prefer all lines together.

P True, if you would have explained to the farmers they wouldn't want it then either. If one line blew up, fine,

but if three lines blew up you know how much more damage there'd be.

CC Under the standard set of distance apart of ten feet for oil lines; if one blows up the other ones don't blow up. In very rare cases will oil lines blow up, they may get leaks.

Further C It's the same, we have limits when we build power lines a distance of so many feet apart. They have to be separated far enough so that no way can they touch one another.

CC The gas line distance is thirty feet apart, that's their standard under the Canadian Standards Association as with the oil lines. Even if one pipeline did blow up the chances of the whole works blowing up is very remote.

P If there is one gas line thirty feet here and another thirty feet there would there be a pipeline running between the two of them?

CC We are still arguing about that. In the case of four different pipeline companies, one pipeline company says yes the other no. They are still trying to find the answers.

P If you put two lines there, there is still lots of feet between them, the way these guys work they like to squeeze them in.

CC Yes in pipeline alley in Edmonton. Any pipeline we are

talking about now is going to the city and in the area we are talking about, Fort Saskatchewan to Fort McMurray, I don't think anybody would do that.

P As long as they don't make the booms too long, if they're thirty feet they might go right through the other gas line!

CC For construction safety the distance is ten feet and thirty feet for gas lines according to the CSA. I think what we're saying is that the point of view of the farm residents shows quite a strong preference no matter what we might say.

Further C All other factors being equal we would rather see all the lines in a corridor.

CC Let's go on to item

2. Location of preferences along existing pipelines, power lines, railways, highways, with reference to the corridor location, rather than putting it in a new location, that is go along something that is already there.

The inference we got from those questionnaires was that if we were going to locate a corridor it had to be along something that was already there.

Is that agreeable? Do you agree with the questionnaire.

P For instance if you're going to go down the railroad you may have to move Boyle. Is that actually following the

railroad, close by it or next to it or what? There are some ways you have to go out from it.

CC Beside the railroad except in the Boyle area or maybe where the muskeg plant is. Go around deep ravines etc. but if you have some general observation the location preference will be along the existing pipelines, power lines, railways and/or highways.

Further It's interesting that the three of you have GCOS lines on
C your land because if, in fact, you're agreeable to the proposition and it so happens that the GCOS pipeline is in one of those areas where one of the lines is in there already and it should be determined that the corridor goes along the GCOS right of way and includes the GCOS pipeline, of course it would fall in the corridor. That's what you three people have so your opinion is very valuable.

P In that case you would probably have it along the highway!

Further The main problem is that they give you a fair shake when
P they come through.

CC We qualified our last sentence in the conclusions: ample notice, fair compensation and proper construction practices, little opposition would be expected from the farmers.

CP I think what you're saying in that last sentence is let's practice being real good PR men.

P Looking at what's already there, these seem to follow as

close as possible to the highway all the way through to the north except with some areas just north of here. So maybe they should all be following either the railway or the highway. It would be foolish to start working another way, because this one is already there so let's follow what's there instead of laying out a new one.

CC That's what we got out of the questionnaires.

This third item

3. Where the corridor crosses agricultural land no consideration should be given to attracting urban or other uses such as hiking trails, youth hostels, skidoo trails etc.

Further
C The interesting thing about that is today that is really no consideration but if you think in terms of this corridor existing for maybe fifty or a hundred years it may very well be that even as little as fifteen or twenty years from now, there might be restrictions. There are some severe restrictions on off road vehicle use in the highly populated states, California, New York, etc. where they have some extraordinary laws where, in fact, you can't take your skidoo or your motorcycle or your all terrain vehicle off the road - you can only ride it in designated areas. Of course when we asked this question, even though we are definitely interested from today's point of view, it may very well be this thing will be examined at such future time so that, in fact, if we have a corridor with five or six pipelines, maybe two or three power lines

in it, it may be fifteen years from now since the use of off road vehicles will be prohibited elsewhere that this area would be far better suited or even allowed to be that sort of area rather than farming in it. It simply means that if Government hadn't already owned the land, as a corridor, it would have to acquire the land.

P If it was used for skidoo trails, with the energy crisis they might be stopped anyway.

CC Item

4. Has conservation and reclamation procedures as their main concern. Reclaiming the land after construction and development of a service road along the corridor, fencing the corridor etc. require further investigation. Out of the questionnaire the answers weren't clear, some wanted it, maybe half wanted it and the others didn't.

P Wouldn't fencing it make it a bigger problem?

CC It is the same with the service road, we could not get an answer out of the questionnaire. Before we sent it out I thought it would get an answer of no fencing, no service road but when it came back it was fifty-fifty, so now what do you think?

P I wasn't here at the start, how wide a corridor are you proposing, sixty or seventy or eighty feet or seven hundred or eight hundred feet, would this be the maximum.

CC It could vary. We were talking just on pipelines, gas lines and oil lines.

- P If we consider everything going into a corridor, how wide a corridor would you be looking at?
- CC Well we just talked about two hundred feet, if we add power lines to it it might be five hundred or six hundred feet. If you include the highway from Edmonton it would be seven or eight hundred feet. It varies upon the utilities. I think in the area that we are talking about it is a two hundred foot pipeline corridor, three hundred feet for power lines.
- P The question is why is a service road needed? Inspection is often done by helicopter.
- CC I think we're talking about, in the area of construction of pipelines, three years or every four years and there is the maintaining of pipelines and power lines. Rather than disrupt the surface each time it might be feasible or economical to build a service road so that they don't disturb the whole five hundred feet. You could combine a twenty foot road.
- P Then if they're going to go in there you too can drive in with cats or something like that and go off the road but the pipeline might be on the other side of the service road so what good would it do.
- C Well in some respects there might have to be a number of service roads. For some, like power lines, it would have to be on the center line on the construction.

CC For construction, yes, but no for maintenance.

P If two pipelines run the way they do now, for instance you have four or five of them on your farm, and you have this service road going on one side, then you wouldn't have any sense. They still are going to drive all over your fields and then try to reclaim the land, so what's the difference if they're going to make a little bit more or you are going to drive through and down the field all the way through. They won't have to put up with the roads.

CC The consensus here is no fencing, no roads.

Many
P's That's my opinion too.

Further
P I can see in the areas where its very condensed you might need a road.

Further
P Let's say if you go to Atmore where the pipeline is crossing quite a bit of land, it's pretty hard to get at.

Further
P Or if it's the gas lines or oil lines where there isn't too much access.

Further
P Let's say there is an electrical storm, how do you expect the service man from the power company to go in and repair that. I can't say one way or the other but from the industry point of view they will say how are we going to get there?

- C In various sectors of the corridor between Fort McMurray and Edmonton there will probably be no need for service roads in agricultural areas whereas in forestry areas service access roadways for the utilities might be required. Also maybe in some other areas.
- P Even if you say a normal area that's still classified as agricultural but yet there is no road. How is the guy going to get there to service these things, especially the power lines which are more overhead.
- C You're talking about a major access road for all the utilities. This is one of the reasons why the GCOS built so close to the highway and why the rest of the utilities prefer to be close so that if there is trouble they can get their big equipment in fairly close on to major problems. I would even agree completely that when we are talking about farm lands I just can't see building a service road across your property.
- Further
C Each individual person deals with their own problem and their own right of way. Alberta Gas Trunk doesn't like others driving heavy trucks across their pipelines because they don't want the danger of going through on the ditch line so that a road that was there with the pipeline between us and the power line also we would need a road to that power line. It's pretty tricky to know just where to put it. All we can say is that there is a definite advantage to having a good usable road somewhere between

the facilities, preferably parallel along the highway.

P You could almost say a service road between the power lines and the other lines.

C In those remote areas it could be a joint venture for the road but it might not necessarily be in the middle of the right of way, it might be on one edge or the other and we'd have to have it moved to where we cross the pipelines. You could do damage to the pipeline if you cross it with heavy equipment.

If the Government were to put in a formula, the next man that you elect to the legislature will have some authority from you to say, look, you get a hold of the Minister in charge of this and see that the formula is changed, so that instead of, for what might be called category "Q" land, I get \$200.00 per acre not \$75.00. You wouldn't have anybody to quarrel with except your MLA or the Government. If you had category "Q" land you can get so many dollars per square foot or per acre etc. I think as you say, there is a lot of ill will created in the area and I'm sure others would confirm this, but unfortunately from the company's point of view or the public's point of view the squeaky wheel gets the most grease, that old saying. The people who are the best on the pipeline get the least and the people that cause the most trouble get the most. By doing that we are encouraging people to be anti everything concerned with pipelines, power lines etc. I am

sure, from a public relations point of view, as was said before, we are defeating ourselves. We also are making you into our opponents rather than trying to get you to cooperate, in a sense. If that's the case, you'd rather be certain about the price even if you don't agree exactly with the amount thereof, do you think that would be better?

P That would have to be a basic price, only.

C We are talking only about land.

P It could be such a thing that you could add on to that where there were other things. That pipeline made me so much trouble just on my one quarter that it was bad. That would have to be dealt with outside that price.

C Are you talking one time damages?

P It could be one time, it could be longer than one time. Even if it was fixed up it would never be fixed in such a manner that would serve you.

C It is a damage?

P Yes.

C Not a payment for the use of the land.

P That's right, a damage.

Further C What about carrying this forward, the certainty into the area of damages. What I mean by that is, suppose the

Government passed a law that said any farmer across whose land were pipelines, utility, highway, any right of way, had available to him these six categories of damage so that, in fact, if you had peculiar damage (very unusual) you wouldn't get paid for it. You'd know in advance so you wouldn't be looking for one of these oddball situations. I will tell you a story about just how odd it gets a little later on.

If you had a category of six areas of damages what you would have to do, when the attempt was made to settle damages is to know that it was clear that they were only looking at six things. So that you would know when the company sent its representative out and you were talking about something away over here and the company was talking about something away over there just what you were talking about and you'd know immediately where you were going to be. Are you in favour of going that far?

P Are you going to limit at six?

C When I say categories I mean there might be sub-categories in there. The idea is to get some certainty into what we are talking about so that, in fact, you know in advance where you are at.

CC What about a couple of examples.

C One of the categories, immediately, would be crop loss. You know right off, in the event that the pipeline went in

at the time your crop is growing, after it's planted, any time before it was harvested, that crop loss is one of your losses. The price you use for your crop is on the date the pipeline went in and all you do is refer to the market price for the particular grain as at that date because it would be pretty difficult to start the ball rolling in the fall, in terms of avoiding the strain of finding out the price that it was that fall.

That was the suggestion. You have crop damage - the price you'd get paid. It was the price of barley on the Winnipeg Grain Exchange where prices are set on this date and then all you have to do is listen to the farm program every day on the radio and you pick up the Edmonton Journal and there is the farm price for you. You go into the best category that you were agreeing to fall into and right away you know that for so many acres (the District Agriculturalist sets up the yields for the area) and away you go.

It wouldn't make any difference, for example, if suppose the pipeline came in immediately after you planted. You know well that there might be a freeze, you might be hailed out, any number of things could happen. You still would get paid on the basis for the entire crop for that date.

I'm just trying to explore the idea of certainty, in other words if we can get away from having to go to the Public Utilities Board, if we can get away from having to drag you down there and perhaps having to put you into the expense of hiring experts to appear in your behalf, spending money

to get to the point where we have the law in, we all know what it is, there is no such thing as the law looking after everybody. There is no law in the world that says everything, it's created by human beings and we know that there are going to be some inequities, some people are not going to be happy, but the majority of people will be happy, so long as it's certain.

The other example will be soil damage. There is always disturbance of soil. It's a complaint that's heard by the Public Utilities Board in every case that ever came before it. There have been all kinds of tests run, especially in Saskatchewan, where it's been proven that disturbing the soil will bring it right back to the top. As far as crops go, not as cultivation is concerned, but crop growing apparently there is no effect. The net result is that where the soil is disturbed you get \$10.00 per acre or whatever for soil disturbance. It's a fixed sum, you know that in advance. Maybe \$10.00 is wrong, maybe its \$30.00 I can't tell you. The idea is just to see how many things we can make absolutely certain.

P If you were to propose a situation like this or explore that type of situation, you would not hesitate I presume that there would not be, I suppose, one of these arbitration boards, something like that.

C Most of it would be taken entirely away from the Boards and left entirely up to legislation so that, in fact,

rather than going through a lengthy and costly legal process, you end up in the position where you know in advance exactly what happened and is going to happen if you are faced with a power line or pipeline. I am not advocating abolishing the Board, what we'd do is make the Board operative in a very limited area. If things were just so bad that obviously this farmer is facing a very unusual situation and is not anywhere nearly properly compensated, by that particular act, then, of course, you would have a right to go to this Board and demonstrate why you should be paid more than a lot of other farmers in this position.

Further
C Considering the legislation and the formula or formulae, if worked properly and drafted satisfactorily for the people who would be affected by it, the instances of appeal would be very limited.

P There'd only be rare instances when you'd be unhappy.

C You would always have an appeal.

P I think this would be quite reasonable.

C Perhaps the net result would be that, of you people, 95% on any pipeline are happy and 5% are unhappy. Even the 5% who got more than their neighbours because they went to the Board, they still are unhappy because they felt that the Board never really appreciated their problems. Part of this is communication of course. As everybody

knows your points of view are very personal and sometimes it's very hard to get them across and you're not equipped or trained to do this as are people who regularly appear before these Boards.

Having this kind of legislation you'd just have to read a piece of paper or get the Act from the Queen's Printer or the oil companies would be obliged to serve you with all these documents or Acts if you were a person affected by this. You can calculate for yourself exactly what you'd get pursuant to the terms of the Act. Those other things would have to be subject to negotiation.

P Don't you think that all this Federal legislation and other things, that they're okay in principle and theory but it takes away the rights of the private individual to arbitrate for himself on this thing.

What if you didn't have them, you have a democratic type of arbitration or you have a dictatorship type of administration and say, look, this is what I am paying to you, do you want it, take it or lump it. He has no other choice.

C I agree with you. As a matter of fact you'd be surprised to learn that many peoples' point of view in a democratic society is the less laws you have the more democratic it is. Unfortunately our society is becoming so organized that we can't live without these laws and I say that we simply have too many areas that require regulation. I say this fully agreeing with you from my point of view, I

would rather not have legislation like this, I am enquiring of you whether or not you think, in the circumstances, that this is an area where legislation might be a benefit simply because it made certain things that today are not certain, and even though it does take away the right to some extent to arbitrate and have this thing determined in the usual way.

We know for a fact that we have the right very few of us take that right. Enforcing democracy or your democratic right is a very expensive process in our society and whether we like it or not the truth of the matter is that not that many people can afford it. In civil law it's very expensive and most people will generally try to avoid it, for a very good reason, because going to the Board is an expensive and a difficult process that people don't like. For one thing it is very expensive, secondly it is difficult, thirdly no matter what result you get, it may not be the end result, because as soon as you finish maybe the guy says, well, I'm going to take it to the Appellate Division of the Supreme Court of Alberta. You won the first round but the second time around you are paying more costs. Now the Appellate Division of the Supreme Court of Alberta says you lose. Now one fellow says you won and now this one says you lose, so you say you are going to take it to the Supreme Court of Canada. By now you have already spent seven or eight thousand dollars, you get to the Supreme Court of Canada and five to four it's decided

that you still lose. Now you've got fifty thousand dollars invested, you've all had your democratic right but you still lost and the guy says that those guys are all crooks.

P But just a while ago you told us that there is only 5% of the people that are unhappy, in other words, it's not only in this respect but in every respect 5 - 10% of the people are like having a barrel of apples and one apple that's rotten in the barrel makes the whole bunch rotten. So for only 5% you're going to put in legislation to satisfy them when 95% of the people say we were on our own personal dealings and are satisfied with what we got.

C I'll tell you why I'm proposing that, because we've got people here with the GCOS line who are dissatisfied. There may be two out of five or two out of six which is far more than the 5% I was talking about. I'm saying they're unsatisfied and they have given me the reasons why they're dissatisfied. Maybe there is something we can do to improve the situation without hurting you. Suppose that you were one of the satisfied, would we want to help them and hurt you? Conversely the situation is that they feel badly and you may have made a very satisfactory deal, for example, with the GCOS.

P What I'm trying to say is that we are in a position, as far as everyday things, not in political things, where we are preaching that man, the individual, has the right

to do as he pleases to a certain extent. Then we are turning around and saying we put in legislation that takes away my rights from dealing with you on a personal type of a deal. You say this is what you're going to get and nothing more. That's with damages!

C / Listen, you are on my team. That's my thinking exactly and I couldn't agree with you more. Fortunately you are dealing with a society that says we can't handle it without these excess laws. I personally would like to do away with 60 or 80% of them but you just can't do it. As a matter of fact the present Government just passed more legislation in approximately two years, since they were elected, than the previous Government passed in probably fifteen years simply because their philosophy is that they want to change things around and this is what they are working at and the only way they can change it is by passing the laws. The net result is that we have two points of view. Two of you here, perhaps, might want this and the risk of giving up some of your democratic rights will be more important whereas others put up the valid point that perhaps from a democratic point of view you should not. I want to get a consensus only because it influences what I say to the Government.

P I think that there should be a set price in more or less certain terms for certain areas and one price for dealing with all the farmers. I get one price, Charlie gets the next price, and Bill gets the next.

Further P That's on easements.

CC What about graduating the payment, from, say, agricultural land around Edmonton to the agricultural land around here, between here and Redwater say.

P I don't know if the land will be affected, maybe the immediate land around the boundary a bit. A quarter of land for agricultural purposes is just as good around Grassland as it is around Bon Accord as far as agriculture is concerned and I don't think it will change for the next five or six years.

People would say that bush land is different from agricultural land so we might have a set price for bush land and a set price for agricultural land.

Further P We already said that the price changes from area to area.

CC Maybe start with the lower price and work in.

P I think the Boyle land is as good as the land down there near the lower end of the pipeline.

CC The last statement in the farm questionnaire conclusions is that establishment of a pipeline - power line corridor disrupts the physical and social environment of the farm community but once constructed and operated, the impact is relatively small. The establishment of a power line or pipeline corridor through your land, that is the building of it across your quarter, disrupts your farming operation

and your physical and social environment and again, once the thing is built in a proper manner and operating it doesn't disturb as much.

P The power lines would. You have to go along the posts all the time. But the pipeline is different, it's underground. If the power line was put in the ground, it would probably be the same as a pipeline.

CC What we got out of this farm questionnaire was that the biggest disruption to the farming community was during the construction. Once they are built and operating, no one seemed much to care. That is as long as they were done in a proper manner.

P After a few years you still see what they did.

CC From that, our recommendation is that the construction procedures of pipeline and power line people should be more closely watched so that they don't - the maximum disruption of the farming community is during construction and that's where some more policing is needed, more supervision, more attention.

Further
C I'd like to make some comment about the further legislation that's been talked about. As a resident of Alberta I am against more legislation but I'm wondering if the important thing isn't at the time the easement is signed with the land owner. At that time it's established what consideration will be paid for damage compensations. In other

words are we dealing with crop damage or dealing with bush damage or dealing with fence damage, possible animal damage, damage to culverts etc. These things I think should be mandatory to be left with the utility except what might be specifically dealt with some other way.

P Well it's not going to be any different than it has been now.

C That is what we are attempting to do now.

P That's the way it's been done before. They make a deal just like for cultivating the land and give you two dollars per acre and the next guy says I can't do it for that I want ten dollars per acre, so they give him ten dollars per acre. So how am I in a position to ask how much I want, what are you going to give me. And then they will give me something I'm not satisfied with. Why not make a rule that there's a certain price for certain work and then the power company or oil men come, or anybody comes, I know what they are going to pay me for tilling that land - I know ahead of time what I'm going to be paid.

C I think the easement has made every effort to give certainty for the payment based on the actual plan data and with the easement the right of way is paid for in full. That's the easement portion of it and we are attempting to keep that equitable on that basis. But when it comes to damages, my suggestion is, rather than have legislation

let's have it agreed at the time the easement is issued, what is going to be dealt with in these damages. What would you expect to have compensated for in your land. You should have a list of the types of damages, is there rock damage, no, so that way you would cover whatever it happens to be because every different type of operation is going to have a different type of damage.

One of the real problems that our land people have is to come along and three people in a row say there is no damage. Well, what do we owe them, say ten dollars. Then the next guy wants five hundred dollars and maybe there isn't really a bit of difference in what's happened on his land than with the others. So if your problem is to try to get over it all and be prepared to say to the guy that all I want is ten dollars, as far as we are concerned the damage is greater than that and in many cases we pay more. You still have the problem as to what to do with the man who wants the five hundred dollars and will legislation solve that question?

P Well we're all going to go into certain things and that guy is only going to get the two hundred dollars but how to solve the differences. There is some place where legislation is prohibited and you are just going to have to dig a little deeper, which might be hard.

C My suggestion is that if we had a commitment at the time of the easement signing as to what damages were being

dealt with, several items. For instance let's say that the list was made up and was left with you and the following dealt with to cover damages, it may be trees, windrows, etc.

P That would be acceptable.

C Then you know when you're done with the land and they come to see you what the damages are. As long as he is fair and you are fair that gives fair compensation, but we are still faced with the guy who wants more. I don't know how you can legislate the value of a row of poplar trees, is somebody going to legislate to each of the people five dollars, ten dollars, twelve dollars, etc.

P Trees are different.

C There is the value of trees in the eyes of the owner - some people couldn't care less and to others it's important.

P Well some kind of price has to be established on the easement and some will get the advantage where they are going to pay more but with the poplars, they just don't watch them and it's sometimes important as to where they are, if it was a shelter belt or something like that.

C If you went down to Fort McLeod they might ask three thousand dollars whereas in this part of the country it's still important but not nearly as much.

C This is maybe a good time to tell you that story - talking about compensation. In some parts of the United States, from what I am told, expropriation is so difficult and costly that some people don't do it. Where they might encounter resistance and the companies are forced to do it it is reflected in terrific increases in costs. For instance if it happened here and you wouldn't permit the pipeline on, they're not going to expropriate, they'll buy you out. Suppose they pay you off and pay you fifteen thousand dollars. They come in and put the pipeline in and after the pipeline is in they say that you're the guy that owned this place, therefore you're the best customer - how much will you pay for it now and they sell it back to him, it's the only way they can do it because of such difficult circumstances.

Further C Yes, and they may also sell it to somebody else for twenty five thousand dollars. They are going to sell at whatever the market will be.

C There is one other thing I wanted to discuss in the conclusions from the farm questionnaire and that is adequate notice. This Government, at least from my experience, have taken the view that more and more notice is required and of course notices are always very worthwhile things because they let you know what's happening to your own property, which is your democratic right. However, sometimes you run into situations where long term notice,

simply because the way the law was framed and because of certain other problems, it simply isn't possible and as a result of that, occasionally there is no time to get into these negotiations. What happens is that the company is in the unfortunate position where a contract has been let to construct, there is a contractor ready to go and they've got the first fifteen miles all set up except for the guy on the second quarter section.

As a result of that, sometimes a lack of communication - there are all kinds of reasons, they've got their crews in there and it's costing them and that could be, on a daily basis, fifteen thousand dollars for a small inch line per day. As a result, what happens is that the company, if they can't reach an agreement, sometimes on a very short notice will get an order to go on your land. Right away this is an antagonistic situation and everyone would like to get notice, it's just that sometimes you have to appreciate that notice becomes impossible. This may be one of the reasons why you are kind of in favour of the Government owned or at least controlled corridor. You wouldn't have to be notified because you didn't own the land. If you get away from that you can get away from antagonism caused by these short notices. They are unpleasant and nobody really wants to get involved in them.

P For instance we get this corridor for the pipeline, it only has one pipeline coming and there is a corridor being established, do we still deal with these guys for an

easement for five hundred feet of corridor. Is an easement signed for?

C This is one of the real reasons for the corridor.

P But they got their five hundred feet.

C They got their five hundred feet and they're not bothered and you're not bothered for other lines coming in.

P All they have to do is to tell you they are coming.

C That's right. Some people would have leases and would be concerned about damages.

Further. This concerns the portion that belongs to the corridor.
C Perhaps the Government would either buy the whole parcel of land or perhaps a quarter section. The other alternative is an easement for the whole parcel - it solves some problems and creates others. There are a number of choices but the big thing is that you end up with the situation where you deal with just one operation.

P Do you deal with the guy going through the corridor or does the corridor buy it right out and that's it.

C This is what we'd like to know, how you people feel about this.

P We should be compensated so that they can hold the land, some lump sum, we should be compensated like rental. If they buy the land we won't be.

C

In some areas the idea of rentals has been explored. Rentals are an extraordinarily difficult thing, not on an individual basis for you - you're looking after your own interest, you're dealing with it in what's best for you with say two companies, things are pretty straightforward. But take a typical company who may be dealing with four or five thousand land owners, say with Alberta Gas Trunk. The idea in having to deal with all these people on a rental basis, it's so phenomenal that they are not even geared to it. This requires an expansion of their administrative staff, it requires a terrific amount of bookkeeping and as you can well imagine, a fantastic additional sum of money. Suppose we take a typical pipeline having a lifetime of fifty years, suppose they pay you a nominal sum per year, say one hundred dollars. That's five thousand dollars over the history of the pipeline.

You compare that with, for example, coming on your land and paying you once, they've paid you for the interest out of your land which they want. They've also compensated you for damages and the matter is closed as far as they are concerned, you don't need any further administration except to keep track of where you have your lines.

So you contrast possible payment of one hundred dollars with five thousand dollars over that period of time, it becomes a terrific additional cost and what happens is that in the end that all the costs go up. It's easy for

me to say that because I'm not directly involved in that sense, you probably could care less because you're getting more money so you're not concerned with the other costs that are going up, anyway as far as you're concerned. But the truth of the matter is that every one of these little things do drive up costs and one of the things that this Study has to take into account, when talking about passing laws, is the fact that there has to be some way to deal, the intention that we don't pass the laws simply because gross increases in costs provide opportunities for companies to grossly increase costs to other people who are just consumers. They're not affected by the line, they're dealing with the end product at the service station. This is some of the problems that we face. On the other hand a hundred dollars a year is not very much but in the history of a pipeline it's a lot of money.

Further
C

It's also a fact that some utilities have looked at an annual rent of payment per pole. Alright, if this was five dollars per pole per year, that has a certain value and you actually paid in cash a value now which is the same as being paid five dollars per year for the life of that line. It's not five times fifty years, because if you had that money, you can take it and invest it at 8 or 9% and make money with it. If the lump sum payment is intended to be the equivalent amount of the rental payment, then you have that right at the start.

P It could be bad too if you took the five thousand dollars, you could do with it what you want and then you wouldn't have it but if you have the money coming in at so much a year you can't do that, even though it is a year apart...

C We've also had people say that they'd rather, instead of you keeping my money and paying me a little bit each year, you give me the money and let me decide what I want to do with it. You can put it into some investment for your wife and family and so forth.

P Well power lines are different from pipelines as far as I'm concerned, in many different ways, at least eight but we can't stop progress no matter what we do. The power lines are different from pipelines.

C Well the power lines could be put underground with everybody, you're a user of power and so am I, if we all wanted to pay the amount of money it would cost to put it underground I don't think any of us at the moment are willing to pay something like eight times.

P Another thing I'd like to talk about power is that if I want power on my farm I have to pay \$1,200.00, \$1,600.00 or \$2,000.00. The power company puts the line in for me and I pay so much for the power. If you buy me a truck to haul grain, that's okay, I have to go and get the business. If they want my business they should build the line and then get the business. They go through by the gate but

they put one post in my land in the yard and it cost me \$2,000.00. I am buying the line, I can't touch it, all I can do is look at it, it belongs to the power company, mind you I paid for it!

C The ruling that you are talking about was set up under the Rural Electrification Act and that was intended to make equalized payment for an area. Somebody tried to do something good in it and whenever you try to do one thing like that you inevitably get someone else's goat.

CC Well I guess we're talked out, thank you very much.

P It's been very good.

BOYLE PUBLIC MEETING -

CONSULTANT GROUP CONCLUSIONS

GENERAL

There was unanimous agreement among the members of the Consultant Group that the Boyle Public Meeting participants endorsed the results of the Farm Questionnaire except that all were definite as to there being no service road nor fencing of a corridor in agricultural areas.

A. SPECIFIC CONCLUSIONS

All members of the Consultant Group agreed that participants in the Boyle meeting:

1. Endorsed the corridor idea;

2. Were unanimous in that the corridor should have no other usage except agricultural in agricultural areas;
3. Preferred rentals for the corridor right-of-way (or any right-of-way) regardless of the cost to the end-user of the product carried;
4. Agreed that, with fair treatment and dealings, there would be few problems.

B. ADDITIONAL POINTS

Ancillary points mentioned by one or a few of the Consultant Group, resulting from the Boyle meeting, are:

1. Land does not sell for less because of rights-of-way;
2. Topsoil should not be stripped in this area where it is thin;
3. Right-of-way easement payment should be prescribed;
4. There should be two prices for right-of-way, one where the owner is forced to sell and the other where he is willing to sell;
5. Damages items should be prescribed;
6. Damages follow-up should be carried out the following year and, preferably, also the year after that, with further compensation being payable;
7. Freedom to deal should be maintained along with rights of appeal;
8. Alignments of right-of-way should be along parcel (quarter or section) boundaries and not on a diagonal;

9. Power lines are more disruptive than pipelines;
10. There was no real objection to purchase of the right of way but it was not greatly favoured either;
11. The land owners did not want to be displaced from their farms;
12. There was insufficient notice of the meeting;
13. There seemed to be little comprehension as to how the Boards arrive at the prices which they award.

THORHILD PUBLIC MEETING

NOVEMBER 6, 1973, COUNTY OFFICE:-

Present: Fourteen members of the community including the Mayor of Thorhild, Mr. Harold Kondro, as chairman, the Mayor of Bon Accord and two individuals from Lac La Biche. Mr. Bob Bell from Calgary Power Ltd., and six members of the Consultant Group under the chairmanship of Mr. C.H. Weir.

Notes: The Community Participant Group are identified as "P", the Consultant Group members with a "C" and the Chairman of either of the Participant or Consulting Groups identified with an additional "C", i.e. "CP", "CC".

INTRODUCTION

The hearing or public meeting at Boyle has been covered very extensively and is as complete as possible, given the problems of interpreting material from tapes and putting conversational language into readable form. The material reported in the Boyle hearings is verbatim where suitable.

In the Thorhild and subsequent meetings material the coverage will be less extensive where it is repetitious of the Boyle material except where it is useful to record that members of the Thorhild and subsequent meetings had similar view points to those in attendance at Boyle. Where there are new or different points of view the coverage will be as complete as taped material permits.

The chairman, from the community participants, opened the meeting.

CP The purpose of this meeting is to outline to people in the immediate area and the public generally, the purpose of the Corridor Study and to get recommendations and considerations in connection with a corridor from Fort McMurray, which includes pipelines.

It is also my duty this afternoon, as Mayor of the Town, to welcome you all to Thorhild and suggest that you drive through our Town and have a look at it.

May I now introduce to you, the Project Manager, Mr. Weir and the other members of his group. Mr. Weir will review the purpose of the study and ask for a free discussion with you.

CC We are here principally to hear from you people. Last March the government commissioned us to do the Study. We've involved an environmental study and a number of different people in different jobs and different disciplines. Essentially, in the near future, there are going to be several pipelines out of the Oil Sands area. There are going to be powerlines to and from it and there already is a highway there. Our investigation in the highway end of it so far is that it will not need upgrading, except in the area from Atmore north but it is entirely adequate except for maybe widening the shoulders.

The railway is a somewhat similar situation so this gets us down to pipelines and powerlines and the GCOS pipeline is already there. There is no powerline into the area as yet but there is a new corridor going out the other way (west) but that is of no concern to the Fort McMurray - Edmonton corridor for pipelines, powerline and, where feasible, wherever you can put them along the existing railway or highways.

In the hand-out we outlined partly what the study is and you can certainly take it home along with other copies for people who might want to see it.

How many here got the questionnaire which we sent out to the farmers? Some of you got them I presume. We did come to some conclusions and we might look through that later on to see if you agree with those conclusions.

It's really most essential to the study to find the location for a corridor whether it is for pipelines, railways and highways that should all go together or decide whether they should all go apart all over the landscape.

(At this point the community participants were introduced.)

CC We certainly have a cross section of the whole area. The corridor could affect the Town in some ways by bringing a lot of workers by for a short time while the pipelines,

powerlines etc. being built but little otherwise unless you changed the highway system.

For the study we sent out 600 questionnaires to farmers in the whole area. We received over 120 of them completed by the farmers and this was an excellent response. We reached some conclusions from the responses and they are going into our report. We will read these out and if you don't agree with them we would most certainly like to hear about it and if you agree, we would also like to hear about it.

The positive and usual response to the questionnaire by the farm residents indicates interest and concern in the study of the matter of a multi-use transportation corridor. Some general observations are as follows:

1. Strong preference for a single corridor.

That means that the majority of the people we heard from would like to see the pipelines in one right of way rather than spread out in a lot of different rights of way with powerlines etc.

2. Location preference is along existing pipelines, powerlines, railways, highways and so forth.

That is if you are going to build more pipelines, powerlines, more railways than any other mode of transport, they would like to see them go along where there is already something like the GCOS line.

For instance, they might want more pipelines along in this area. There is no powerline in this northern area yet but there are powerlines in this southern area.

3. Where the corridor crosses agricultural land no consideration should be given to attaching urban or other uses such as hiking trails. It's quite clear from the returns of the questionnaire that farm residents don't want people using this corridor; that is, if it's pipeline - powerline corridor, for skidoo trails, hiking trails and the like. They don't want people running across their land with these types of uses.
4. Conservation and reclamation procedures are a main concern. Development of a service road along the corridor and fencing the corridor require further investigation. From the questionnaire we got no clear answers to whether the corridor should be fenced or whether it should have its own separate road.
5. Compensation for land and damages and injurious affects require further explanation and discussion. We have a real problem with compensation.
6. Establishment of a pipeline corridor disrupts the physical and social environment of a farm community but once constructed and operating the impact is relatively small. With ample notice, fair compen-

sation, proper construction practices very little opposition is expected from the farming community.

These were generally our conclusions and we'll come back to this later.

C Do you have an oil line going through your farm?

P Yes, GCOS going through three quarters.

C Did you notice much disturbance or effects in your soil?

P Yes. I wouldn't sign off for about a year. Finally they had an agriculturalist tell us that it wouldn't disturb the productivity. He might of been right the first year, but since that time I can hardly get a plow through it because it is grey wooded soil, four inches of topsoil and the rest is clay. It just doesn't produce anymore. For one year maybe and then that is it.

CC Did they come back and see what it was like afterwards?

P Not unless they did it without my knowledge.

CC That is something that came out of our meeting in Boyle yesterday.

C I want to get the legal location so I can look it up on a soils map which I have here.

P South-east of 34 and south-east of 10 in township 62, range 20.

CC What about powerlines, I mean the big transmission
 lines not the farm service lines?

P There are some that should be here tonight and aren't that
 have a problem. One man south of Town can't watch T.V. on
 certain nights because of the powerlines.

CC That's the main transmission line?

P The Department of Transport was asked to get somebody out.
 Channel 3 always comes in snowy, but not too bad. Channel
 5 seems to come in pretty good.

C Is that T.V., radio or both.

P T.V.

C Are there particular days or times of the year when it
 is worse.

P Yes, at certain times particularly in summer time in
 damp weather.

C That could be from the wood shrinking in the cross-bar
 and some of the humidity gets in.

C When we come to a meeting like this we are interested in
 knowing why people have come and we certainly understand
 somebody who has had a pipeline experience and we'd like
 to hear some of the grievances. Is there anybody who has
 a special reason for being here, perhaps we don't know
 about so that we can hear your suggestions in a special area.

P I am not here with any complaining, I am here on my own as a delegate, concerned about a fast growing village where, it appears at this time, that within three years we will have 600 people on each side of the railway. If this development north is going to put an enormous amount of traffic along the railway where there isn't that much rail traffic, it could increase tenfold and we would then be quite concerned.

CC The communication we have from the railway is that the building of the first plant out there, GCOS plant, took 20 trains a year for three years and the conclusion we made is that, the building of 10 plants, would not substantially overload that line. It would however put more traffic through the villages and, especially, if they started shipping coke and sulfur out, that would be more of a major increase than the building of the plants. You could get quite a bit of more traffic. The railway that is built there now is quite adequate for the foreseeable future so there is no need for another railway in any way. There are some alternatives in coming out of the City which might not go through Bon Accord. I have heard rumors that they could bypass and just use one route, probably built fairly far from Redwater.

The assessment of the highway crew near Bon Accord is that it is below standard. If the plants go in, it is quite conceivable that there would be quite an upgrading

of the highway system of the southerly portion of the Study area - from Highway 46 to the City of Edmonton.

P We have a railway into the north, a highway into the north and there is already a pipeline, how are you going to combine these three into a corridor?

CC Our Study is really about where the additional lines would go. Should there be a new corridor for the new pipelines and powerlines? There could be three or four major oil lines, maybe two gas lines and two powerlines to be built into and out of the Tarsands area. Should these go along the existing highway, all together or separated?

Our Study is really connected with pipelines and powerlines and whether they should go separately or be put adjacent to the railway or existing highway. You could bring up the point near Lac La Biche that in this area we should have another road along the railway or maybe just put all the pipelines along the railway.

P Is this a proposal to the government?

CC It's not necessarily a proposal, it's meetings like these with individuals. We are looking at all of the aspects.

P Assuming you undertook to follow the railroad with pipelines, transmission lines what would you do when

you came to a Town like Boyle?

CC We'd have to consider going around, you can't go through the Town even though it might add to the assessment! There is no room to go through. There would be an substantial addition to the assessment of the County but as far as the individual cities, towns and villages are concerned, we will be skirting them.

P Maybe you wouldn't follow the railroad near Edmonton, you might want to get further from the refineries.

CC It might come north across the river past Mr. Manning's farm where there is in effect a pipeline corridor there now for the Swan Hills. There are several possibilities and it doesn't look like that one is a very feasible one from the City - going through all that new growth area.

P The present pipeline that comes up through here, is it between the two railways?

CC It goes pretty straight north of Radway for about 18 miles.

P Does it cross the other railroad and get on the south eastern side?

CC It crosses almost at right angles three quarters of a mile east of Redwater and then crosses the highway at the same location and goes straight north right through the middle of the quarter sections in a north south direction. It

then branches over past Alpen, Boyle and soforth.

During the building of a pipeline you get a lot of construction going through the area for a few days and then it is gone. Do you think there is much affect on the towns with the pipeline going through the area?

P It affected Boyle for a while, had some effect on that Town but mainly with them having a beer after work.

CC Wherever they put a camp there can be a problem and it does effect the Town. It may not be a good effect although the benefits would be commercial.

P I don't think there are any benefits at all, just to the liquor stores.

Further
P When the Mitsue pipeline came just west of Town the work crew weren't allowed to leave camp at all. All the clothing, food etc. were bought by one man and were hauled in and the men had no authority to leave the campsite. Listening to all the extra problems from the towns and villages maybe it was a good idea.

C Generally speaking, the men get some kind of extra pay when they agree not to leave the camp. They are in for, say, two weeks and then out for one week and no liquor is allowed in the camp. It seems to work reasonably well and without it we can certainly foresee a number of problems amongst the men.

CC Some towns have had bad problems but there are two sides to the story, business is brought in but there is a disruption of the social life.

C It could be that in a certain area crews would be coming through at fairly regular intervals with four to six lines during the next 10 years or so.

CC There could well be designated areas recommended for campsites for instance outside the Town of Thorhild.

P Before the camps move into an area contacts could be made with village councils and if they won't have it then it would have to be moved further on.

Further
P I worked in camps for 14 years and I have been in dry camps and it does work. You bring any liquor in and you are sent off home, you have no job.

Further
P It is a good policy, I like it. You put in your two weeks and you are gone. I don't think the length of time should be any more than three weeks in camp. Most companies are changing it to two.

Further
P The company may take the view that keeping the men sober at night gives a little better work the next day.

Further
P It seems to me also that it would be an additional advantage if the supplies were carried out from the town.

Further
P What happens when the people are on their one week off?

C It's not likely that they would stay in camp.

P We were talking about the reaction toward the town people, if they are going to be in town they have eight hours a day to raise hell.

CC It generally doesn't happen. They go back to where they have come from. The pipeline crew is moving all the time.

C I think the whole idea is in having a week off, instead of a Saturday or Sunday, the people go home, wherever that may be.

C Some of the final answers we would like to get from people like yourselves is whether or not you are in favour of the idea of one designated area and if we are talking about a town near a corridor, you could fully expect, over the next 10 years, a program where it would be continually exposed to either the benefits or the detriments.

Under the present system, as you know, any company doing pipelining or powerline work has to get government permission, generally speaking they are all subject to certain government regulations. The companies, of course, are trying to locate their lines in the most economical way - the shortest distance between two points is a straight line, given equal terrain. The corridor idea would propose changes in those rules. Instead of the companies putting

in their facilities any where they felt it economic to put them, they will now be going within this 500 foot framework. Part of our job is to ascertain whether or not this is feasible.

We had some comments in our meeting yesterday where some people have very valid thoughts about perhaps not having a corridor though ultimately we all agree that the corridor had more better features than negative features but this group might not agree with that.

Do you think it would be a better idea to have an area designated, say, 500 feet wide so that you don't have a pipeline coming across your land and taking a 50 foot strip, digging their ditch, laying the pipe etc. with the corridor idea you wouldn't be dealing with the companies at all and this is just one of the features. In some respects there are good points, but some people don't like to be displaced from their farms. For example, if a corridor happened to run right through the centre of a quarter section, take five or six hundred feet wide, it would certainly disrupt that quarter.

P It would make a difference if it went due north and south.

C Going in a straight line along boundary lines might be more preferable, but should it be done that way at all? Maybe the pipelines and powerlines are better left distributed.

P It spreads the wealth!

CC There may be a lot in that.

C That's a good point because one of the things we constantly come up with is the fact that the people who had these utilities crossing their lands don't consider them much of a nuisance. In fact, when you ask them about the money they got - one chap said yesterday that it was such a small amount, what the hell is the difference, I just went out and spent it anyway so it really doesn't make any difference.

P In your corridor, if it was government owned it would be a bad thing. If it came and bought the land from me 500 or 700 feet wide and two years from now I resell the part to someone else, I've already taken the benefit of being paid, the guy buying it hasn't and they come in and root up his crop and hayfield again and he has got to go and reseed it on his own. This is where they should have a designated area, so many feet wide and each time they come in they have to pay damages to whoever the owner of the land is at the time. Of course there could be problems with cattle also.

C One of the ideas, of course, is whether or not the government owns the land and leases it back to you for, say, one dollar per year, they own it and you're getting the use of the land for a dollar a year, it's taken off

your tax rolls so that you don't have to pay tax on it and any crop you get off it is sort of extra.

P The amount you are going to benefit from those three or four acres they are going to deduct from your taxes, the benefit from the crops won't be that much.

CC With 500 feet that would be 50 acres per quarter.

P You don't know exactly how often they are going to come through and root that up.

C Let's say they came through with the present plans, it would be every two years for the next 10 years.

P Couldn't they have a break in their pipeline? You are not going to get damages because that is their crop.

CC I think it would be more like every four years.

C This is what the government is looking at. At present when they do come many times they are faced with not large sums of money, just difficult problems in solving the problem with you - you are dealing with a whole series of authorities. The man who caused the damages may be isn't there. A contractor hires men and they change. For instance one of the cat operators pulls his cat off the right of way, drains the oil and three weeks later he may be in Saskatchewan or High Level, he doesn't care. The man who comes to see you to settle damages is

another contractor or a company employee and where you have only suffered \$30.00 or \$100.00 damages and are claiming \$600.00, by the time this is all sorted out the company may have spent \$2,000.00 or \$3,000.00 attempting to get your damages squared away and you're talking the difference, which is very valuable to you, between \$600.00 and \$30.00. If the government owned the corridor and didn't have the damages to worry about, on account of this sort of free lease basis, the whole administrative cost is eliminated.

P That would be better but if it is government owned it is not going to be watched as closely as by each individual. Each farmer who owns it is going to watch like a hawk, you are going to get better reporting than if it is government owned. You can't afford to hire a man to watch every quarter section like an individual does.

C Do you think that whether or not the man owns the land would influence whether or not he would say something? I'm not so sure if you're the farmer you would report it just because it happened on government owned land.

P I wasn't referring to that. I was referring to the construction part of it. If the farmer says you spilt some oil there, the contractor says farmer, you keep your mouth shut, you got paid for your 500 feet, you got no business here. Maybe 90 per cent of the guys would go home and sit in their house and forget about it. I

worked out for 14 years and saw some of these things, when I supervised I got hell over some of that stuff so I know how I would watch it if it was being done on my property.

C Do you think money can cure that kind of problem?

P Yes and no depending on where it is on the farm, near the fence line or near the middle.

CC If a government or corporation owned it and there was a form of lease back to the farmer - if they don't lease it back they have to look after it themselves, so they are going to lease it back. If you have a crop and it gets damaged by another pipeline you would be compensated as in any other case.

P Those oil companies patrol the lines, say, by helicopter, and would that still be true if there were multiple lines?

CC The more lines there are the better surveillance.

P In some of these areas, I don't know what the effect would be if there was a ground fire. It could happen.

C Let's suppose the government or a corporation incorporated for the corridor purposes are coming to you and they came to you today for, say, a 500 foot strip, 50 acres, and you have good land worth, say, \$200.00 per acre would you expect to receive \$200.00 per acre?

P No, for the simple reason that it is worth \$200.00 today and 10 years from now it may be worth \$400.00, then you have to think of the resale factor and the guy who is going to be buying, if you look at it, you have already sold this portion of land and it doesn't really belong to me if I buy it.

C First, just to show you the other side of the coin, I understand exactly what you say. You have to treat the money you receive from the land as replacing the land, so in fact, instead of the land value going up, you invest your money, you are an astute investor, and you invest at 10 per cent and it's going up.

P As a farmer you don't look at the money, you look at the land, it's what you make a living from.

C How much more money?

P If they are going to take 50 acres from me, I would like to get enough money to buy at least twice that amount because I won't be able buy right beside me, I would probably have to go four or five miles away, so the convenience isn't going to be there. Therefore it is automatically worth more.

C What about the concept of them buying your entire quarter, instead of taking 50 acres out of it, buy the whole thing.

P That may be a better way. Buy the whole quarter, then they

can lease back to anybody they want to and the first choice should be the man they bought it from. Leasing it back at a dollar a year or two dollars a year plus the taxes or whatever it might be.

C If that happened what would you expect to receive for it? What it is worth?

P Several times you have mentioned 500 feet of corridor, is there any particular reason for that?

C We are thinking in these terms because of technical references. The pipelines may require about 200 feet. Because of present technical limits, the powerlines can't be close to the pipelines because you get ground induction from them which induces a current in the pipe and punctures a lot of holes in it. The powerlines are given about 300 feet to remove them physically from the pipelines.

CC The oil lines are 10 feet apart, that's a federal standard that has been set.

P You mean they can put five pipelines in 50 feet, right?

CC They need to have working areas, say 50 foot working area. For gas lines they should be at least 30 feet apart. The federal standard is 30 feet apart for gas lines and 10 feet apart for oil lines.

P They are within 200 feet of my buildings and I hope to expand to where they are going to put the pipeline corridor.

Now if they went through with the corridor I won't have any place to go.

CC You are on that straight stretch, on GCOS?

P I was going to move my cattle corral towards this pipeline but if they are going through with the corridor I am not going to move my cattle corrals there.

C Here, as you can appreciate, you're getting some information by knowing that something like this is being considered, the GCOS line as it exists may become part of the corridor in your area. In other areas maybe not, but the fact is there are two sides to the coin maybe someone would build their corral right where they knew the corridor was going to go and say I will just wait for those guys and when they come by they are going to pay heavy for this corral. On the other hand, if you're thinking in different terms, you might say that you won't build the corral there and put them in a more advantageous place which you know isn't going to be disturbed.

Also you know you're not going to have to fight with the government or some agency for your payment. One of the basic problems is that, as a handyman, you can build your corrals, possibly with lumber you have right on your place and you can build it in your spare time and everything is set. After the pipeline comes along you ask for a professional replacement cost which means a carpenter and sawn lumber rather than the stuff taken off your

quarter. You then can rebuild it as you did before, you're not going to hire a carpenter, you're ahead \$500.00.

Someone else might think of putting in a motel in the middle of the proposed corridor. Naturally, the government wouldn't probably think that you are acting in good faith if you knew the corridor was going there and you still went ahead and built the motel or attempted to build a motel or perhaps your house though these are some of the problems that are faced and if you built right where the corridor was going to be, you've created your own problems, how could you be compensated?

P In buying the land as we were just talking about, I would still just go in the hole. Maybe they wanted to buy the quarter and move me out last weekend, maybe I got to go to work tomorrow.

C I think it would be safe to say that it would be programed so that there would be lots of notice. Secondly if it became an issue that you didn't want to move or couldn't find a suitable place. If you were offered sufficient money, it's conceivable, that you could stay on your property if the corridor didn't run right through your house and you could stay there for a year or two after the corridor was designated and even have your entire lands bought from you. In that way you would stay on the land at government expense until you were able to relocate.

CC This is one of the reasons for the Study, to get an idea where the corridor is going to go because it is several years before the pipelining is going to go in. The Syncrude and other plants are ahead of these pipelines.

C How many of you from farms would rather see your entire place bought if we are talking about a 500 foot strip?

P Three wouldn't.

Another
P Depends on the price.

Further
P You asked me a minute ago what I would want. What would you want for your place? If they come along you should be able to designate your price and they would have to pay it, not exceeding maybe 10 times the assessed value, maybe not the assessed value, but say your place is worth \$40,000.00, not exceeding 10 times that.

Another
P Maybe another person might think differently but I built this place up and I don't think I want to move very fast. If they want my land they are going to have to pay for it.

P On the other hand they are going to buy you out but they are still going to have to lease it back to you as the first choice for a lease for so many years.

P You should be able to state how many years lease you want.

P In a case like that I would stay right there, just keep putting my cattle on it. I wouldn't worry about it but

I would sooner own my own land and take care of it than have someone else look after it.

C I was interested in your numbers, 10 times \$40,000.00. Are you serious?

P Yes, you build a home and you plant trees, lawn, put in water works, cattle corrals and so on and there are a lot of guys pushing a pencil for \$5.00 an hour. I had that opportunity. I think it should be worth that.

C I am not suggesting that it's not worth much. I am saying that if your place is worth \$40,000.00, are you suggesting that the government or anybody that comes through here and has to buy it, or has to force you to sell, should pay you \$400,000.00.

P I was using that as a maximum. They should be able to come by and if I say sell at \$100,000.00, they should buy at \$100,000.00.

C What about what it is actually worth - let's say we take the replacement cost of everything there, done professionally.

P For evaluation, everybody has it done for evaluation, this is what I meant (presumably valuation day value under the new Income Tax Act).

C Let's say the whole thing is evaluated by two professional people who do nothing but evaluate farmland and buildings

and they evaluate your entire operation with buildings and land at \$40,000.00. Do you think that if the government comes by and forces you to sell out that they should pay \$40,000.00?

P No. We don't know where we might go. We might not be able to go anywhere.

C Let's get on to the next step, then. What if the government found you a replacement farm and said we'll give you enough money to build the house and so forth.

CC Replacement value, isn't that what is in the new expropriation act?

C It is more of a reference to urban property where people are displaced for roads and so forth.

P It is a very difficult question, we need more time to think about it, it's kind of hard to answer.

C We just want your opinion. Let's say they put the value on it, in case you are expropriated, so that in fact if you are expropriated on July 1, 1974, professional people will appraise the place and determine the value is on that date and if you are displaced out of your farm, they add other things to it like moving costs and so on.

P There is one thing I don't like. These professional guys all the time. They are not always perfect. I would agree to having two of them and three local farmers and then you'd

have it as a board going around to prove the values. If you're not from the immediate area you might not know what exists there. Maybe this person is very community minded, has contributed to the church, the community and so on. There's a swimming pool, school and his kids don't want to leave that area and yet you are a professional man, you are going to say it is worth \$40,000.00 why don't you go. If you had three other guys from the area it would be different.

C Just so we're clear, a professional appraiser has it as his duty to see whether he can find other people who have sold their land or listed it for sale. That helps him establish by comparing the quality of the land, the lay of the land, the location of the land or closeness to Thorhild, Boyle or Lac La Biche, water supply etc. so he can arrive at a reasonable figure as to what it is worth on the basis to what your neighbors have done. The question is whether or not what your neighbors have done is relevant to you. If we have this board, let's suppose the two evaluators went around and they found some of your neighbors who had sold at \$200.00 an acre with another value added on for buildings - as you know farm buildings traditionally do not attract a lot of money because they are not treated as being too valuable on the farm, I can't really understand that but that is what happens. The net result, however, is that if your three neighbors said that your land was worth \$400.00 an acre and three of your other

neighbors have sold their land for \$200.00 an acre, how are these five people ever going to resolve the problem?

P Quite often with this expropriated land, is it not based on the assessment, so many times the assessment?

C There have been all kinds of formulas used but they have gotten away from that and they are using chiefly professional people and having them appraise the land relevant to what your neighbors got and sometimes they use assessments in various areas of the province in order to compare how land sells at one assessed value as against another.

Another Do the owners declare assessments too?
C

C What's happened is that owners certainly can hire appraisers and the biggest problem is that an appraiser is a so called professional and his services are usually beyond the desire and capability of the farmer who pays so the farmer isn't going to hire him. Where people have spent that kind of money and satisfied the boards, the company pays the cost of the appraiser upon the order of the board. There are some cases where the appraisers haven't done their jobs and they come to the board and they are not properly prepared and the board realizes that, the board will say that the appraiser hasn't helped us in the least so we feel the company doesn't have to pay for him. Then you have a fight between the farmer and the appraiser.

P Can you do it this way? You are buying, planning the corridor here and you can buy these five guys out and you have two or three that you can't. Why not buy the existing 500 feet that you need, carry on buying wherever you can down your proposed route and later on buy the land when the guy retires and wants to sell out and eventually you get the entire quarter section.

C Well maybe you've bought most of them and one guy doesn't want to sell and everybody understands that, but you just can't say that the pipeline is going to stop at this quarter section.

P We know that, you can't stop production but one guy may not realize that and may not want to sell for any price.

C Which do you fellows feel is the better deal - if they were to buy out the whole quarter or just the 500 feet of it?

P I would say go around and ask the guys on a voluntary basis. I, myself, prefer to sell the whole quarter section and I recommend that.

CC I think generally that is what the concensus is - sell the whole thing.

P Maybe one guy would want a choice and he could sell the 500 feet but maybe he would want to be there for another 30 years and then he could sell the rest of it but before

he could sell to anybody the first choice would have to go to the corridor people. Wouldn't that be fair?

Another P I don't know, I would sell them 500 feet of right of way but I don't see why they should have the opportunity to have my land when I am finished with it. Maybe my son would want it.

C Would it be better off just to have an easement for the whole strip?

Another C Maybe we should explain something about an easement. When you own land you have a whole bunch of rights, you can build on it, crop it, you can do what ever you want to it and the pipeline or powerline comes in and takes a bit of those rights, maybe eight or ten out of 25, and that leaves you with 15 that you can will down to your wife or son to avoid the creditors. That's what the easement does, takes some of your rights but leaves you a whole lot to keep and use as you want.

The net result is that through the courts and the boards the companies are in the position of paying in excess of the per acre value to get 30 per cent of the rights in the right of way. If they bought the right to put the pipe in the land they probably would pay you on a per acre basis. Let's suppose your land is worth \$150.00 per acre, they would likely pay you \$150.00 per acre. It's possible to get the full acreage value for your land and still retain ownership of it.

P This is what I'd like, to own the land and have them pay me damages, strip the topsoil and put it back - I'm quite happy with that.

CC In one particular area where the topsoil wasn't stripped, it was better. I think it varies.

C How many of you gentlemen would be in favour of having them take the easement for the 500 foot strip, retaining the ownership for perhaps 15 of your 25 rights? How many would prefer that to out right purchase of either the strip or the whole quarter?

P That's pretty difficult, we wouldn't want to say now.

CC Well, we'll be back tonight if any of you want to pursue the matter of compensation.

CC I'd like to go through the conclusions that we drew from the farm questionnaire and secondly a question as to the effect on the environment. We can think about the environment for awhile and come back to it.

With the big heavy duty 500 KV, 240 KV steel lines, not the rural lines that you see, there are steel towers every one quarter of a mile and with these lines you would need 140 or 200 feet of right of way.

With pipelines you'd need about 50 feet of right of way for each so for 10 pipelines you'd need 500 feet.

If we combine them all together rather than spreading them

all over the landscape the total amount of right of way would be maybe cut in half.

P Are they not considering putting powerlines underground?

CC In this area putting a 500 KV line underground would be 15 to 20 times more expensive, the expense is too prohibitive.

The question is whether you think the total effect on the farming community, the first conclusion, is a strong preference for a single corridor. I seem to sense that here you would rather have them spread all over.

C May I ask the gentleman who wants them spread out why he wants them spread out?

P I hate to see the corridor go through my land. It all depends what right they have got to take the land in the corridor.

CC From the questionnaire the strong preference was for the single corridor, it was quite definite, and we want to know whether this is right or not.

P Maybe the people didn't understand what is meant by a single corridor.

CC We asked it in about a dozen different ways.

P No, I wouldn't like to see it spread all over.

Further P It would have less effect on the total community if there was one corridor.

CC It would play havoc with the man owning the land.

P In that way I'd rather you put it on my neighbor's land!

Further P I just disposed of my farm and I don't think I should influence what we're talking about but I'd rather see them all together in one corridor down the side of a quarter section.

Further P Parallel to the railway, this I believe is a good idea.

CC That's the next recommendation we got, along existing pipelines, powerlines, railway or highway.

C This gentleman said it depended upon conditions under which it could be taken.

P If you had a half section and it went through the other quarter it wouldn't be so bad but not cut right down the middle of the farm.

Further P Why do the companies want it to go along the railways or highways?

CC We're not talking about what the companies want, this is the farmer's view point - what we got from the questionnaire.

P Once a farmer had a railway or highway they wouldn't want any part of this being in again.

CC Well, it cuts severance down. The land is already severed by the railway and you're not really being severed so badly again. The government might put quite a bit of weight on

what you say, what came out of the questionnaire. 120 out of 600 is a very good return but if you people think we are not right we want to know, and we also want to know if you think we are right.

With the pipelines and the big transmission lines in the corridor they are not going to serve you, they just pass by your community and the steel towers are about one-quarter of a mile apart.

P They are not close together then, I would say we would be better off having steel ones than a whole bunch of wooden ones every 100 yards or so.

C The power people are not bound to put the towers in exactly one place. They have some lee way such as near a fence line.

C That's right, they can easily be moved 100 to 150 feet.

P On the border line with maybe one right out in the middle you wouldn't be bothered as much as if they are all in the middle.

P What could happen if a lightning storm hits and your cattle are there?

C There is a requirement of a margin of safety under the Electrical Protection Acts but the bottom of the droop of the lines is roughly 30 feet from the ground. We try to get them about 1,250 feet apart but if there are hills

and so forth or to put them in fence lines they could be more. There is more drooping in the warm weather too.

CC That's the picture of the tower line. Pipelines are different and there could be one every four years from the plants but there won't be a pipeline for every plant that goes in. Do you think the effect on the farming community is going to be less if they are all together?

P Yes, as long as you keep them together that's the best.

Further P Is there a possibility that there will be more than one corridor?

CC There could be another corridor in another direction from the oil sands. There could be one west and there could be one south east to Chicago.

P In the south direction though there could only be one?

CC That's what they are thinking of. It's quite feasible but there are problems in the industrial area and in putting in buffers in the forestry area.

In the farming areas there is some doubt whether they can put them together or not. The farm residents said in this questionnaire that they should go together and it seems to me to be about 50 - 50 here in Thorhild.

P On this particular study right now are you sure that 500 feet is enough?

CC No it could be more, we haven't decided on this and we haven't really got enough information yet. In some areas it should be a lot more where you are including the highway and the railway. Perhaps it could go to as much as a quarter of a mile.

C Going back to the question of danger to cattle in a rain and where there may be lightning. If there is a storm you are better off to get under a tower and sit still. There is a small possibility of danger if you are moving away from the tower or towards it precisely at the time of the stroke so it's better to sit still.

CC On the question of the corridor as against spreading them all over, how many would want them spread all over? Only two of you, that's a small number.

(The next question is on location preference along existing pipelines, power lines, railways and/or highways).

P It should be along existing pipelines or other things.

CC Anyone object to that?

P There should be a study made first to see if maybe they shouldn't follow some of the lines that are existing. I think when the pipeline went through they hit the open fields because it was cheaper to go there, they didn't go through the bush.

CC Part of our Study is to assess your feelings on that.

P If you follow the railway you'd have some problems.
People live on one side or the other and you'd have to go way out or go down the middle of the quarter again.

CC There are certainly some problems like going around the towns.

CC Another one of the conclusions is that wherever the corridor crosses agricultural land there should be no consideration given to skidoo trails, hiking trails and so forth going through your land. Does anybody want that?

C We can't see anybody cheering for that proposition.

A number of P's We don't think we'd want them in there.

CC The next one on the questionnaire conclusions is the development of a service road along the corridor, also fencing the corridor. There seemed to be about a 50 - 50 answer to this question in the questionnaires.

P If you had cattle a fence might be a hindrance but if you haven't got any cattle there would be no advantage.

Further P In our case in the parklands and farm lands there is quite some pressure to use skidoos.

CC This specifically refers to farming areas and there are the questions of conservation and reclamation procedures.

P In pipelining the surveyors brought pins in off the right of way and put them down about that far and I noticed after-

wards when I went over with the plow they were there and they could hurt the tractor tires.

CC They generally drive them down a foot in cultivated land.

P They cut the survey pins in half but they still weren't down far enough. These are the little things that make the farmers mad and after the line went in they went in to tie the line into their maps and went down the fence line where they cut the bush and the fence line and made it into part of the field.

Further P I think there is a lot of public relations necessary in this thing.

Another P I think the Government should make compulsory regulations on any pipeline that goes through that for the remaining three years they come back every year and ask if everything is favourable.

C What the companies are really interested in is preserving their pipe and it should be in their own self interest to do what you suggest. Maybe you can help in this, any time you see something like that get in touch with them right away - if it's something they're interested in they'd be a lot more inclined to come back and do something about it.

CC The last item here is compensation for land, damages and injurious effect and that it requires further explanation discussion. We couldn't get a clear statement out of the questionnaire, it's still a big problem.

Also the statement, that the establishment of a pipeline corridor disrupts the physical and social environment of the farming community. There is no doubt about that, anything going through your area disrupts it. The point here is that once constructed and operating the impact is not so great, it's the construction end of it that's important. Once the thing is sitting there and operating underground with one or two towers across your land, it does not disrupt too much. It's small compared to the construction end of it.

With the last statement, ample notice and fair compensation and proper construction practices, very little opposition is expected from the farming community.

P Companies are protected against things that go wrong. If you oil companies make a lease you are protected but there is nothing to protect the farmers. Why couldn't the farmer have his contract drawn up so that the oil company had to sign it?

What about the word pipelines, I am not a lawyer and I don't think most farmers look that close but there should be something to protect them. In my own case I wished I had had a lawyer so that if something technical came up I'd know, the farmers need some place to go and have this explained to them.

CC We'll come back to this subject, you've opened up a new area which we'll pursue later on.

What do you thing about a list of items for damage compensations?

On the question of roads and fences though what do you all think?

P I'll go along with most of what's going on except I don't want it to be fenced off. No road either.

Many
P's No road, no fence.

CC That's the reaction we got yesterday, so you agree. We couldn't get that out of the questionnaire but the reaction we got yesterday and today is no road and no fence.

P What maintenance will there be after the corridor is established?

CC There is continuous maintenance.

P Something like the Alberta Gas Trunk Line?

CC Yes and like Calgary Power does underneath their towers.

P It might be more economical if the corridor was owned by one authority.

C There would be maintenance crews looking after it continually they would be living in the area, looking after sections in the corridor.

CC Generally for the pipelines, that would probably be the only area that would affect the community. Even the pump station

at Boyle, there are no people maintaining the operation.

P They might have an emergency crew.

Further P Once the corridor is established and everything is done, it's not going to have any further effect than the railroad in here and I suppose the land would be tax exempt.

CC I don't think it would even be as much as the railroad in the area of maintenance.

P We get quite a bit of money from pipeline taxes and it's distributed throughout the whole area. Everybody has to realize that it's not being partial to one area. The tax dollars are spread throughout the whole area regardless of where they come from.

Further P On the corridor, are these pipelines going to be exempt?

P They'll be taxed, according to footage whether it is a flow line, working line or whatever the case may be.

Another P I am worried about if you had the railway coming through the centre of the Town or your urban centre, then they have got such a tax exemption that you can't even believe. They are sitting there with choice land and you're not getting all the assessment out of it. Is this what's happening to the corridor?

P I don't know, we are looking at railroad property, it's now a thousand dollars a miles for assessment purposes. I would like to know what the Town of Lac La Biche is receiving for

their round house, their ice house etc. Coming back to the line itself I know definitely that it is assessed but I don't know what the value is going to be set at on the land that the line covers.

Another
P Maybe it's a crown corporation that is going to take it or some type of company. They just might apply and get an exemption like the C.P.R, N.A.R in the way that it is done in other communities. That's what bothers me.

CC I think it would be more like Alberta Gas Trunk.

P What happened in the Mitsue pipelines which were abandoned in the Westlock M.D. They went to court over it, I never did hear what happened.

CC They are going to use it again and pay taxes.

I suppose they could repossess it.

P If it is abandoned then the M.D. could have taken that pipe out.

C No doubt under the Tax Recovery Act, they would own it and recover the pipeline that was located within the confines of their municipal boundaries.

CC This relates to a question in the questionnaire. Once the pipeline is no longer needed should they go back and lift the thing out or leave it there? The questionnaire said leave it there. They didn't want anything to do with them coming back and tearing up the land, and if that's the case they stop paying taxes and the County could repossess it.

P And maybe get some oil out of it!

Another P The oil companies pump water through after closing down.

CC The effects to the county are quite substantial when there are three or four big pipelines, what about powerlines?

C They are taxed the same as pipelines, they pay a lot of tax.

P You are talking about the pipelines themselves, we are talking about the corridor, the 500 foot right of way. If it's owned by the Crown there will probably be grants in lieu.

Another P It should be considered as industrial land and taxed to the fullest. I don't think the land should be exempt from taxation because it serves the other purposes.

Another P My farm is taxed but the land that covers the pipeline is taxed to the owner.

CC What about the highway, it's not taxed.

C The powerline itself is taxed, not the land except where the company owns it and then taxes are paid on both the land and the powerline.

P Where there is a Crown corporation and there are buildings, public housing and so forth it's put exempt on the tax rolls but the next door neighbor who owns property, he's the one getting taxed. Why should the government be exempted from

this and show grants in lieu? The other fellow has to pay the taxes and this is discrimination.

CC That's something that we haven't gone into but it effects the farming community as well.

We didn't clear up the business of having permanent camps from time to time next to villages. It may be for a short period but could be quite disruptive, social disruption and so forth but also tax revenue.

P Maybe it's good for a community to get stirred up once in awhile!

CC Some of this disruption can be quite serious.

P Some of the tax should be shared with the towns and villages where there are transmission lines going through. We are not getting our share. The schools are but we still pay the supplementary requisition to get it.

Another
P Your area is different.

Another
P The main difference is urban areas. In our case we've got quite a bit of unemployment. Maybe if we have these crews coming in, there is a dollar there and they are going to give a lot of men who are unemployed or on welfare an opportunity to work and maybe they are going to follow that crew. Also though where they have money, you'll get some scum. The cities who have money have their problems, Edmonton has Boyle street, Vancouver has Gas Town and

maybe this is one of the things society might not accept.

Another P The powerlines, are they taxed enough? In the Smoky Lake area we wanted to buy out Alberta Power and they were interested in about 100 times the assessed value. We were willing to pay about three or four times.

Another P If land is assessed at a certain value, possibly about 65 per cent of the retail value, I think possibly the lines should be taxed that way too. They have a very limited amount of taxation in the towns.

C The ways these things are worked, it's very complicated and hard to understand. The accounting manuals alone are many inches thick and hard to understand.

CC Would any of those representing communities here like to have a permanent camp near your Town?

P Sure I don't see no problems.

Another P What do you mean by a permanent campsite?

CC Permanent campsites for construction crews might be established. The crews might only be there a few weeks and then they'd be gone.

P They have to come back year after year though, periodically.

CC They could be provided with sewer, water, disposal systems and so forth, that is permanent areas to be used for campsites.

P I don't know if it would affect anything too much but if they turned men loose in the areas it might cause social problems.

Another P Not if the men at camp are controlled.

Further P When they were putting this pipeline way up here past Newbrook they offered Ft. Saskatchewan a reasonable price and they were driving them off.

CC It might be conceivable to have one at, say, Boyle, Ft. Saskatchewan and maybe at Atmore.

C Of course with smaller crews they can be accommodated and are accommodated in a local town. In the larger ones that couldn't be done in a town so they would have to consider setting up a campsite. On big transmission lines, say 240 KV, we're talking about 20 or 30 men. Some of those are located in small towns, use the restaurant facilities, and so on. The camps generally cost one and one half to two times the cost of living in towns.

P This is very true about small towns. You can accommodate small crews but you get a big crew, it's impossible. We had a highway crew this year and they set up their own camp, they hardly came into town.

Another P I was thinking maybe you are thinking about two or three houses in the towns.

P No they would be adjacent to the towns and you would take the water and the sewer out.

- CC The campsites are getting pretty fancy now and the contribution to the town may be for the use of the system, camps hooked up to the town sewer and water.
- CC Another area we might get into regarding the urban areas is the assessing of the effects and look for recommendations on which towns it should be.
- C I think it's going to be a case of economics and they are going to look at the transporting of men, this will be one of the big factors.
- P What about this rapid transit system that N.A.R is proposing to put through from Ft. McMurray to Edmonton that would travel 300 miles per hour.
- CC It is quite inconceivable that it would be built. Unless you got one million people in Edmonton and a million people in Ft. McMurray. The existing line is not feasible for rapid transit, the curves are too sharp.
- P Why worry about rapid transit when you can start decentralization in the smaller urban centres and we will all benefit out of this instead of Edmonton which has to borrow money from the government and government subsidies. The way we're existing now we are at the mercy of the large cities maybe they should look at trying to get these maintenance crews in locally.
- C There is a great deal of that now and as far as some are concerned there has been more decentralization outwards.

There are no advantages in being in the City of Edmonton or the City of Calgary.

CC We were talking about the adverse effects on farming and maybe a base price for the land from one end to the other.

C It's a little disconcerting to work with any company or even your local municipal authority and you find that your neighbor got \$1,000.00 for his little parcel and you only got \$250.00. Generally speaking people feel that they would like equality and the low guy always wants to be equal to the high guy, but the high guy never wants to be equal to the low guy. How do we arrive at a fair decision as to what each person should get.

Another C That's always been a problem. When you're buying interests in a series of parcels there is a bush quarter, swampy and not usable for agricultural production in the usual sense and next to it a darn good quarter. The fellow with the poor quarter might be shame faced that he got so much and the fellow with the good quarter is happy until he hears what the fellow with the poor quarter got and he says that mine should be a 1,000 times what he got because my land is 1,000 times better.

C The question is do you want equality with your neighbor or do you want to have the right to negotiate?

P In the past I've not been too satisfied with the arbitration board but what's the solution?

- C The government simply passes a law and if they happen to hit your quarter you are going to get the price for zone X, say \$200.00 per acre.
- P That's hardly fair.
- C At what point in time can you make it fair for everybody. The ultimate solution is where the government takes out the cheque book and pays everybody what they want and let's say the highest is \$800.00, and then they go back and bring everybody up to the \$800.00.
- Is certainty more important than fairness and your ability to negotiate? Do you want to have this equality with your neighbors.
- P You're saying poor land, a guy should get a little less and the guy with good land should get more.
- P In the poor soil, which is assessed less, there's more damages than there is on parts where there is three or four feet of topsoil so therefore they should pay more.
- C Maybe you got 200 per cent of the value and it may not be as good afterwards but at least you got paid two times what it was worth to start with.
- CC The point we're asking do you want a whole bunch of regulations on this or do you want to remain as an individual able to negotiate or should we just bring out a whole bunch of regulations governing this corridor.

P It depends who makes the regulations. If somebody sits in an office, some place, who has never been on a farm and decides to make regulations, I don't know.

CC One of the reasons we're here is to get a feeling whether you want to have a lot of regulations or be free to negotiate and if you can't negotiate you go to some arbitration board.

P Sometimes it is not as easy to rehabilitate grey-wooded soil and black soil. Also I know two quarters, both have the same soil and one was valuable because the man took care of his land and the other was no good.

C Would you prefer, if there was a base price over the whole area but the damages were individual so that if you had one very good quarter and one very poor and you paid the same on both, the difference would be made up in damages, would you like that?

P Sounds good.

C It's a question of how much one wants to have to do with your basic rights and these are very difficult things to answer but sometimes a certainty of point of view solves some problems even if the individual cost to the government is more. In other words if we have to pay individually for more than the actual damage and so on, in the long run we'd just get rid of a whole lot of boards, lawyers, landmen, appraisers etc.

CC We are counting on you farmers to call these shots.

P I haven't seen a farmer yet who likes to be kept under regulations.

C If you gentlemen had the choice, and the corridor was going in a particular route, how much money would you have to be paid relative to the market value of your land to the point where you would rather have it go through your place?

P I think it should be on a yearly compensation.

C Even if you're talking yearly compensation what amount of yearly compensation, based on your taxable value, would you want before you'd rather have it on somebody else's land? If your land is worth \$200.00 per acre, present market value, whether you look at it from an annual rental or an out right easement or purchase, what money would you want?

P \$50.00 per acre per year.

C You're saying 25 per cent if it was worth \$200.00 per acre market value, a quarter of the value each year.

Further
C How many of you would want a yearly rental rather than a lump sum.

P's Six said yes.

C How do you base the rent, would it be the same kind of rent

that you would get if you were leasing a farm to your neighbor?

P Something like that sounds reasonable.

C Once you set up annual rental type of thing, you're building a lot of cost in to administer that and all these costs come from one pocket in the long run, yours and mine.

Rather than have all that administration, if you got one lump sum of money which would give you the same amount of annual rental on investment, would that make you just as happy as if you got one cheque a year?

P If we got one big lump sum all you would do is grab at it, but if you get a smaller lump you take a smaller grab at it.

C You'd have to pay income tax on it.

P That would fit into your income a bit better than one big lump sum.

C Your lump sum wouldn't be taxable unless it's a way over value.

P In cases where we may go through four quarters it suddenly becomes \$100,000.00 or something like that.

C There is another factor here, in that many studies have shown that a landowner won't sell his land for less money per acre if it has a right of way on it. Maybe that wouldn't

apply to the corridor but it does apply to right of way generally.

CC It wouldn't apply to wide corridors so maybe we don't want to get into that.

C It could be well to bring out suggestions.

P's Yes we'd like to talk about that, what system does the States have, like Texas and Oklahoma where there is a lot of oil fields and pipelines?

C Down there they also own their mineral rights and they don't get into these problems, all they do is pay damages. Where they cross lands with pipelines, and this is true with most of the other provinces in Canada, anywhere from about 20 to 50 per cent of market value is paid. Alberta is the only province where we pay so much so maybe you really have a bonanza here.

P I'd like to get \$100.00 per acre per year.

C Do you make \$100.00 per acre off your land?

P No not net.

C That makes \$16,000.00 a year on a quarter, every year?

P You want to rent the whole quarter or five acres?

C Maybe we're renting the underside of the topsoil to support the pipe. One fellow told us yesterday, I have

land that holds up the pipe just as well as my neighbors and I don't care what the topsoil is, the support is still there and that's the way he feels. Remember when you're talking about rent that you are still farming the land so when we're saying \$100.00 per acre per year you have to remember, and lets suppose you're making already about 50 per cent of your \$100.00 net per acre per year, and you got a rent of \$100.00 per acre so now you're getting \$150.00 per acre per year net.

(NOTE: There ensued a considerable discussion of methods of compensation for wellsites and access roadways which is not reported here.)

P It's going to be quite a bit of acreage out of a quarter section.

CC It's a fairly significant chunk, say 30 to 50 acres.

P What's going to happen if you have to cut through corners and you're only taking 3 acres. You're paying me \$75.00 per acre for a full half mile and he's only getting three acres for \$75.00, you're not going to satisfy him with that.

C In other words the more acreage the less the amount per acre?

CC It's getting close to dinner time and it seems that what we're talking about is that there is no use in us in coming up with recommendations that are in no way acceptable. Also we want to get from the people in this area and other areas

an idea of how to balance this in the economical, ecological, environmental and so forth ways. We'll be back tonight at seven o'clock but more for individual discussions than a general meeting.

CP Are there any more questions? We want to give our thanks to the people from Lac La Biche, Smoky Lake, and Bon Accord plus all the fellows from the area around here and also Charlie Weir and his crew. You can come back tonight and maybe we can get some better ideas on how to pay for these things. Everybody wants a lot of money but who is going to pay for it? We hope you come back tonight and bring any other people you think might be interested and might be able to tell us something.

CC Thank you very much.

EVENING SESSION

CC (Introduction of the discussion as to corridor concept for those who were not there during the afternoon)

P With one line it's not too difficult to work the field over but with a corridor it will take years to come back.

C Some of the environmental people say that it is better if you take a strip in one place, even if it is 500 feet wide, you disturb it five or seven times, that is disturb the same land a number of times rather than taking a whole bunch

of rights of way and disturbing them, that it is a better way of doing it. What do you think about that?

P Well if you're going to ruin it you might as well go into it all the way and be done with it rather than partially ruining a bunch of them.

Further P If they're expecting a good number of lines into the future why don't they lay them all at once?

C Well you wouldn't have anything to pay out that second loan for the pipeline if it didn't have anything in it. It would be just like you buying a new combine today and you've still got one you can use.

P Is your study final?

CC These will be our recommendations to the government, and they can throw them out although we hope they won't. The original thing the government asked for was an environmental impact study in putting all these things together but we told them that we had to involve all these other aspects, economics, compensation, engineering and so forth - the impact on the total farming area in order to find if it would be better if they were all put together or spread out all over the place.

P Is anything we say going to be considered?

CC Yes of course.

P I didn't know up to today what a transportation corridor was.

C Is the Town of Thorhild and the area around it going to be a better place 20 years from now if we stick them all together in one slot or shall we spread them out?

P Already you have said that there is really no value to anybody with a powerline, gas line etc. going through except maybe the highway. These other things, we can't tap into them, I can't see how much good it's going to be to this Town or the next town. I can't see why anybody would want to say well I'm going to go to Thorhild and live there because they've got this transportation corridor.

C All I'm really saying is, would this area here be a better place, because somebody today decided to put a corridor in or somebody decided it should be spread out. Which of these solutions would leave this country a better place.

P I would say leave it untouched. It is probably more beneficial to the country than to have something going through it that's not going to benefit. That means that I am contrary to any corridor going through.

CC Which is the least of two evils, put it that way.

P I look at it this way but the companies don't. The companies want to put it in a straight line, why can't they follow

some sort of boundary line?

C Basically, the reason is they are put diagonally in some places because if it's 170 miles to Ft. McMurray from Edmonton in a straight line, if you go across to here it's probably 210 miles or an extra 40 miles of line.

CC The pipeline people, they have several people working on this, and they don't want to go on the same right of way. We're forcing them and the power company to go into this right of way. They would rather be entirely independant and go where they please.

P There's a lot of agricultural people who might want to be just as independant.

C So the government in this study is saying that if enough of you people say it's a corridor, that's where we will go.

P The longer the pipeline is, if you snake it in this way and that way, the more taxes go to the county.

C And of course the companies want to get by that.

P There are places where you could go diagonally and there is nothing wrong with going diagonally to catch a point to go straight through the farming area, maybe go diagonally in the grazing areas, there it doesn't matter.

P I wouldn't really require all that much snaking, because

Ft. McMurray isn't that much east of Edmonton.

P Why wouldn't they put it straight along side a road?

Another P Too many houses, that's usually the problem.

C Even if it did go diagonally, the things that would be above the ground are the powerline towers about a quarter of a mile apart through here. Does it really make an awful lot of difference?

P Well, it does because you're not going to allow me to put any kind of building on top of that corridor right of way. I can't touch a pipeline or do anything except seed my grain.

C What about granary or something like that?

P With a granary, I might want to dig six feet into the ground so that I can have a sloping bin.

C I suppose you could do that under the powerline but not where the pipelines are.

P Suppose the county said I could subdivide down there, I can't do it where that 500 foot corridor would be.

CC That's right, but which would be worse for the total community. If there is one 50 feet wide and one 200 feet wide it still botches the subdivision. Is there less total effect if they are put together?

P Well it is pretty obvious that there would be a lot less effect on the whole community.

Another P All together would be a lot better.

CC It wouldn't disrupt so many people and certainly not so severely when you total up the total disruption.

C There is an area on the south side of Edmonton, right in the City, where there is a 200 foot powerline right of way and there is strong pressure by the City to have it moved and have that right of way, which goes all across the south part of the City, opened up for development - sales into lots. The people who are presently living on each side of it are very strong to keep the powerline there because it gives them open parkland. There was a signed petition or presentation on behalf of 48 land owners who said that it added value to their property to have it there.

P If I was there I would probably go along with those people completely to leave the powerline in. On the land I mentioned a few minutes ago that's very far in the future, I don't think I will ever see it subdivided.

P By any chance, is the opposition to the corridor just plain opposition, there's nobody wants their land tampered with.

Another P I don't want my land tampered with at all, but if it must

be tampered with then I would like to see it tampered with along the road that goes north and south along my land.

Further P Being in one corridor, at least that's it.

C There might be some problems with the companies all together but there is the advantage that dealings are with a lot fewer people.

CC If the corridor was developed, the conclusion from the farm questionnaire was that they didn't want skidoo trails, hiking trails or any other usage.

P When you've gone through with that thing in my land I'm still allowed to farm, it's still my land is that right?

CC Yes, depending upon the type of arrangement that's made.

P I would say the same, nothing else on the land except farming. It would be O.K.

Further P Those guys aren't out there to see what they can take, they're out there to have a good time, most of the time.

C They'll leave behind more than they'll steal, all sorts of bottles and things.

CC Suppose they took the westerly 500 feet of your quarter section, do you want it fenced.

P No.

Further P If they went diagonally would they fence it?

C Not if you didn't want it.

P Would they desire to have it fenced?

CC I can't see any desire unless you want it.

P Most would rather not have the fencing.

C The companies would rather have you farm it, from their point of view. They worry about weed pollution and all the problems that can be there.

P With a fence you got to brush it, spray it or something.

CC What about a service road along the side.

P Would that be in addition to the 500 feet that they are already taking?

CC No it would be in the corridor.

P If it is running along a road allowance they don't really need it.

CC With three or four gas lines and powerlines there, people will be wanting to cross it more often than if there was just one line there. I don't know if the real need would be there.

P I can't see a need for it.

P If they came in between my two quarters for instance a

service road wouldn't matter, but if, for instance, I cleared that line out and then I started to farm the whole mile east and west and they come across north and south. Maybe I don't want a road then.

CC Most of the people said no road no fence.

Various P's The right to enter should be there, for the service people, but there shouldn't be any road or fence. If there is a road all sorts of people will use it, some guy sees a prairie chicken, he'll use it.

P Do you want us to answer the questionnaire?

CC The more answers the better.

P O.K. we'll do it.

(NOTE: Questionnaires were handed around to all those present.)

C What about the timing of construction? I was confused on the question analysis, was it thoroughly understood. It always seemed to me that if you came in in the late fall when the ground is a bit frozen, you can put in your back-fill and tamp it down and put your windrow on and during the winter the soil settles it down, and then you can work it as soon as you can get on to it.

CC Here's the way they answered. The season least disruptive - winter 80 percent. The second choice was fall 40 per cent.

P I can't see how they arrived at that.

C In the spring you seed, in the summer and early fall you harvest, therefore you don't want anybody disturbing your crops when you are seeding it and when the crops are growing or when you're taking it off.

P That's good, but now we have this all seeded and the pipeline and the corridor has gone through but three or four years later you have to go there to service it. Let's say in August, just before I'm going to swath, what then?

C There would be very little disturbance for servicing, not like the whole pipeline.

P On the other question, this idea of getting it dug up in the winter time, how are you going to fill it? I wouldn't be able to work that until maybe fall.

C Right. Maybe you're going to have to get their outfit back up to work on it again.

Another
P I can't see this being done in the winter. It's just all lumps, it doesn't pack, it doesn't do anything.

C It can't be compacted.

P Right.

C The people who answered the question were more concerned about disturbing the crop when the pipeline would be going through. Maybe they didn't take into consideration that

the next year they would have more problems with the pipeline and the soil being disrupted.

P If they were answering on the spur of the moment I would have answered it as doing it in the winter time too but that's because I don't know any better.

P I wouldn't agree to that.

C When reporting on that part we might comment about this.

Another C I think the difference would be that late fall after the crop is off is the ideal.

Many P's I think so too.

Another P It depends on the compensation they're going to pay you for your crop.

C Would you say that you would feel fairly compensated if you got the yield that you would get out of it even though you didn't seed it.

P Yes. If they said we're coming through and you can take your choice, either summerfallow and we'll pay you 50 bushels to the acre or you seed it and we damage it we'll still pay you 50 bushels to the acre. Naturally I'd summerfallow it.

P I'm interested in compensation for two summers.

Another P The next year following the pipeline you've got to

summerfallow. That ditch down there is going to cave in, a local gas line went through and it wasn't down more than 40 inches or three feet and it was mounded when they put it in.

C But it wasn't compacted properly in the ditch before they put the mound on.

P No, you're right, it was done in the fall and the following year you had to be careful with your tractor.

C Is there much difference in the types of soils as you go through as to the effectiveness of the back-fill.

P Yes. If you go through some of these wet areas you have a poor job, especially if you fill it up when it is dry.

C In some cases the organic matter is destroyed, in grey-wooded soils.

P In some of the gumbo-clay land that's the thing that you want, is pipelines. All kinds of them, one right beside the other because you need to go that deep.

Another P What are they going to pay for it?

CC Maybe it's a question of establishing a firm base price or would you rather have the right to negotiate.

P In negotiating, it's alright for the fellow that has got money and can hire a good lawyer, even negotiate a high

price for a muskeg. I kind of prefer, like the county's policy, where they multiply the assessed value by eight or something.

CC Some sort of formula?

P Yes, everybody would understand that they were going to be paid according to their assessment although there would be grumbling when some fellows got less than the others.

CC Maybe it would have to be assessed through every foot of the corridor and establish prices from one end to the other, there might be as many as 20 ratings.

P This is a good policy, discussing the pipeline, before all they'd do is just come in and ram it down your throat, that's it. We have no choice. They still will do some of this but at least we have a chance to think about it this way.

Another
P I read where some man came at eleven o'clock at night during a party and said we're going to drill a well on your section either on your place or on your neighbors, and this was on a Friday night and they staked it out the next morning.

C Do you know that any person who deals in that sort of an interest in land, or an easement, has to be a licensed landman before he can do it. He is obligated under their

act, The Landmen Licensing Act, to tell you that you have 48 hours, at least, not including Sundays, to decide and he has to leave copies of the document with you. Did you know that? Did he tell you that when he came to your land?

P He didn't tell us and we didn't know.

C That is true, and it is mandatory.

P In lots of cases the company gets the right to dig a well or a pipeline and everything else is subcontracted and the subcontractor subcontracts to somebody else and in the end my neighbor was paid to finish up the thing with his own tractor. Sometimes you get 'gyppo' contractors.

C These are some important points that have caused some trouble in the province and sometimes they cut corners, like in the back-fill where no inspector can see it, they don't tamp it down the way they should.

P How can you retamp it properly, how deep do they go?

CC Say, 30 inches of cover. Is that enough?

P It depends on a lot of things.

CC One of the objects of the study is to get the feeling of farming community and the conclusions we reach are going into the report. I think we are going to modify it a bit as a result of the meeting in Boyle and here.

(NOTE: There ensued a similar discussion to that of the afternoon in connection with the rights in an easement as was discussed at Boyle, the bundle of rights theory. During the discussion as in the afternoon, the question was posed as to much a land owner would want to be paid so that he would want to have these facilities on his land. One said that anything above zero would start getting him interested and there were comments about the Blackstock Formula which, in its early stages worked out at about 165% of market value. The results were inconclusive within the range from zero to 165 per cent.)

P After the pipelines, the land will never become productive.

C I think you should leave that out of your thinking for the reason that if the land is not restored properly it should be. The easement documents say that the land has to be restored so as not to interfere with drainage or ordinary cultivation and if they don't do that, they've got to pay you damages in lieu so what we're talking about is the easement rights in the land, the right to have the pipelines and other things.

Another
C Where you have fought for your compensation, it goes to an arbitration board and everyone says they don't like what the arbitration boards do.

P I don't know what to say really.

Another
P Maybe figure out how much that land is going to bring

in the next 20 years or however long you're going to be there.

C But you don't loose the productivity except where the towers are every quarter mile or so and even then if you can put at least one of them in the fence line.

P There are too many of them that are about 50 feet from the fence.

C Sometimes there is loss of productivity but sometimes there is an increase in productivity.

P Yes, you'll find that in some palces but where we're farming, maybe that wouldn't go. You're working on the three to five inches of topsoil.

C I think in a lot of these cases where you are having trouble, they haven't put the land back as close as they can to its original condition.

CC They could have done better.

P If they owned the corridor maybe they don't have to bother putting it back. I would like to keep the land intact even though I might lose some production. I can't go to them and say these guys never covered this up properly and the ditch is caving in.

Further
P If they were buying it, they wouldn't be paying a lot more for it than if they were getting an easement from me.

CC But maybe they bought your whole farm.

P Don't forget that in the beginning the land was not for sale.

C What you're really saying if it's got to go through your place, you'll grant them an easement, you don't want to sell.

P That's right.

CC I think that's pretty clear, people want it by way of easement, they don't want to sell.

P We basically prefer the easement rather than ownership because as long as you own it, then you look after it.

C You would still be paying the taxes on the land whereas with ownership would take the taxes off.

Further
C In the case of the ownership of the corridor, whether it be a title or other thing, we'd like a sense of whether you would rather have it owned by a government company or a group of users of the right of way, like pipeline companies and government. There are people that want the government by itself or through an agency to own something, there is no way you can control it. The government, if it doesn't want to, won't control itself. The people who use this idea say that if it is owned by some agency other than totally government then the government can control that agency.

CC Some form of Crown corporation?

C Not even a Crown corporation, that's government again.

CC Maybe a consortium of oil companies and power companies.

C Let's say they owned Alberta Gas Trunk Company. Do you think they would control it better by owning it or better by not owning it and controlling it.

Another C Can you move a bigger stick with a private enterprizer or can you move a bigger stick with the government which is who you would be dealing with under the easement?

CC Of course the government would be supervising it and putting in a lot of regulations in this thing.

P Yes, but we can not regulate the government. Suppose the government owned the easement, completely owned the thing. If I have a little problem down here, it might take me 10 years before the government did anything by the time you're through the bureaucracy. If it was owned by the private company and they didn't do anything we still have a resort left. We can go to the government. It still might take us a few years to go but with the government you have no place to go. There is only the people left, then the people have to go to the government and that means we have to start all over again.

C There is also the question of government contracts, they are extremely severe and they try to cover themselves so

many ways that they end up getting more expensive.

CC The contract for Calgary Power, for instance, is much less severe. Calgary Power takes some of the risk so that the contractor doesn't take all of the risk.

C This is very interesting, one important point or idea triggers another.

CC I think they've said to us that they would rather have private enterprise.

P At least there is the government left to regulate it.

Another
P If you have the government owning it, that is it, who do you have left?

C Would you like to see a buffer zone of trees between the highway and the pipelines and powerlines in the wilderness area?

P Sure I would like to see the trees, not mile after mile of towers. It's better to make it better looking.

C It isn't economical to have it done that way, having a few hundred feet between. It is 10 - 20 per cent extra cost to get them back out of sight and it's different with the different types of rights of way.

CC Telephone lines, powerlines, and so on are part of the rural scenery, many people like it.

P When are you supposed to start this?

CC Our study is supposed to finish March 15th.

P No, I meant when would the first activity of the pipeline be.

CC I would say 1975 or 1976, you don't need that pipeline until Syncrude is operating.

P But they could be laying the pipeline right away quick. After all GCOS went right ahead at the beginning.

CC They had a different situation, they had to pump fuel up there.

C It takes anywhere from one to one and a half years to build these things, today it takes from eight to 12 months to get steel delivered and pipe is the same way.

CC A lot of this also depends, as for powerlines, as to what power can be generated in the area from the coke and so forth.

P You fellows have no idea where these pipelines are going to go through?

C We are searching now.

CC This is the reason for us doing this study. Basically it started out as an environmental study. They wanted to say that when the time came to build these things that they would be able to say what should be done. I think our recommendations, if they are in anyway sensible, will be used by them.

You go back 10 years ago these things were all done on the basis of engineering economics. Now we have the public involvement, the environmental interest, ecological considerations and these are major considerations. If we don't go through this process we could easily come out with the best corridor in the world but it could easily be stopped half way through, just like the McKinnon freeway in Edmonton after millions of dollars was spent.

C In the eastern United States there's been 75 million dollars spent on hearings and not a sod has been turned. Where does all that money come from in the long run? It comes out of everybody's pockets, and with this sort of discussion we may be able to avoid that sort of thing.

Further C When we know that there are a number of utilities that have to go in and out of that country we want to find out what does the least damage.

CC We certainly appreciate you fellows coming here, we've learned a lot.

Many P's We're very glad we came, we feel you've helped us too.

THORHILD PUBLIC MEETING -
CONSULTANT GROUP CONCLUSIONS

GENERAL

The Consultant Group members in attendance at the Thorhild Public Meeting felt that the meeting as a whole generally endorsed the results of the Farm Questionnaire as summarized, except that all were definite as to there being no service road or any fencing of a corridor in agricultural areas.

A. SPECIFIC CONCLUSIONS

The members of the Consultant Group all reported that the Thorhild Public Meeting:

1. Approved the corridor concept although one or two of the participants mentioned having the facilities in separate rights of way so that all of them would not be on one person's land;
2. There should be no fencing of the corridor right-of-way nor service roads within it in agricultural areas;
3. Were firmly opposed to government ownership of the corridor and wanted it privately owned under government regulation;
4. The advantages of locating the corridor and construction and maintenance service camps in near proximity to urban centres out weighed the disadvantages although many of the participants felt that the camps should be dry;
5. There should be annual inspections one to three years following construction to ensure effective reclamation and damages compensation.

B. ADDITIONAL POINTS

The following points arising from the meeting, were mentioned by one or more of the Consultant Group members and these are listed in order of the decreasing frequency of mention:

1. There would be little disruption of the agricultural community after completion of construction;
2. An amount prescribed by regulation for land and damages was not generally approved;
3. There should be no recreational usage of a corridor in agricultural areas;
4. Concern was expressed with composition of the boards awarding compensation, there should be three farmer members if there were two appraisal or other types of members;
5. The corridor right of way should be parallel to parcel boundaries;
6. There was concern about extra railway traffic in or through urban areas;
7. In the documents used to acquire rights from land owners, companies had greater protection than the farmers;
8. Rentals were preferred for right of way acreage of say, one third the crop, \$100.00 per acre etc., in spite of possible income tax problems;
9. If government were to own the corridor there should still be taxes paid as to the right of way, not grants in lieu;
10. The corridor lands should be bought and leased back to the owners with some opinion that the total farm through which the corridor past should also be bought;

11. Some concern was expressed over survey pins left in cultivated lands;
12. One participant thought that the meeting was a "snow job" as the companies and the government would do what they wanted anyway;
13. Power poles should always be on fence lines, towers should also be on fence lines but would cause little inconvenience if they were out into the fields;
14. There was concern expressed about differing payments for the same quality of land, that smaller acreages had more value per acre than larger parcels and that compensation should be at one and a half to two or more times the market value to cover the problems of loss of land;
15. One participant felt that the corridor should not follow existing railway and highway rights of way;
16. If the land owner retains ownership (easement basis) he will look after the land better;
17. During construction there should be daily patrols to prevent ground fires;
18. One participant mentioned T.V. interference from a powerline;
19. Following the meanders of a Railway would require too much length of pipeline;
20. Damage to land is greater, proportionately, in poorer land than in good land;
21. Topsoil should not be stripped where it is, primarily in areas of grey-wooded soil.

ATHABASCA PUBLIC MEETING

NOVEMBER 7, 1973, COUNTY OFFICE CHAMBERS

Present: Mr. Jack Sturgess, President, Athabasca Chamber of Commerce, Chairman Participant Group. Mr. Frank Appleby, MLA Athabasca; Mr. Bruce Boyle, Assistant Secretary-Treasurer, County of Athabasca; Mr. William Douglas, County Office; Mr. Rod Baldwin, Councillor, Division 7 and Chairman of the Boyle Public Meeting.

Note: The Community Participant Group are identified as "P", the Consultant Group members with a "C" and the Chairman of either of the Participant or Consultant Groups identified with an additional "C", i.e. "CP", "CC".

INTRODUCTION

The lack of attendance by citizen members of the community is thought to be due to the fact that the corridor would be too far east to concern them, there was a highway project some years ago concerning the location of Highway 63 which appeared to have no influence on the final location decision, there was a Mayoralty election in the Town on that day, an auction in the Town and the place of the meeting is that in which many meetings are held which are of little importance to most of the community.

Those matters which were thoroughly threshed out in the Boyle and Thorhild meetings will be mentioned but not in the same detail unless significant differences of opinion are apparent.

The Consultant Group Chairman, Mr. Weir, introduced the subject of the Study referring to the need for transportation of goods and people between Edmonton and Fort McMurray as the oil sands continue to develop. Reference was made to the location of the necessary pipelines and powerlines near to the existing highway or railway, the compatibility of all of these facilities with one another and the problem of whether or not as many of them as feasible should be located in the same right of way or in separate rights of way. The general location of the corridor, if one was approved, would be dependent upon economics, social matters and environmental and ecological considerations.

The composition of the Consultant Group was mentioned along with the fact that the full Study Group included representatives of all of the rural Counties and Municipalities which might be affected and technical people from all entities which might be users of a corridor.

P Do you intend making a report or recommendations at the conclusion of your study?

CC Our present deadline is March 15th, 1974.

Perhaps I could suggest that we discuss the corridor from the point of view of the Town of Athabasca since there are no farm residents here as yet.

P How would it affect the Town, especially if it was some distance from it?

CC The corridor will always go by towns and contain, perhaps, up to four oil lines, gas lines and up to three electrical transmission lines which are high energy types with no taps off them from the corridor.

There would be little effect on the communities, urban centers, except during the time of construction although they would bring in considerable tax revenue to the Counties.

P Did you look at the area where we are?

CC Yes, we have looked closely at a west route near here.

When Highway 63 was built where it now is, they also looked at the route up near Athabasca Town. The highway as it's now built is alright for ten plants, currently there are a hundred vehicles per day and with ten, presumably, it would be eleven hundred and the existing highway is quite sufficient.

P It might be necessary to have a secondary road connection such as an upgrading of secondary road no. 664 because people would come up through here and then cross over.

CC It would still be sufficient.

P What about the railway.

CC It should be sufficient also for ten plants, particularly with the current upgrading.

When we come over here near to Athabasca we would be looking from here north.

P This just affects the surface, doesn't it?

CC Yes. We're not looking at air transportation. Also you may have seen from the newspapers some mention of rapid transit and fast trains in some corridor.

C Cities of Edmonton and Calgary are each close to half a million and there's no real talk about rapid transit between them.

P In some areas you will be disrupting arable land, have you looked at the west side of the Athabasca River?

CC Yes that's been looked at and of course you can build pipelines in muskeg during the winter.

P Has there been any surveying of tar sands in that area?

C The sands do extend over that way west.

Further
C Perhaps we should mention at this time that there may be another corridor in that area where Alberta Power's Mitsue line is coming in.

CC There's a possibility of a pipeline to Prince Rupert.

P Are you studying that too.

CC No. That's not part of our study.

(Discussion ensued concerning the capacity of the existing GCOS line and what it could be boosted to with additional pumping facilities. This was followed by the mention of the distance apart that facilities would have to be within a corridor, e.g. ten feet for oil lines and thirty feet for gas lines which with the addition of the power lines might bring the minimum width to about five hundred feet).

P Wouldn't it be better to put these along a highway?

CC Well, some people might want them along there or they might want a one hundred or two hundred foot buffer strip.

C Also putting the utilities all together might result in a reduction of as much as thirty percent.

P You mean of cost.

C No, in right of way space required.

P What if one pipeline blew up, wouldn't it blow the others up?

CC The chances are very, very unlikely and that's the reason these distances are prescribed.

P And they still take into account factors concerning the sizes of lines.

CC Yes.

C In the multi-use concept there are positive and negative factors concerning, for instance, electrical transmission

lines. If there are sleet and ice storms the odds are good that both lines in a corridor would get knocked out whereas the chances are much less if they are, say, forty to seventy five miles apart.

The basic separation factors are to keep them far enough apart so that if one gets knocked out it won't knock the other over so it's a saw-off against right of way width.

P What is the height of the towers?

C The double two hundred and thirty KV are a hundred and forty feet high and the singles are a hundred and ten feet.

(The discussion continued concerning the conservation of land and space using the corridor idea, the single land acquisition, administrative costs benefits, confinement of environmental impact etc. as advantages and the resolution of the conflicting interests among pipelines themselves and other facilities, vulnerability to catastrophe such as slides in valleys and the complications in engineering designs and construction. The potential intensity of a confined environmental impact is another disadvantage; that very confinement may be outweighed by the conservation of land use and non-disturbance of many other rights of way).

P Once the pipeline is in the ground is surveillance necessary, regular patrols and that sort of thing.

C On GCOS's oil line brush is sprayed and killed along the top of the pipeline ditch so as to be able to see it clearly and it's patrolled at least once a week.

- P The Chamber of Commerce would like to see another road outlet, say up the Calling Lake way.
- CC In what we've looked at going up to Calling Lake, a road would be needed.
- P One of your major considerations, then would be a road for heavy equipment to get in for construction and maintenance.
- C Off Highway 63 that would be no problem but in Mitsue Alberta Power may have some very major problems, say in the summer through the wet muskeg.
- P Even along Highway 63, wouldn't a fairly usable road be required.
- C No I think we'd be able to get in alright from various points.
- P I would be very apprehensive, very apprehensive indeed, if the transmission lines were located in the corridor within falling distance of one another. There could be a real disaster and and a hundred and fifty feet apart, that's quite a bit of land I suppose but really not that much so that it would not be easy for both of them to go at once if one of them was knocked out. Shouldn't you be sure that they're far enough apart that that wouldn't happen.
- C There seems to be some argument with operating people and land people. It's much easier to take two hundred feet

and also, the big problem is redundancy but also to make sure that if one company's system is out, there is sufficient power available through the others.

P Isn't there some conflict between pipelines and power lines?

CC There is a corrosion problem by electric currents in the soil which cause a pitted type of corrosion in the pipeline but there are many many miles of pipeline and power lines co-existing in the same right of way.

Further
C Where there are pipelines already built and the power line comes along, cathodic protection is added to prevent this. Where there is a small current flowing out from the pipeline a counter current is put in to neutralize it in the soil. This is where the inter-disciplinary work between the pipeline and power line people, these things all cost money so they look at the dollars versus the reliability factors and these are all part of the technical problems that have to be solved.

(Further brief discussion of the advantages and disadvantages centering on the idea of conservation of land and space).

P Pipeline construction is fairly rapid, isn't it?

CC Yes, but there is a long time needed to get the steel ordered. Construction goes fast, maybe three to four miles per day.

Although the construction advances fairly quickly perhaps

we should think of permanent camp sites near towns...

P Maintenance sites?

CC Not necessarily, these would be mainly construction camps with sewer and water and so forth supplied.

P Only the County would be involved in the assessment then.

CC I would guess so.

C With GCOS, they have about thirty five miles through your County and all of their pipe is taxed on a per foot basis.

Another C How much would that be on, say, a sixteen inch pipe?

P I don't know but we could easily find out for you if you wish.

Another P There would also be the assessment on the pumping stations. Does anyone know what we get from the gas plant at Flat Lake.

Another P No, not off hand.

C There would be very little effect on the urban communities however since the pumping stations are controlled from the major centers such as Edmonton and the power lines similarly.

C There is some decentralization of maintenance and service crews going on now into the smaller urban centers, maybe into five of them in the last few years.

Perhaps it might be useful to mention the philosophy of our Study at this point.

CC It's designed to be a practical program for action, those sorts of recommendations which the Department can act on, not just another Study. Something similar to the rural road study which is now widely used, in which we involved all of the rural Counties and Municipalities and their Councillors. We are using the same sort of approach here.

(Some comments were made as to the lack of attendance by local residents of the farming community).

P Did you have pretty good attendance at Boyle and Thorhild?

C There weren't that many there but the discussions were very good.

P Well, the Boyle and Thorhild people would be more interested because they have systems in there.

Another P If it was cut and dried that it was going through here (Athabasca) there'd be lots of people interested and they'd sure be here. All they're looking at is some small spin off over in this area.

CC We're looking very hard at the west route up through here so you can be sure that we haven't discounted it yet. If there was a major breakthrough in the in situ process then everything would break wide open both east and west and this route (west) might be alright except for the large areas of muskeg.

P When the highway route to Fort McMurray was being discussed there was a major delegation from here to have it go up the west side of the Athabasca River and while our delegation was meeting with them the decision was announced so that people didn't feel very good about that.

C Did that have anything to do with the route of the pipeline at that time?

Further I don't know anything about that.
P

(At this point the detail maps were examined and discussed, showing the areas of muskeg and the examination which had been carried out along the west side of the Athabasca River).

CC Pipelines aren't too much bothered by muskeg these days although they used to be very much bothered and the big transmission lines aren't that much bothered today either.

(Various people commented on the route along the railway and the service to the remaining settlements. There was also discussion of the proximity of the pipeline to Highway 63 through most of its length in the wilderness area in which the gas pipeline is also incorporated).

P There is a good deal of muskeg and wetlands up this west route, how is this done?

C From forestry maps, aerial photos and other ways.

CC Maybe we could discuss the conclusions from the farm questionnaire which were:

- Preference for a single corridor,
- The location preference is along existing utilities rights of way, such as pipelines, power lines, railways, highways etc.,
- No urban types of uses in agricultural lands, such as hiking trails, skidoo trails and so forth,
- Conservation and reclamation procedures are a strong concern,
- The fencing and service road concerning the corridor was inconclusive and requires further study. After the meetings last night and the night before we are going to change that because they were all firmly against this,
- With fair compensation, ample notice, there should be few problems with the land owners - this factor of compensation for land and damage was widely discussed the last two nights,
- The establishment of pipeline, power line and etc. corridor would have a small impact on the farming community after construction.

P I can't see how you could maintain these without a service road?

CC Well maybe they'd have to get at it through the farm lands if they couldn't go along the corridor.

P In the wilderness?

CC No, this was only in the agricultural lands.

P Would you be going along quarter lines?

CC Well they'd certainly try to follow them but it really mightn't matter that much because after the pipelines are built they're backfilled and levelled and farmed over as usual and with the big steel tower lines there's one not much more frequently than every quarter of a mile.

P Why not put them all in at the same time?

CC I wonder if anyone would buy a combine which he wanted to use five years later and let it sit. The same is true with these systems, you can't afford to build them until they're required.

C With transmission lines, sometimes the towers are built but only one conductor would be strung on one side of them until its capacity was filled and then the one would be put on the other side maybe some years later.

CC The materials cost for pipelines and power lines is very large compared to highways where the construction cost is the main thing.

(The cause of slower growth in the Town than might be expected was mentioned in connection with effects on the urban community of pipeline construction. The slower growth in the Town is because of movement from the Town to acreages and farms although the people still continue to use the Town facilities).

P The Town population in 1949 was about 1,200, in 1970

1,850 while in the County it was 7,600 in 1949 and 5,900 in 1972.

P There was no disruption to speak of near Boyle when the GCOS line was being constructed.

C Were they living in the Town?

P No they had a camp just outside.

Another P Well that would be okay here.

C I wonder what the discussion is in the community about this corridor.

P Well as I mentioned, if it had been cut and dried, that the corridor was going to be coming here, there'd be a lot of people here.

C If it was cut and dried, wouldn't they all be very annoyed that they hadn't been consulted beforehand.

P I'm sure it goes like most other things, they look in the newspaper and they see the ad and they say to someone, what's that all about, and expect their neighbor to go.

P Well I'm glad I came, I didn't know what it was all about and now I know a great deal about it.

C Is there sort of a resigned attitude, you can't beat City Hall type of thing?

P They're not used to participation, this is unusual. Mostly

they'll come in and watch a demonstration of something that's going to happen but they won't have much of a way to participate in it.

P The publicity would have to be something that would really attract attention.

C From the point of view of the Town it would be most desirable to see it go north through Calling Lake as a stimulus to the local and the Town economy.

Another P Well, you know, it would be best near the existing highway from the access point of view for construction but more particularly for trouble-curing and maintenance. The extra road would be too difficult and costly to maintain.

Further P People would really be interested in coming out if there was a highway going north, that's their main concern.

Another P Well that's only a very remote possibility.

(There ensued further discussion as to why more people were not there).

CC Are there any other questions or comments relating to the corridor and our discussion?

P's No, the corridor is a good idea.

CC Thank you all very much for coming out.

CP I'm glad I did and we want to thank you fellows for coming here.

ATHABASCA PUBLIC MEETING
CONSULTANT GROUP CONCLUSIONS

IMPRESSIONS OF CONSULTANT GROUP MEMBERS:

1. The corridor concept was approved;
2. A corridor north from Athabasca, west of the river, was discussed but generally rejected because of excessive muskeg areas and possible increased costs;
3. Accessibility to the corridor for construction and maintenance is important and that exists from Highway 63.
4. The tower line fall-over distance was of serious concern and the towers should be far enough apart so that there would be no possibility of the towers or the wires touching if one fell over;
5. The Town was in favour of having the camps in near proximity to it;
6. There was no concern with the social impact of construction camps or construction crews;
7. There is an advantage to the Town in increased tax revenue from the facilities contemplated;
8. Air transport is of special importance to Athabasca but is not part of our Study and is therefore not considered;
9. There would be an increase in Highway 2 traffic with a crossover to Highway 63 necessary to be upgraded;

10. The small turnout was due to:

- You can't change Government - cf. their highway location experience,
- There was no large promotion campaign,
- There was no real interest as there would be if there was any probability of the corridor coming near,
- No familiarity with the public participation idea,
- Other events in the Town, election, auction, etc. and school meeting outside of the Town.

LAC LA BICHE PUBLIC MEETING

NOVEMBER 8, 1973, TOWN OFFICE CHAMBERS

Present: The Chairman of the meeting, Mr. Victor J. Laventure, Mayor of Lac La Biche; the President of the Chamber of Commerce, the Secretary-Treasurer of the Town, members of the Town Council, the Editor of the Lac La Biche Post, a representative of the Alberta Metis Association, the local member of the Alberta Vocational Centre, a school supervisor, a representative from the Preventative Social Services Directorate, a representative from the Department of Industry and Commerce, an observer from Associated Engineering Services Ltd. and a representative from Smoky Lake, totalling 14 persons.

The Consultant Group were represented by five of its members under the Chairmanship of Mr. C.H. Weir.

Note: The Community Participant Group are identified as "P", the Consultant Group members with a "C" and the Chairman of either of the Participant or Consultant Groups identified with an additional "C", i.e. "CP", "CC".

INTRODUCTION

The Lac La Biche meeting will be gone into in considerable detail because of the variety of interests represented as indicated above. Where the subject matter was gone into quite thoroughly in prior public meetings much of the detail will be omitted. The material to follow will be taken verbatim from the tapes of the meeting except

where some editing is required to put conversational English into readable form.

Following the Public Meeting the written submission was made by the Town of Lac La Biche and the Lac La Biche Chamber of Commerce under date of November 30, 1973, which is incorporated in its entirety following the summary of the impressions gained by the Consultant Group from the Public Meeting.

CP I want to welcome the gentlemen doing the Athabasca Tar Sands Study who have come here to meet with us today. So that we will all know who we are talking to and about I will now introduce the people who are here. (The members of the Community Participant Group and the Consultant Group were then introduced along with the interests which each represented.)

I will now turn the meeting over to the Project Manager.

CC Perhaps it would be best to start with a short rundown of the objects of this Study. In the handouts which you all got, there is a more official rundown so I will just give a short verbal one.

Alberta Environment engaged our firm and several others to do a Study on the feasibility of a transportation corridor, pipelines and powerlines, between Ft. McMurray and Edmonton, having regard to the existing utilities.

There is going to be big development of the Tar Sands, I think everybody knows that, with a lot of facilities being

required for the transportation of people and goods between Edmonton and Fort McMurray. Oil will be coming out, gas and power going in.

The main object of our Study is to determine whether or not these various modes of transport should be contained in a single corridor or spread out over the country as they have been in the past.

With respect to the railway, possibly of major concern here, the N.A.R. had 20 train loads over a two year period during the construction of the GCOS plant so the supply of construction materials of another 10 plants over the years that the railway would take, to build them, would hardly be noticed thus the railway is adequate for the foreseeable future although, as you know, they are upgrading parts of it.

The same goes for the highway, it too is adequate except for some of the southerly areas from here into Edmonton where some upgrading will be done. The Highway Department also thinks it will be adequate even if these 10 plants go ahead.

Our Study, then, boils down to the feasibility and location of a multi-purpose corridor. Should the oil lines, two or three powerlines and two or three gas lines all be put together in the one corridor. The powerlines are the big steel tower lines of 240 KV and more, with the big steel towers every quarter of a mile or so.

P

You are talking about the big lines that we have in the area now?

CC

Yes that's right. We've had Public Meetings in Boyle, Thorhild and Athabasca with the next one being in Fort Saskatchewan and after that in Conklin. In my opinion the attendance has been poor but the input has been very good, we sat around tables like this and had a very free and open discussion including anyone who had any complaints about what had been going on. We are here for the same purpose and anybody who has got anything to say, we would certainly like to hear it.

We sent out 600 questionnaires to the farm residents in the area from here south and have gotten several conclusions from the results of that questionnaire, which were very good, a response of over 120. These conclusions will form part of our recommendations to the Government although we have amended them somewhat after the Public Meetings. This material will go to the Government so you can be sure we are not here just to listen, go away and then forget all about it. Perhaps other members of our group might enlarge on this.

C

In the philosophy of the Study, we want as many ideas as possible from as many people as possible, particularly from those who own the land through which a corridor, if that's what is decided upon, might go through. At the start, the corridor would not own any land, it would have to negotiate for the interests in the land for the corridor and we want to find out how people would like to have this done.

We got a lot of good information from the farm questionnaire,

it was a long and detailed one and the response was excellent. The people thought out their answers very carefully and obviously took a good deal of time over them before sending them into us. So we know there is serious and effective interest in this thing.

What we are looking for is ideas from people such as yourselves as to whether the facilities should all be in one corridor and whether you want them near the towns and villages, should there be a service road incorporated in the corridor, should the corridor lands be fenced off, how would it fit in to their farming operations, would they like to have the public generally be able to use it. One fellow said that in the farming land, no way, he wants to know who is on his land and another said well it would be OK in the wilderness areas so, as you can see, they are being very objective about it.

We'd like to hear what you have to say and answer any of your questions because, the way that you put the question, brings out more ideas and each answer may give you a little different impression so ask the question about that too. In that way we will get a lot of new ideas, you can be sure of that. Don't take anything for granted, ask any question that you want.

P Has any definite route been established for the corridor?

CC We have been quite careful to avoid defining a route until after we get all our material together, particularly the Public Meetings. There is the possibility of several routes

and maybe many other Public Meetings in that connection.

P Are you looking only at the costs of this?

CC We are looking at every aspect that we can think of. Initially it was to be an Environmental Study but it has been broadened far beyond that and we're getting a lot of good material from wildlife associations, citizen's groups of one sort or another and of course the rural municipalities, counselors and so forth who sit in with us in some of our full Study Group sessions. Of course we have been talking with the oil companies, the power people, highways, railways, and so forth so that we are trying to cover everybody who might have any interest at all and it has to be that way if this Study is going to be any good.

P What economic benefit could there be to a Town like Lac La Biche?

CC Obviously, what we're looking at is powerlines and pipelines, they would go right by the Town with the big 240 KV lines and bigger ones; there would be no tapping in, they would go right by, just like the oil pipelines. The building of these things every two or three years might bring some benefits to the area. If it went along the railway there might be a need for a road; a service road not a highway.

P There is a lot of tourist country north of here along the railway, that would open it up.

Another P If it went along the railway would it be open to the public?

CC It might have to be even upgraded to a secondary road and you couldn't have a road through there and not have it open to the public.

C The road up to Imperial Mills, that's a public road isn't it?

P Oh yes. Have you looked along the railway at what is going on?

CC Yes we've all done the trip between here and Ft. McMurray by speeder, 18 of us and we've stopped all along the way and looked at how it has fitted into the environment.

What about the people at Conklin, would they want a road in there?

P Personally I feel that we should look at the other benefits of the other areas that would be affected by the corridor. Ft. McMurray will benefit anyway. In the southerly areas you go through areas that are already developed. In the area along the highways there is no development but along the railway there are communities like Chard and Conklin which are in need of development and this is something we should really consider.

CC Yes, we should talk about that.

P No matter where the corridor goes it still is going to benefit Ft. McMurray.

Further P The Alberta Government is setting up an expensive school in

Chard so they are looking at this area.

Another P At certain times of the year, you can't get in or out, if there was a corridor with a road?

Another P Maybe you have to look at helping the communities develop. Those that are already developed, maybe it doesn't matter so much. The question is do you go through communities like Chard that have a reason for more development so as to benefit the most people as is possible. The benefit of a corridor following, say, the present route of the N.A.R. right of way would open traffic into Conklin, Chard and those areas which would be very worth while.

CC Would you think that a corridor along the railway would hasten the development of those communities with three or four year surges of employment?

P The mere presence of the corridor, it brings more people through, the economic benefits would be enhanced. Just the meeting with the people in the construction crews, the providing of some labour opportunities. In terms of the social development there would be a real impact to that kind of a area.

CC Have you had construction crews staying in Lac La Biche?

P A few years ago, yes.

CC Was it a benefit to the Town do you think?

P Well definitely during the time they were there, we'd like to have them stay the year round!

CC Some communities might not agree with that.

P Some people like to have everything for themselves.

CC Lac La Biche is a large enough community that could easily absorb any construction crews.

P Another thing, there would need to be access roads which would open up the area for the Ft. McMurray people. There is going to be a lot more of them and they will need recreational areas, they can't all stay at Gregoire Lake, it's already too small.

Another P Ft. McMurray may have 50,000 people.

Another P Winnifred Lake, it is inaccessible now.

CC I don't think there is any doubt that if a corridor went there it would be an attraction.

P Well where the road is going now there is nothing. I maybe don't know the area too well but I think there are timber stands in Conklin, Anzac and these are areas that need to be gone into.

Another P We're all looking at opening up tourism in the north eastern part of Alberta. We want to open up car transportation to all these little communities along the way, Chard, Conklin and Janvier. There are the potential forestry products and it would be a secondary means of fire fighting, right now forestry have some trails through, it would be opening up the area.

C What is the size of Lac La Biche now?

P About 1,850.

C What's the trend, is it staying pretty level?

P It has been about 3.7 percent growth over the past X years, the last two to three years there has been a bit of flattening off. It has been pretty well a straight line 3.7 to 4 percent over the last 20 to 25 years - it's a straight line.

Another P The flattening off is probably as a result of the Newstart Program.

Another P When you consider the Provincial average is about 2 percent, it's not bad.

Another P Did you consider the farmland, the disturbance to it?

CC Yes, extensive work, like in the farm questionnaire and our meetings in Boyle, Thorhild etc. which were essentially farm oriented. We can give you the results of that, if you would like or, we will be here this evening if you want to go over them on a personal basis.

C From the ecological and environmental point of view it's maybe better to have the corridor, that is disturb one strip of land many times rather than have a whole series of strips of land disturbed, does that make sense?

P's Yes, it certainly does.

- P Say you have an oil spill, or maybe a number of them, it would be better to confine them within a corridor and if you select the location properly you don't pollute streams and that sort of thing.
- CC That brings up another point, some of the owners of these facilities aren't that anxious to have them all together for a variety of reasons, mostly technical. Some of these conflicts can be quite serious, in that regard.
- C Well one can call it a saw-off in the sense of extra costs versus less total right of way. There are other problems also, though in having these facilities all together. With powerlines there can be stray currents come off them which can be of a bother to the pipeline people but these are technical things that answers have to be found for especially where there are enormous units of power being transmitted.
- P Do you see any savings in the joint development of right of way, that is with many types of facilities coming together?
- C In the case of power transmission there probably is 30 percent saving in right of way preparation and acquisition costs.
- P What do you do in looking after these rights of way after all the things have been built?
- C Well, in the wilderness, for instance, it's common to grass the right of way which, incidentally, provides more grazing for the wild animals.

P Yes and makes it quite an attraction for the hunters.

C The suggestion was made that it should be kinked so that no one could see more than a quarter of a mile along them and maybe take an extra 100 feet of right of way in order to provide even more grazing.

P In terms of three or four or more companies in the same right of way, the saving would be very substantial indeed if what you're saying, say 30 percent, applies to them all.

C In some cases the right of way costs are only 10 - 15 percent of the overall costs so you're talking about 30 percent of that.

P What type of right of way are we talking about?

CC Well, over a 10 year period from, say 1975 there may be three lines or four, depending upon the sizes. A 36 inch line would certainly take an awful lot of oil and the oil people have assisted us a great deal in talking about various line sizes, 18 inch, 24 inch, 30 inch and so forth up to 48 inch.

P Why not put the big one in now?

CC Well it's like buying a car today, you don't intend to use it for 10 years. With a 48 inch line built now it would be mostly empty for quite a few years.

P What you're talking about now, say four oil pipelines, two gas lines, two powerlines, how much right of way would you need?

CC The current thinking is between 400 to 500 feet.

C With the transmission lines there is what is called a falling clearance so that if one line is blown over, the tower falls but it won't touch the other line. There is also conductor blow over distance which means that, if in a high wind, there won't be any touching of one conductor by another even if both are swinging the opposite way. The question is, how much extra right of way width would the consumers want to pay for in order to ensure no interruption of service.

P We have plenty of that here!

CC That's something we should be clear about here, the big power-lines would be just passing by and would not serve the local communities.

P It wouldn't be an alternate supply here then.

Another
P They will be generating power in at at MacMurray, though.

C Down the road, they may be able to do some quite substantial power generation, they are doing some now to supply electricity to the digging machines and if there was any excess there then power would come out and there is the possibility of hydro power from dams on the Slave river and that sort of thing.

Another
P On the original question, you wouldn't want to starve the grid by running any risks with a narrow right of way width, you'd want to make sure you had the extra width.

- C That's the reaction we got yesterday and I am glad to hear you emphasize that.
- P On the question of the benefits to the communities that would be bypassed by the corridor, taxes on the facilities and so forth, what would there be in the way of maintenance crews?
- CC There would likely be only the people at each end. GCOS have a pumping station at Boyle but it's controlled from Edmonton, it would be very minimal.
- C Powerlines might be a bit different because they are decentralizing as was mentioned yesterday at Athabasca, where we are decentralizing from 5 headquarters to 18 headquarters to get them out where the action is but it doesn't take a great number of men on the transmission systems.
- P What I was talking about also is what sort of operations personnel would be necessary on the pipelines? Trans-Mountain, for instance, have a lot of people at Edson and Jasper and so on.
- CC But these are being reduced as the systems get more automated. By the time the new Oil Sands pipelines come through they may not need anybody. There would of course be no pump stations at the start, it is only when you start building up the through-put. With the bigger lines, maybe the 36 inch lines, they could need someone.
- P From what has been said, I take it that there would be no

spin off industry from a corridor going through a given area, like this one.

CC The only thing, that you might be able to tap into the gas lines, but you have to consider that the corridor would just be going by this area or any other. There would only be the time during construction and of course the increase in the tax base in all the counties and municipalities that it went through.

P What about in the wilderness areas?

CC Well if it did go along the railway in here, it would of course open up some of it because they would have to have a service road.

P Looking at the route, say along the railway, have you any idea of what the extra costs might be. Let's say the extra cost of putting in a service road versus what you would have if it went along an existing road.

CC When you're thinking along these lines, with powerlines and pipelines the major cost is in materials, the steel and the labour in it. When you're thinking of the existing road or any road the major cost there is in the construction and that's different from pipelines and powerlines. From this you can see the distance is extremely important when you're thinking about cost.

P Yes there is also the cost of transporting all of the materials.

- C And the cost of materials is higher in pipelines than with powerlines.
- P What you are saying is that a straight line is more economical.
- C There is another factor also with powerlines and that is, not only do you get the extra costs of materials but you get a loss of power from the lines themselves, a direct loss, which increases considerably the more length of line you have.
- P Do you take into account the topography of the ground; that is when you are talking about a straight line?
- C We would generally start out with a straight line, but you're quite right, avoiding some obstacles in the terrain can result in some savings.
- P What I meant was, 25,000 railway ties can't be wrong, they must have had some reason for putting the railway where it is.
- C With railway construction the gradients impose much greater restrictions than with pipelines, powerlines or highways, for instance.
- Further
C We could take a powerline alongside the highway or put the highway alongside the railway but you couldn't move the railway to where the highway or powerline or pipeline systems go.
- P How about the cost of easements?
- CC In the area north of Lac La Biche, where we are talking about

the railway, it's pretty well all Crown land so that it wouldn't make that much difference.

P Have you done any cost studies on the three routes that you show there on the map?

CC Yes, there have been three done and there is no doubt that, on an economic basis, that the route along the highway is best, but we are not only talking about economics at this time. On the strictly economic basis, though, the highway is the better route.

We're also looking at the social environment and the physical environment and so forth and, as we mentioned, we've also looked at the area north through Athabasca where there is the possibility of another corridor going straight west.

Looking at the railway route, that is for pipelines, we might think about that and going on to Chicago by tieing into the Interprovincial pipeline system at Hardisty or Kerrobert and so forth.

P You're not talking only about an Edmonton to McMurray corridor, you're thinking about other points in Canada and the U.S., perhaps.

CC There has been very little input from industry on these other facets. We're going at those on our own, we haven't got the feedback from industry yet.

CC We've looked at the three possible routes and it looks as if,

for powerline right of way at, say, 240 KV, the costs along the highway would be about \$50,000.00 per mile whereas along the railway it would be about \$65,000.00 per mile.

P That's with no road.

C That's right, there are difficult problems of access and muskeg terrain. There are also the problems of campsites and transportation.

P What do you mean about that, along the railway?

C You have to consider the locations of the campsites, whether you build roads between them or whether you have campsites and use the railway to bring your people from the campsite to the job, these are extra costs that have to be taken into account.

P If there was a road there, there would be a difference.

CC Yes the costs would reduce.

C It might bring the difference down to maybe only \$2,000.00 or \$3,000.00 per mile.

P What is the difference in miles between going along the railway and going along the highway?

C It depends upon what mileage you're talking about, do you go directly from Atmore or where.

CC It looks to be about a 30 mile difference by following the railway.

C There is also the difference of following the contours of the railway too as it meanders northward because of the terrain.

Further That depends upon how far from the railway we'd be able to
C be at various parts if we took it that way.

Further How many people are there at Chard?
C

P Oh maybe 300, take Chard and Janvier together there would be 300 - 400 people.

C And at Conklin?

P About 125, I'd think.

Further Oh, I think there are 60 students at Conklin, so there must
P be more.

Another They've got pretty big families there.
P

P How many dollars would it cost for a secondary road?

CC You mean along the railway or nearby it?

P Yes.

CC There are many types of roads, perhaps we're talking about \$20,000.00 to \$30,000.00 per mile and that's for a not very good road.

P Something like a trail, with a 22 foot top?

CC It would be something like that.

P A person would then have to look at bringing the road in before creating the corridor.

CC It wouldn't be practical to look at it without having the road.

C That would run about \$50,000.00 per mile for a decent road. Once you have the road there wouldn't be much difference in the per mile cost for, for instance, a powerline.

P What we're saying is that the road is number one. There is talk of a road into Conklin for the plant in there.

CC What plant is that?

P That would be the one for Atlantic-Richfield.

CC We haven't heard about that.

P There is a road from the landing strip 50 miles south of Ft. McMurray.

CC Is that an all-weather road?

P Oh no that's a winter road.

CC But this plant in Conklin, what's that?

P Atlantic-Richfield has been doing some work in there but the status of the plant, I don't know. You will recall that about five years ago they were planning to explode a bomb in there, a nuclear bomb, I think but you will remember there was the moratorium, but I don't know what has happened since.

C That was about five years ago, was it not?

P Yes, that is right but I don't know what's happened since.

C I recall that but I haven't heard anything since. Was it far off the railway, their plant site or whatever they are doing?

P It's pretty inaccessible, I don't think anybody knows.

CC We stopped along the way there for about an hour and talked to the people, they are really interested in the corridor and particularly a road and a powerline. Of course they couldn't tap into a corridor powerline, they'd need a distribution line.

C It's not that they can't tap into it but that it would cost too much, maybe about one million dollars for the sub-station.

P That's to cut the very high voltage down.

C Is there anybody here with land along the railway route that might be affected north of here?

P I'm sure that if it was put in, that people would flock into the country. It would depend where the road was, of course.

(A considerable discussion was carried on in connection with the farm questionnaires sent out in the area from Boyle southward and the reaction to them, as is reported in the Boyle and Thorhild hearing sections.)

P Did they like the idea of the corridor, or not?

CC They were very much in favour of the corridor idea.

P I'd think that they would want it.

C I was interested in your remark about people flocking into the area if a corridor came along.

P Yes I think they would, but the Crown would restrict the land sales.

C Why do you think that might happen?

P Well, I think they would have to do that to prevent speculation.

C Just so I can be clear in my own mind as to what you mean, do you think that the payments for the right of way, the corridor right of way, would be sufficient to attract speculators who would try to get the land from the Crown and then sell it or give an easement for the corridor?

P I think that's the natural sort of thing that developers have to face, communities have to face this and it happens anywhere where development takes place.

C If it was wide open, to purchase from the Crown...

P It would depend on the terms of purchase or easement that the corridor company was willing to pay but this could be prevented. Land would have very little value except for the corridor and that's why they would come in.

C When the Pembina oil field was opened up, all the Crown land was frozen so that that sort of speculation wouldn't happen.

P That's what I mean.

Further P Maybe the speculation wouldn't be all that bad. There is possibly no development because nothing is worth anything in there that anybody wants. If there was some speculation it might create a better economic climate and the speculation would encourage people to want to have it.

CC Do you think it would be better if the Crown owned the corridor outright and perhaps leased it or gave easements in it to the company. On the other hand it could be owned, as a multi use corridor, by the companies that had their facilities in it.

P I think it should be owned by the government and leased back to the companies. It is easier for the government to buy it and control it than for the oil companies.

Further P Would that be for the farmland also, the government would buy it and then lease it back to the farmers?

CC Maybe one of our group could talk about the corridor ownership idea.

C There are quite a few aspects to this. One is, if you are going to charge the companies for the use of the land after you have already had them incur extra expense by coming into the corridor, is that quite fair. You're trying to make some money into the other pocket.

The costs for right of way used to be, maybe 3 to 5% but they are going up pretty much all the time.

P Well maybe if it costs them, say \$500.00 per mile, for the

corridor and you're getting them to spend that extra \$500.00 maybe a proper charge would be about 8% or \$40.00 a year for each mile.

C On the other hand, if the companies could get their own right of way, savings on construction costs by being on their own might be as much as \$5,000.00 per mile. Is what you're saying is that the government says we require you to spend all that extra on construction and then pay a rent for the land on top of all that?

P We all agree that we have to have the corridor in order to have a better environment and the companies should take their share of responsibility too. They are taking our resources and if they find it's costing them more then they just pass that on to the consumers. People have to expect to pay something for a cleaner environment.

C In the long run there might be a little less cost after the design costs have been paid but the extra paper work is a very high cost.

CC Somebody said yesterday, if the government owned it, who is going to police the government?

P Oh, the government is going to police it. If you go to a farmer and say that the government is going to police what the companies are going to do that farmer will be a lot easier to deal with and then the farmers wouldn't have to fight the oil companies all the time.

C One of the farmers at Thorhild, and the rest agreed with him, except for one I think, said if the companies owned the corridor right of way then it would be regulated by the government and the government would control what the companies did. He said that it would be a lot easier to get the government to act on companies than to act against itself and that it would take a long time with the government to get anything done.

P On the other hand the government has to answer to the people every four years and the companies don't have to answer to anybody. Any problems and the newspapers would get a hold of it.

Further
P With the bad publicity, the government might lose one seat in the corridor area but that wouldn't necessarily affect the government too much.

Another
P In the last government, one of the members lost his seat on the human rights issue, and these things all add up. Now that we've got all these environmental things going, look at all the restrictions there are, it would be important.

C A chap from one of the big international companies said in a panel meeting one night that if all the companies had the same controls on them they would be all on the same competitive basis but if one company had to have controls and another didn't, there would be enormous confusion. Also if the controls are too tough, the companies just don't go in or if they are already in, they move out - they don't ever say anything, they

don't say they don't like the controls, they just move out. The attitude is that if everybody competes under the same rules it's OK.

P Why do you think the companies would all be against the government owning it, the oil companies?

CC We're not talking here about what the oil companies want, this is what the farmers said.

C If you give a company an easement and they do something bad on your farm you can tell the companies to correct whatever they did. If it's the government you can't tell them to correct it or you might have to wait four years to get the government out of power.

P If the government owned it, it would be the oil companies doing the work, doing something wrong and the government would say if you want to stay on in the corridor, correct what you've done. All the government has to say is, if you don't correct what you've done, we'll shut you down.

Another
P There are a whole collection of companies owning the corridor through one single company, a separate company owned by them all, then they are not going to let one of their numbers get away with anything and disrupt things for everybody else. Therefore, if it is owned privately you would get just as much or even more control than having the government in it at all - the corridor serves many companies and powerline companies as so they have got to get along.

- CC That's something like some of us are talking about, a condominium type of ownership where a separate company has control over the whole corridor but each company has separately owned rights inside it and it would all be regulated by the government.
- C The other aspect is that if the farmer sold the land then he would really have nothing to do with it. Somebody else mentioned there is the aspect of an easement. The farmers have told us that they would rather have an easement because they would still then control the land, they would own the land and be able to have some control over it.
- P It should be the government who owns it and says you go under my conditions and then everything would be alright.
- Further
P I seem to be hearing two things in this rather hot issue at this time, there is the obtaining of the right of way whether under public or private ownership and, later, if there is a problem, how can that be handled. Which is it at this point, obtaining it or curing problems.
- C We're talking about an easement to either public or private or selling it to either public or private, there are actually four choices.
- In the hearings that we've had with the farm people, firstly they wanted to retain the ownership, in other words give it as an easement and secondly they wanted the easement to go to

private owners so that if the private people didn't look after it then the government could control it, they would have recourse to the government.

P I think I'm hearing it a little differently, there are the two potential problems of private versus public ownership, the expropriation fight and so on, but secondly what to do in the event of a problem, which is better down the road when one of the companies might step out of line. The ownership might affect how the problems are handled.

C We weren't talking about damages we'll come to that afterwards.

P Well we are not going to be setting policy here.

CC We want to hear what your ideas are.

C We're not pushing any particular idea we just want to explain some of the ideas that people have had and see what you think of them.

P I had a pipeline through my land, I still own the land, and there are no problems. They came in, paid me for my land, for an easement, paid for the damages and I've got no problems.

Further P What about damages later on?

P Well, if they come in and do some damage they will have to pay me again for the damages. They can go on 20 times but each time they have to pay me for the damages that they do.

C Can you get gas off that line?

P Oh yes.

P If your corridor was following the railway and there was a road built by the corridor company, it couldn't be a privately owned road, it would have to be open to the public so it could not be privately owned.

CC I think a provision could be made that the road would be public or publicly owned or designated in some way.

P What other ideas are there in ways of owning the corridor?

C One paper that I read about gas lines in France had the companies owning the narrow strip in which the physical pipe was situated with working room rights over the rest of the right of way. Another company comes in and it owns where its pipe is with working room rights on the rest of the right of way.

In another paper that we saw in our background material, discussing Great Britian it appears that the Gas Council and the Coal Board just simply cannot make agreements with one another, they get deadlocked. They have been in existance for so long that they have their own vested interests and there is no economic drive behind them to make them make decisions. It is rather interesting to read.

P Have you thought of a joint private and public ownership?

CC Yes that is one of the things we're looking at.

P In your Study, you have on your maps the shaded green area where the Oil Sands development is but there are also the Bonnyville and Cold Lake areas. Is there any thought about pipelines over in that area?

CC These have been discussed quite extensively, we are looking for more input from industry on this before any decisions are made.

P They are certainly working over there around Cold Lake and you are looking at the social aspects and that area isn't too far away. The corridor might be beneficial coming down here and the government should look at that. Put in a corridor by the railway with the necessary service road would give another 1,000 people access to the world that they don't have now, would provide Ft. McMurray with a better access road to recreational areas. I think these are some very reasonable, real and important aspects.

Further
P We also have our selfish ideas, as everybody does, it would help Lac La Biche.

Further
P We can provide a lot of the services required for the construction.

CC These are a lot of good ideas.

P There was some idea of a heavy water plant here some years ago and that would take a lot power wouldn't it?

P It was too bad it was political and went out to the Atlantic Ocean.

Further P It may not be attractive anymore because all the gas is going to Ft. McMurray.

Further P But there are all sorts of sources of energy, perhaps the coking coal might provide it down this way from Ft. McMurray or in a slurry form.

Another P Yes, we should have it here because 20 or 30 years down the line, when all three areas are in production they would be linked near Lac La Biche so it should be put there now.

CC Was the heavy water plant firmly located or just in the general area of Lac La Biche?

P Would you like the full Study on it? We have it if you want it.

P Another item is that in the Ft. McMurray area the recreation is very limited whereas Lac La Biche is a natural outlet for Ft. McMurray as it grows.

CC Another question is whether or not the people north of here want it opened up, the people in Conklin, Chard - Janvier and so on.

P I am sure you will find their approval on that.

P Another point is that there would be fire protection opened up in there.

C When the Department of Highways did their Study for the location of Highway 63, were some of the considerations that you have brought out taken into account and weighed up. Were these overall considerations taken into account, all the factors that you have brought up?

P One of the negative factors was why should the Ft. McMurray people be subjected to travelling an extra 30 miles just to go through Lac La Biche. It was a matter of the shortest distance between two points, there weren't any of these ecological considerations at that time. The route was on higher land, and it was the shortest distance.

CC The people of Lac La Biche wanted it in this area, did the government listen to what you had to say?

P Yes they heard us very well here.

C Do you think then that at that time they did not think that a passage way for the people of Conklin was not of sufficient value and is there the remote chance now that they would put in a parallel highway?

P Well there is the opening up of the parkland, wilderness area...

Further
P There weren't that many people in there 10 or 15 years ago but the birth rate has been up - there are a lot more there now.

C Do you think there is any remote possibility that they might put another highway in?

P In a few years there is going to be a four lane highway to take care of all the people.

CC In the last 10 years there are two new parameters added, the social effects and the ecological matters. So far the environmentalists, the biologists and so on have told us that the best route is along the highway.

C There is also some body of thinking that no more of the wilderness should be opened up.

P What good is wilderness if you don't have any access to it?

Another P In the long term developments they would have to have access between Ft. McMurray and Cold Lake, access through here.

C Why wouldn't they come along Highway 36?

P I'm projecting populations in 30 years at Ft. McMurray of 60,000 to 80,000 people, if the in situ process is refined to economic feasibility, there would be a great deal of traffic right through here.

CC That might mean another corridor through near the railway.

P There is a lot of muskeg in that Conklin country.

Another P On a human element alone the population is going up, there are new schools and services and eventually there is going to be a road. They should consider the human element more than anything.

Another P You must consider a wider concept, to include roads and railways.

Originally there was only the railway and now there are two routes, competitive routes.

CC In this area our job is with pipelines and powerlines and the location along the highway or the railway or maybe in between.

P Is the railway of any importance in this?

CC If the road wasn't there it would be.

P What time period are you looking at in your Study?

CC It is pretty well wide open but anything beyond 20 to 30 years is much too remote to be practical.

P Is your Study only going to the Department of the Environment?

CC There are about 10 departments that our material is going into now, it will probably end up in Cabinet to decide what is to be done.

P It may not only be the environment then that is the main consideration. The people concerned may be important.

CC They'll be looking at everything that we have to say, possibly several alternate corridors.

We are having full Study Group meetings to which the Town of Lac La Biche has been invited. We will be making up recommendations based on what we hear from all of the people concerned and then the government will make their decision from what they get from there and what else they decide is important.

C The highway route has minimized the wet lands, the sand dunes and the muskegs. There are more problems with sand dunes for regrassing and many other things and with the pipes in the wet lands with the acid interaction with the muskeg and so forth. It seems that the highways have set it up the best way.

On the railway route it is more hilly and it is hard to preserve pipeline ditchlines on side hills.

Further
C None of the communities along the N.A.R. are served with power now and there will be a decision that will have to be made fairly soon in respect of the service line, whether the route of the service line would be on the highway with lines across to places like Conklin or along the railway to pick those places up with taps across to the highway. It might be a good guess that the final plan will be down the highway, mainly because the maintenance is easier from the highway. Alberta Power or Calgary Power will have to make that decision.

P How would the transportation corridor affect the native peoples?

CC It wouldn't be much different than with the urban community, it will be just passing right by them.

P But along the railway you would need to have the service road and this would give people like from Janvier access to the outside. They want that access and instead of having to build the road to the highway themselves and that would be the suggestion from the people from Janvier.

CC We've got a meeting up in that country on Monday.

P Yes but you are going to be meeting in Conklin and Conklin and Janvier are 12 miles apart with very little access.

CC Have there been any submissions to the government for a road into that area.

P's There has been some talk and we've got some data together.

CC Whatever you have on that we'd like to have so send whatever you have along to us and we'll make copies of it and send it all back to you.

P If you had a service line between Lac La Biche and Ft. McMurray, where would the load be?

C The marketing people would check into all of the areas and it could be the highest load factor would be along the highway which would make sense from the maintenance and construction point of view too. If a road got over to Conklin from the highway that would be a natural route for a service line also across to there from the highway.

P You're talking economics again, all your arguments have been strictly in dollars and cents and I'm wondering why a thousand people don't matter. If you're talking just strictly dollars and cents there is no sense in us being here. It's obvious that the shortest distance between two points is a straight line. If you don't put a road in along the N.A.R.

there isn't going to be anybody wants to live in there.

CC If it doesn't go in along the railway, the service line would have to come in along the winter road into Conklin, I would think. If the railway road isn't built it is pretty likely that the other one would be.

C I was interested in your comment on the reasons for our being here. When the report goes in and the answers come out, it will be some form of balance among the three factors of environment, economics and social aspects, not necessarily in that order or with equal weight necessarily being given to each one of these factors, it will be some sort of balance among the three factors and it will be up to the government to decide just where the weight goes on each of these factors, that's not up to us to decide.

P If you get away from the highway you'll be opening up some of the wilderness. What's the wilderness for if people cannot get at it?

C Some of the environmentalists and ecologists want everybody to stay away from the wilderness and leave it alone. Maybe a few people coming in with a back-pack or something like that.

P A lot of us don't agree with that.

C If the people doing the market study, the population projections, came up with a hundred thousand people along the

N.A.R., that's where the service line would be built, but it depends upon where the people are. On the other hand if most of the people were along the highway and it was built near the railway with a great number of taps over to the highway, where the population was, people building the line along the railway would look pretty silly.

Further
C

When you are talking about economics this is just what we're talking about in that it includes service to people who are certainly part of the economy.

P

It seems to me that you are looking at a real dilemma here. You're saying that you put the powerline, service line, in where the people are but isn't it true that if you put the service line in then people would come in, growth would follow. It's just like saying that you're not going to put any money in to this community until there is development so you get kind of a deadlock.

CC

It is sort of chicken and egg situation then.

P

That's the situation but this corridor could be a real catalyst for future development. Unless you make some projections which will show that people are coming then you won't get it there.

C

If the highway had been built along the N.A.R., it is very doubtful that the powerline right of way would be along the GCOS right of way, it would be along the railway with the highway next to it.

P Exactly, that's what sets the development pattern and you've no idea how that being along the railway, your corridor that is, could start development going.

Further
P What about development at Cold Lake? Won't there be a great need for power over there.

C If there was any depth to an argument on that score it would certainly influence it. Is there anything definite about what's going on over there or is it a fluid situation? There is enough fluidity to the situation in Ft. McMurray!

P I understand Imperial Oil has 50 million dollars committed to the Study at Cold Lake and I was wondering how much Shell Oil has committed to their process over in the Peace River block for the in situ process.

Further
P When you look at where things are now, on the map, you've now got the road down the centre and the railway over to the east. What influence do these have on the block of land in between, what are the implications?

CC There are probably going to be roads right through there. If the other plants go down in that Conklin area, for instance, then we're talking about the corridor along the highway being the first corridor. There would have to be facilities built into these whole areas that are coming into development, if that happened. If the Cold Lake plant was as long as, say the GCOS plant then there would be some

real argument and force to bring the corridor down in through here.

P Let's look at that Cold Lake plant then, where will they get their energy source from. By that time there could be power coming back down from Mildred Lake and the other places and you should look pretty strongly at that. Look at what's happening with GCOS, they've got mountains of coking coal in at their plant.

CC If they make a major break through in the use of that coking coal, there would be no power needed to go in there at all and there might be some coming out too. You have to look at the cost of production, if it's cheaper in there then no power will ever go in.

P Look at the design of GCOS, they didn't realize they'd be getting so much coking coal out of the process. They're stock piling it, they don't know what to do with it.

CC The can't use it now on account of pollution but they are working on some sort of way of using it.

C Somebody will crack that one of these days but we still don't know what the costs will be.

CC When we get up to Conklin we'll find out what they want about the road. From what you say it would seem that they really do want it in there but would they rather have it down to Lac La Biche or would they rather have an all-weather road out to the highway?

Many P's They probably don't really care so long as they have some means of getting out of there.

P If they have got all that coke available up there it would sure be good if we could get the heavy water plant going again. It would just be a natural, a great amount of energy. Would it be possible to have a solids pipeline coming down?

CC I would think that's quite possible.

P So that would be another reason to have it come down the railway. They are talking about putting in another heavy water plant in the west and we were certainly looked at until the politicians got into it. If we had the corridor that would bring a major source of energy to Lac La Biche and it would help us especially if we became a designated area under DREE and that wouldn't be too difficult to do.

CC If Lac La Biche went to a population of, say, 200,000, would that be a good thing?

P Well if we could have all of the good things and none of the bad things it would surely be OK.

Further
P If as the country expands we have a large rural population there would be advantages in having the corridor come down through here but right now we are trying to come with economic arguments. There is a move from the cities out into the rural areas, even on to marginal lands, but they are

still agriculturally productive, this is a consideration which should be taken and of course you've got to look at opening up the wilderness areas, the accessibility of recreational areas.

Considering Cold Lake and all the other things maybe a loop should be considered and then you'd get the best of all possible worlds. You've been looking at an either-or situation and there seems little doubt that on the economic basis it should go along the highway.

CC No, not only the economic, it appears from the environmental point of view that it should go along there.

P Perhaps you were watching President Nixon last night, listening to what he had to say about a possible fuel crisis. I think he was saying that if there was one some of the environmentalists would have to step aside a little bit and ease things up so that development could take place. There may be a little more pollution than we would like but we can't have it both ways. If the environmentalists are going to resist the development of a corridor and prevent it going near a community the size of Lac La Biche, the development of a corridor is not so serious when you are looking at it from the economic point of view coming here. If the development really moves along the corridor, and that's what I'm concerned about, it seems to me that the future of Lac La Biche becomes very questionable. Politically, it's the

people kind of thing that the government has got to look at. If you want to pull the plug on Lac La Biche then you are going to develop the corridor along the highway. You not only don't give Lac La Biche anything, you detract from it.

C The key to that is ground transportation isn't it?

P That's correct.

CC (Review of the characteristics of the corridor in that the major transmission lines and oil lines would be passing through the community and that it might be possible to tap into the gas line.)

If it went along the N.A.R. there would likely have to be a service road.

P That's really what we're talking about, you'll have to move aside some of the economic considerations and develop the situation so that you are looking after the people of Lac La Biche.

C Someone said some time ago that when the Department of Highways made its major decision, they looked at all these situations and decided to put it where it is. That's what did happen isn't it?

P Yes but that was quite a few years ago. You take, at that time, there wasn't a kid in school that knew what the word ecology meant or what the environment was. Things are different today.

C Do you think that if the highway was being planned now, that it would go along the N.A.R.?

P I don't think that there is any doubt that it would.

Further
P There is a lot of politics involved in these things. I don't think that today you could eliminate 2,000 people, truncate the community, I don't think you could do that today. You have to move economics aside a little bit.

C Let's say that, for the sake of argument, the corridor was put along the N.A.R. Is that sufficient reason for a highway to be built through there because that's what you're really interested in, not the pipeline and powerline corridor.

P In a word, yes.

Further
P If a corridor was established it would upgrade the development through there and it would have a very positive influence on Lac La Biche. It would be very much welcomed by the people of Imperial Mills, Conklin and Chard and Philomena and Margie, the smaller communities.

CC I think in summing up on this point, if the corridor should be near the N.A.R., that is in its vicinity, it would demand a reasonably good road.

C Yes but who would pay for a road in there?

P Why not upgrade the forestry road? There is one where you can drive from Lac La Biche right up to Conklin when it is really frozen up.

C Maybe I could put the question this way. We've been looking at three factors being the economics, that is in dollar terms, the effects on the environment, that is the ecological part of it mainly and the social factors.

Let's say then that the environmental aspects were shown to be vastly superior along the highway, that is a great deal better than along the railway and let us also say that from the money point of view the highway route is also vastly superior. Do you think the people concern, the social concern should out-weigh the other two where both of the other two might be overwhelmingly in favour of the highway route.

P Well those two factors sure out-weighed it 10 years ago when they were planning the highway.

Further
P Let's look at it another way also, if the ecological balance was in favour of the railway would the people thing decide it?

Further
P I don't see what the difference is, all you've got is a strip of bush cut out along the highway or along the railway.

C I think if you look at the map you'll see that the drainage patterns, the rivers and streams, and so forth are very much different. There are many fewer on the highway route than there are on the railway route.

Another
C The highway is on a height of land and building along there
 doesn't put nearly the sediments in the streams.

CC You might perhaps be thinking of a supplementary Study with
 a road going along the railway but not the pipelines and the
 powerlines.

P We want the road, more direct access. We've now got the
 right angle cut even though it is only 20 miles. If the
 corridor goes through, the economic consequences of good
 transportation are a vital consideration. I am sure we have
 gone through all the arguments but let's take a positive
 approach to this.

C The railway was built so long ago that it has now become part
 of the environment and, using the highway, it is part of the
 same principle of disturbing the one area many times rather
 than disturbing a lot of areas.

P They should of thought of that 10 years ago.

CC Is there much more to talk about then?

P We've certainly gone into everything very, very well.

C We've gotten a lot out of this discussion too.

CC We'll be back again tonight between seven and ten o'clock
 if any of you want to come back.

- CP Do you think we should submit a formal statement of what we've been talking about on behalf of Lac La Biche?
- CC A formal statement would certainly help, to see it in black and white would bring home your points a lot better but I really don't think you should spend a lot of money on it.
- C There have been a number of very good points brought out to-day and it would be a help to see them formally set down.
- CP I want to thank you gentlemen for coming up here from Edmonton and being so patient with all that we had to say.
- CC I want to thank you for the way that you have put your material and as many of us have said, we've gotten a lot out of it. Thank you.

LAC LA BICHE PUBLIC MEETING
CONSULTANT GROUP CONCLUSIONS

GENERAL

The Consultant Group members were very strongly impressed with the deep concern of the Participants with the corridor coming by the Town of Lac La Biche and argued their points very strongly throughout the afternoon and followed up with a written submission which appears following these comments.

The following are the impressions of the meeting as reported by

the Consultant Group members. These are the impressions the Consultant Group members obtained as being the opinions of the Participants, not necessarily the opinions of the Consultant Group members themselves.

A. SPECIFIC CONCLUSIONS

The following comments were made by each of the members of the Consultant Group:

1. The corridor should be put along the Northern Alberta Railway because a construction and servicing road would be required. What they want is the road, they are not that concerned about the corridor facilities as such;
2. The corridor should be owned by the government so as to have control by the people;
3. The presence of the corridor would help to establish industry in the Town of Lac La Biche;
4. The corridor would benefit the N.A.R. towns from the recreational point of view and Ft. McMurray would benefit especially since there are more and better recreational areas in the vicinity of the N.A.R. than along the highway.

B. ADDITIONAL POINTS

Fewer than all of the Consultant Group members made mention of the following points as their impressions of the Participants view points and these are dealt with in decreasing order of frequency of mention:

1. There was heavy emphasis on other plant areas being considered such as Cold Lake, Conklin and the possibility of a Heavy Water Plant near Lac La Biche;
2. Corridor location along the N.A.R. would result in better fire control in the area;

3. There would be better accessibility for the development of forest products;
4. If the corridor was put along the highway, there would be not only a lack of benefit to the Town of Lac La Biche but it would also be a detracting influence;
5. There would be benefits in a corridor to the companies in having reduced right of way costs and a reduced right of way requirement of about 30 percent less land;
6. Location of the corridor along the N.A.R. would bring social benefits to the towns located along the railway;
7. The Participant Group were all non-farm people, being mostly Town and various levels of government, social workers etc.;
8. There would be a benefit to the towns' economy by the intermittent presence of construction crews. Bannister stayed in the Town and there were no social problems;
9. There would be benefits to the area through increased taxation;
10. The gas lines only would be of value since the powerlines and oil pipelines would not be able to be tapped into;
11. The corridor should be owned by the companies;
12. The Department of Highways considered locating the highway near Lac La Biche some 10 years ago but decided that it was not worth while to build the extra 30 miles;
13. The corridor concept was approved because it would require less land and would disturb less farm land;
14. The Participants were more economically minded than concerned with environmental matters;
15. The corridor would benefit Ft. McMurray no matter where it was built, the communities of Chard, Conklin, Margie etc must be considered;

16. A road would be a distinct benefit because communities on the railway were isolated during the recent rail strike;
17. The corridor would stimulate land buying in the intended route of the corridor for speculative purposes and this would stimulate the whole area;
18. People are infinitely more important than money or ecology- what use is wilderness if people can't use it;
19. The excess coke from the GCOS plant means power coming out at some stage;
20. The coke coming out might come out in a solids pipeline;
21. The natives and Metis people felt there is no difference if a road comes in from the highway or on the N.A.R. just so long as there is a road.

Following this there is the submission by the Town of Lac La Biche.

ATHABASCA TAR SANDS CORRIDOR STUDY
- LAC LA BICHE PROPOSAL -

(SUBMITTED BY THE TOWN OF LAC LA BICHE AND THE LAC LA BICHE
CHAMBER OF COMMERCE ON NOVEMBER 30th, 1973)

LOCATION

Lac La Biche is located 150 miles N.E. of the City of Edmonton in the Province of Alberta. It is at the terminus of Highway 36 and 46 on the southern shore of Lac La Biche Lake.

It is situated approximately 152 miles from Fort McMurray via the Northern Alberta Railway System. 55° longitude and 111° latitude.

PROPOSAL DEFINED

We propose that the engineering firm of Stewart, Weir, Stewart, Watson and Heinrichs recommend to the Government of Alberta and other involved parties that the tentative route for the Athabasca Tar Sands Transportation Corridor generally follow the present Northern Alberta Railways Right-of-Way from Fort McMurray to Lac La Biche and south to Smoky Lake then to Edmonton.

This route would provide the added feature of creating a point east of Lac La Biche that could be used for a corridor junction to build further pipelines to eastern and international markets.

DEVELOPMENT OF THE AREA INVOLVED

- A. Economic Development - The proposed corridor route will pass close to the small, isolated communities of Lac La Biche, Owl River, Imperial Mills, Philomena, Conklin, Janvier - Chard where there is virtually no employment and many people live at a standard below the poverty level of Canada. This arises from a lack of any economic activity. A good portion of this population is of native origin and development of their culture has never taken place because of their relative isolation.

We believe that a service road would be constructed to serve the corridor and this road would develop the area in the following manner:

- i) The railway service presently is scheduled for twice per week each way and provides insufficient service to the people of the communities mentioned above. The road would provide an alternate means of transportation to the railway and would open up this area to society so that human interaction and inter racial understanding would result.

- ii) The road could be used for forest fire prevention and fire fighting by providing transportation and a fire break in heavily forested areas, thus helping to preserve our natural forest resources.
- iii) The road would provide a commuting route for persons to be employed in the nearby centers of Lac La Biche and Fort McMurray yet not uprooting them from their homes.
- iv) The road would provide access to secondary industry that may establish in this area, which may or may not be a direct offshoot of the Fort McMurray Development. However, one of the most highly potential industries would be tourism which would open this area to Economic Development.
- v) With the phenomenal growth of Fort McMurray, more and more persons will be attempting to find recreational areas. This road would open the land in this area to recreational use.

It may also be worthwhile to note that a present forestry trunk road exists in this area and the cost of upgrading it to travel standards would be less than having to construct a new road. This present road goes to Margie as shown on the enclosed map.

B. Social Development - The social services in this area are very poor since the communities of Janvier, Chard, etc. are served from either Lac La Biche or Fort McMurray, and social agencies have transportation problems that hinder regular, sufficient service.

An access road constructed to serve the corridor would provide a means whereby agencies such as Health and Social Development, Adult Probation, Department of Education, etc. could participate more in the development of communities' residents.

The access of the "outer world" would provide a broad base of educational development for the children of this area and a broad base of worldly understanding for the adults of these communities.

The presence in the community of crews during the construction period will create a societal presence in the community that would benefit the residents' understanding of society, other people, other lifestyles and other communities.

BENEFIT TO TOWN OF LAC LA BICHE

In view of the Alberta Progressive Conservative Government's commitment to development of rural towns, we feel that the following points should be made with respect to the potential development of the Town of Lac La Biche by the corridor. We feel that the economic climate created by the development activity surrounding the corridor and other related facts would create the following opportunities for the development of our town:

- i) Tourism - Access to the lakes and land in the area of the constructed service road would develop Lac La Biche as a tourist center. Lac La Biche would then realize its full recreation potential since it would be at the gateway to this newly opened area.

ii) Major Industry - Several years ago, Lac La Biche was and is still today a prime site for the location of a Heavy Water Plant. A Heavy Water Plant needs a tremendous amount of energy for production. The corridor will contain power transmission lines which, we understand, could be tapped to produce an abundant amount of energy for Lac La Biche, for industry such as a Heavy Water Plant.

In view of the recent emerging of Canada's Energy Crisis, the Prime Minister of Canada indicated in a recent policy statement that many more nuclear powered electric generating stations would be constructed across Canada. In view of this, the possibility of Lac La Biche again being considered for a Heavy Water Plant looms imminent since large quantities of Heavy Water are used to cool nuclear reactors in such generating stations. In view also of the fact that Canada imports most of its present Heavy Water needs, the demand for this kind of industry will escalate in the near future.

This would create an incentive for many industries having high energy needs to locate in Lac La Biche.

CONCLUSION

We would make the following recommendations based on the information we have presented in this proposal:

- 1) That the route for the corridor to be chosen should follow the present N.A.R. Right-of-Way from Fort McMurray to Lac La Biche.
- 2) That the route should take a southerly direction from Lac La Biche to Smoky Lake and thence to Edmonton through the Bruderheim, Fort Saskatchewan Districts.
- 3) That a public service road be constructed to run parallel to the corridor, either within or adjacent to the corridor boundaries, to serve the corridor by providing maintenance access.

Respectfully Submitted:

V.J. Laventure, Mayor
Town of Lac La Biche

Albert Stratichuk, President
Lac La Biche Chamber of Commerce

FORT SASKATCHEWAN PUBLIC MEETING

NOVEMBER 9, 1973, TOWN COUNCIL CHAMBERS:-

Present: Mr. Bob Fraser, Counselor from the Town of Fort Saskatchewan as Chairman of the Participants Group and 17 others being, primarily, owners of land in the immediate area and to the north, 2 newspaper reporters and others from industry and the County of Strathcona.

Present from the Consultant Group were five members under the Chairmanship of Mr. C.H. Weir and with Mr. Belyea from the Department of the Environment and Mr. Bob Bell from Calgary Power.

Note: Community Participant Group identified as "P", Consultant Group members with a "C", with the Chairman being "CC". Community Chairman being "CP".

INTRODUCTION

The primary area of interest was in compensation for land used generally for rights of way for highways and other purposes and the effect of a corridor in the Fort Saskatchewan area. In general terms the relatively low attendance from the area people seems to be due to feelings that governments would do what they wanted to do regardless of what people had to say and that the people were not used to this type of public participation meeting.

CP I would like to introduce to you the Consultants who have been engaged by the Department of the Environment to carry out the

Athabasca Tar Sands Corridor Study. They will explain to you the different aspects which have to be studied in connection with the corridor and they, in turn, are very anxious to listen to you and get your ideas about the corridor. They will want you to ask any questions which they hope they can answer to your satisfaction. (The Chairman of the Participants Group introduced the members of the Consultant Group.)

I want to welcome all the other people who have come here from the surrounding district and will now turn the meeting over to the Project Manager for the corridor Study group.

CC The Study was initiated by the Alberta Department of the Environment last February, via tenders, and was initially to be an environmental Study concerning the impact of the power-lines and pipelines necessary between here and Ft. McMurray because of the impending development of the Tar Sands. We thought the Study should be broadened to look, not only at the environmental matters, but also at the legal, economic, and people factors, to which the Department agreed.

As a result there are the seven Alberta consultants, mainly from Edmonton, who have come together under our firm as Project Manager.

We have been holding Public Meetings in the country to ascertain the feelings of the people in connection with a multi use corridor. (The corridor idea was explained along with the various factors that go into it. The adequacy of the railway and the

highway for the foreseeable future was also explained. The advantages and disadvantages were outlined.)

We sent out 600 detailed Farm Questionnaires and got over 120 back, a very good response. Did any of you get those?

Three P's Yes we got them.

CC We had good meetings in Boyle, Thorhild, Athabasca and Lac La Biche and these confirmed the conclusions which we drew from the questionnaires that a corridor is feasible and desireable. One of our main purposes, then, is to recommend a location for this corridor. We have looked at various routes but have made a point of not selecting a corridor until after we are through with all of these meetings. We will also be having a full Study group meeting in December where we will have representatives from all of the counties and municipalities, the citizen groups, the Metis groups and the technical people from the facility users, there will be somewhere between 50 and 100 of us involved in that area.

If there are any questions we can answer them now or perhaps other members of our Consultant Group could make some comments.

C (Showed on the maps where the existing facilities of GCOS, highway and railway are and the areas of concern from the environmental and people point of view.) It is people who make the market for land and we want to know what you think of the effects on land of these various facilities, whether or not

they are spread or contained within one corridor.

Further In our areas of responsibility, we wish to study the impact
C socially on the communities now existing and those which might be created in the future. In general terms there are five regions, the urban region area of Ft. McMurray, the wilderness area from Ft. McMurray south to, say, Atmore, the farming area from there down through where we are now, the Edmonton influence area and the metropolitan Edmonton area.

We are concerned about the multiple use of that corridor and in the central agricultural region, the effects on the market communities.

In the settled agricultural area we want to be concerned about the minimum disruption of the farming community, location near buildings and that sort of thing.

In the area near Fort Saskatchewan we want to try to anticipate the areas of growth so as to locate the corridor for the least impact, in other words, try to locate the areas of most intensive growth so that these can be by-passed. The corridor could be from, say, 300 feet to one half of a mile wide.

CC Are there any questions so far? If you want to interrupt at any time please do so, we want to hear what you think.

P In the questionnaires which you sent out, how wide an area did you cover with them?

- CC We covered the eastern part of the County of Sturgeon, all of the Counties of Athabasca and Boyle, the western half of the County of Smoky Lake, part of Lamont and Thorhild, certainly, and a portion of the County of Strathcona north of Highway 16.
- We sent out 600 of them and got over 120 of them back. Usually if you get 10 percent it is considered alright but we got over 20 percent, we were extremely pleased with the results.
- C In a sense this project is pioneering, there are unusual and new problems which come up and, as far as we are aware, this is the only Study of its type going on in North America.
- CC There is a mixture here of the people from the farming community and the urban so perhaps we can look at the conclusions that we reached from a Study from the answers of the questionnaires. (The conclusions, as previously reported, were summarized and commented on.) We would like your assessment of these conclusions to help us in putting together our recommendations.
- P It would have been a good idea to have done this before the Tar Sands pipeline, GCOS line, went in.
- CC We've had quite a bit of reaction about that and the people weren't very happy about it.
- C This problem shows how urgent it is to have advance planning and lead time. Troubles which come up are remembered for a long time.

CC The Alberta Gas Trunk line did a very good job and everybody seems to be pleased with it.

P We are close in to Fort Saskatchewan with land under option, what is going to happen if a corridor is designated? When the GCOS went in we wanted to have it located in low areas and draws but, no way, they went into the higher areas, the valuable land without any rhyme or reason for it.

C The basic problem with the GCOS line was one of time, it had to be done in an absolute panic because it was necessary to ship gasoline into the plant for fueling purposes and that meant that everything had to be done yesterday. That job demonstrates what the costs of panic are, lack of lead time and so forth. Even though the people were well compensated, over compensated, the fact of these things happening still rankles with the people and that is what came out so strongly in the questionnaire.

P What about this one, is it going to be a panic too?

CC That is one of the reasons why we're here, it may be two years before a pipeline is necessary to be built for Syncrude.

P We've just finished another arbitration and they awarded way below the cost of the land.

Maybe this isn't a representative meeting, maybe the people don't understand the ramifications of this, there has to be new legislation.

In the one I have just finished it's along the GCOS line and

they had an appraisal about an inch thick but where land is optioned at \$1,600.00 and it's worth \$2,000.00 and the Board awards \$600.00 you know who loses.

If this corridor is designated we are dead ducks.

CC We may very well be suggesting some changes in legislation in our recommendations. With these public meetings and the urban and rural representation, we have just this morning made some changes as a result of the meetings in Boyle and Thorhild in respect of the agricultural communities. Maybe we should go through the questionnaire material, the summary, pretty carefully especially with those who have some experience with oil lines and transmission lines.

Before we get into that, these oil lines and powerline will be very large and will just be going by the communities, they won't be tapped into.

P Before we get into that, we were talking about legislation, is this Provincial or Federal legislation?

C In connection with the corridor it would have to be Provincial but, as you read from the newspapers, the Federal Government may find a way of getting into it which they might be able to do through the British North America Act.

P Are you going to change the Federal Act for railways?

C That's not something that we had been getting into but the railways are finding it is more and more difficult. As has

been mentioned the existing railway seems to be sufficient for the foreseeable future so it is probable that we won't be getting into that area.

P Maybe you should get into that, the Railway Act is pretty old and sure is to the advantage of the railway.

P There should be some realignments of the railway in the Fort Saskatchewan area.

C We are working for a Provincial Department and, although they have representations in many areas, the railway business is Federal and we are working for the Province, I don't think we can get into that.

As you may know, due to public pressure there is a revision coming through in the Federal Act. I think it has been drafted now and it will probably make it a lot easier for you to deal with them. It is a cumbersome act for the railway too so I think you'll see some welcome changes although it may not affect any of you who already have railways on your land.

P I can't see your saying that the railway is adequate. If you look around here you'll foresee that there are some changes necessary in the Edmonton - Redwater area. They could re-organize, for instance the line to the fertilizer plant, along with the others and eliminate a lot of crossings. Surely there can be improvements in the way that the railways operate.

CC Well, maybe that is something we should look at.

C

The difficulty with the Province designating a corridor is that the railways are under Federal jurisdiction. Perhaps if a corridor was designated or zoned then the companies would be left with the necessity to deal with individual owners.

If you had your house in the area where the corridor was designated, and of course we are trying to avoid that situation, but you wouldn't want to put on a substantial addition to your house if it was there, in fact it would be prohibited probably. The authority for permits and so forth within the corridor zone would be taken out of the hands of the counties and municipalities and put in the hands of the corridor authority. Perhaps a better way would be for the government or corridor authority to make a complete purchase of the corridor right of way. There are a variety of ways in which you could handle it because, as you know, farmers don't want their lands cut up by something like this.

Of course the other way is just to leave it as it is and let each company find its own way in, perhaps spread these rights of way over all the lands and share the wealth! Some modification of the purchase scheme may be what we'll recommend but that doesn't mean that that is what will happen, it will be the government which will decide in the interests of all of the people. Perhaps the most feasible way might be a purchase or an acquisition on an easement basis by the corridor authority and then each of the facilities would have some form of condominium title within the corridor boundaries and the lands

themselves would be leased back to the farmer or in any event the land owner would have right to farm the lands.

P What changes in the Provincial legislation are anticipated because from any farmers experience who has gone to expropriation to try to get fair compensation it depends on how loud you can scream or how long you can wait so this is not fair compensation.

C Nothing has come out more strongly from these meetings than the words fair compensation. Perhaps because of the disparities there should be legislation to say how much should be paid in each area. All people are interested in their compensation and they say they all want to be treated equally.

P This is the ultimate question, what legislation can we expect.

C Our Provincial Law Research and Reform Institute is looking into that now and has published its papers. The point is, how can you make a law that is going to satisfy everybody? There is no law that was ever passed that could take into account all the variations in people, attitudes and so forth and the types of land that everybody has, the use that is made of it, zoning and all those things. What we ultimately hope is that everyone will have ample notice of any of these things and someone to lodge complaints with. Obviously there aren't that many people unhappy with it because most people, maybe over 90 percent, are happy to deal directly with the companies and then enter into easements for various rights of way. There

is also the continuing problem that what you think is fair to you may not be fair to the next person or to the public at large who ultimately have to pay for all of these things.

None of us here are in government, we are, so to speak, outsiders and the government has asked us to find out what you think and to tell them, to get some feeling from you as to what your opinions are and ultimately couple your ideas with what we think and pass this on to the government.

C It is an extremely difficult problem, our Law Reform Commission started work on this project in 1969 and they got mountains of material from all over the English speaking world and presented their final paper to the government this Spring. There is now a Bill which represents the government thinking on the basis of the Law Research paper and we now all have an opportunity to take a kick at that, but it is an extremely difficult problem trying to find the best way to do it.

P What area does the Study cover, is it just the Fort McMurray to Edmonton area? How is the meeting advertised, I am very disappointed at the low attendance.

Further P It was advertised through the whole of the County of Strathcona and various areas to the north.

Another P Are we just talking about the area from Fort Saskatchewan to Edmonton?

CC We want to talk about that area but also the area to the north

here that might be represented by some of the land owners who are here.

Perhaps we could continue the review of the questionnaire.

C One of the problems with all of these meetings, is that we continually get side tracked into the area of compensation. Compensation is certainly very, very important but among the issues that the Department of the Environment has asked us to Study is the location of the various facilities and whether they should be in the common right of way and maybe we can get further into that area. There are all sorts of environmental effects and these things effect us all. One of the problems the government faces is whether the dollars which will have to be spent in having the corridor equal the benefits which might be derived from having one. We want to find out what you here think about that.

CC There are two new parameters these days and they are the people involvement and the concern for the environment.

Perhaps we should review the summary of the conclusions which we derived from the questionnaire. (These were reviewed with some comments on each.)

Are there any questions on this or do you all agree to it?

P When you talk about soil conservation, do you mean stripping of the topsoil when pipelines are put in?

CC That is a very important part of it but it doesn't mean that it has to be stripped everywhere. It came out very clearly at Thorhild that farmers in the deep black soil area don't want it stripped nor do those where the soil is very very thin. Where it is thin they just want you to cut the ditch line, put the pipe in, backfill and get out. It depends entirely what the soils are. That's why the term soil conservation is used and we have a soils expert in our Consultant Group.

P The last item you mentioned, injurious affection, that's subjective and nobody seems to know how to get at it. There have been many books written on it but when you ask the Boards for an award on that, they don't seem to recognize it.

CC As you can see from our conclusions, we thought that the results from the questionnaire showed that this area needed a good deal of further study. I think we could spend our whole allotment for the whole study on this one item alone and that's why I think we have to leave it at the fact that it does need a great deal of study.

P You mentioned this other item here, fair compensation, it seems to me that maybe the government is going to have to step in and make legislation on that. We are all human beings and we all have our different ideas and I think it should be based on the assessment, maybe four, five, six or seven times the assessment and I think something like that would work out fairly well.

Another P There is something else in this, if the government buys the corridor, prices are going up so fast you don't know what you should do. You may have land today at \$1,500.00 per acre tomorrow at \$1,600.00 or \$1,700.00, what would we do about that?

P It is hard to tell what to do about prices. The first pipeline that came in on my land they offered everybody \$80.00 per acre but Northwestern Utilities came along and they were paying \$200.00 per acre so everybody else was forced up to that price.

Another P Well we got \$100.00 per acre on most of ours.

Another P I don't see why they pay these high prices. I would rather have them coming across all my land at those prices because it pays a lot more than the land is worth, I'd like to have them all over the land then I would get more than the price of my land and I would still be able to farm it! There should be some better way to deal with it, when I was dealing with the Department of Highways it took seven years to get it settled. It also depends on the type of operation you have, say you have a dairy farm, the disruption there is a great deal different than if you're just a straight grain farmer.

CC In this concept you might have to have 30 or 50 or 100 different categories of land prices to pay if it was legislated that way. It would also take away the right of the individual to negotiate if it was legislated as to an amount per acre that

would be paid in certain areas. Do you want that?

P Well I was before the Arbitration Board and I sure didn't get a fair deal out of that, they cut my damages in half. Maybe they thought I was asking twice too much. Maybe a person should lie and ask for twice as much and then get what you're entitled too.

Another P When you're talking about compensation are you talking about market value for your land?

CC We're talking about the compensation for the right to put the pipeline in, damages are something separate.

P Didn't John say that it depended on the type of farming operation?

CC I think that again would be something under damages.

P There is another new term come in here, they call it the best and highest use which would be reasonable but they just don't apply it.

CC Getting back to what we were talking about, would you want us to recommend to the government that it be legislative?

P It would be a little wierd if the government said it.

C In Saskatchewan they tried a method of setting compensation based on the assessed value and it was called the Ready Reckoner but it wasn't mandatory, nobody had to use it. The words were that the method may be used but in fact everybody used it and

the farmers accepted it and everybody seemed to be happy with it. Alberta people are different and they don't seem to want to accept that sort of thing. Would it happen here that instead of the land owners being unhappy with the companies they would be unhappy with the government!

P When we were faced with the Public Utility Board, they dragged out the old Blackstock Formula, one and a half times what they offered.

C Was that applied to what was offered?

P's No it is whatever they set as market value.

P What they set as market value was so low that it was ridiculous.

C Wasn't that supposed to be on the basis of highest and best use?

P They never used it, it was so ridiculously low.

CC Can we get back to the question, would you rather have all of the rates set or be able to negotiate as an individual?

P As an individual, I would hate to see my rights to negotiate taken away from me.

Another P You'd still have the right to negotiate on damages, injurious affection and so on.

P That's not what I'm talking about, I don't want to see anybody setting the rates I want to be able to negotiate. What

is fair to one person isn't to another, it depends upon whose pocket it is going into.

C But when you are finished with your right to negotiate, you are still faced with one of the Expropriation Boards which a number of people have said they were unhappy with. Under the legislated rates you would know beforehand just exactly what it was going to be.

Maybe everybody is trying to be as subjective as they can be and they want to have the right to prevent the right of way going unless they get the money they want but you can see that in 300 or 400 miles of a right of way that that wouldn't work.

Further
C Are you saying that if the government set the rates then there would be no arbitration at all?

C There might be an arbitration in respect of damages but it would appear to me that under the purchase or the easement the government would say how much money each person was to get.

P I don't think I would like that.

C I wonder if the companies are happy with the amounts they are paying for the rights which they buy.

C Well maybe the companies are not unhappy with what they have to pay, but the expropriation procedures are often tedious, time consuming and expensive. Most of the individuals are not prepared or do not want to spend the amount of time and money to prepare their cases properly before the Public Utilities

Board so the company is forced, because it is the expropriating authority, to go to all of the expense all on its own.

P Did I understand you to say that they cannot get the land until they pay the money, go through the expropriation. They don't do that, they have the lands sometimes for years before they have to pay for it so, in effect, they use my money while they are also using my land.

C No that is not quite right, the company has to make a deposit of a large sum of money at the start and when the matter is settled you get that money or whatever part of it you should have plus interest on it, so that a company doesn't have the use of that money either and that's right from the start.

P If you have a piece of property that's all sliced up with pipelines and you ask for injurious affection, they say well that's subjective and we can't talk about it. If pipelines are so important to the economy of the country why don't they have people who know something about land coming out to make these deals. If it is for the public good then the public should pay a fair value.

C Would you have been happy with six times your assessment?

P Not at all, when my property is selling for \$2,000.00 an acre and I get \$600.00.

C That's the sort of problem you get into when you start talking about multiples of assessment.

P Maybe it should be 10 times, then.

P If we can't stop them, and it is so important for the public good, the government should have some form of subsidy payment to make the land owner happy. If we don't do something like that we are going to end up the same way we are whether or not there is a corridor.

CC We seem to have about a 50 - 50 input as to whether the compensation should be legislated.

P I don't want to be dictated to, I want my freedom. The set rate doesn't appeal to me at all.

Other P's It doesn't appeal to me either.

Another P Take the case where the landman comes out to see two elderly people and signs them up at \$125.00 per acre, that's where I see the injustice, these people are highly trained and these elderly people don't know how to deal with them.

C But if it was legislated at \$125.00 per acre is the injustice upward or downward?

C There needs to be a great deal of improvement on both sides but particularly what the land owner needs to know to get the fairest compensation for himself. When negotiations break down there is always a great deal of difficulty, people who were quite reasonable to start with go away from that point of view and they are no longer objective and then we are all

really in trouble. We still have one of the few places left where you can do all most anything you want with your land but then we have the expropriation and that tends to erode that and that gets people very much upset.

P We've had a lot of discussion about the problems of land owners but why don't landmen, before they approach land owners, get educated psychologically on how to approach the land owners, what their feelings are, how they have their land. They should be educated and trained before they come out.

C There are such courses available through the Right of Way Association, that's a North American group and they have a lot of these courses in the U.S. and some in Eastern Canada and they are coming here so your ideas are not being neglected.

P If farmers were aware of what they should do, what they should expect, it would help a good deal.

C Some years ago, a group of people from industry tried to do just that, to set up a series of guidelines not only for land owners but for landmen too with maybe 10 points listed and if the land owner and the landman could agree on eight of them that meant that there would only be two that might have to be arbitrated, but none of them would be mandatory.

P That sort of thing might work very well and then you could go to all your other sources and you'd know what you were talking

about as a land owner. I had a fellow help me, he had a degree in economics but he helped me a great deal, of course I had to pay him quite a bit too but what you're talking about might be a good thing to do.

C On another point what price do you think you would have to be paid so that you would want to have the corridor on your lands rather than on someone elses, say a 500 foot corridor.

P You can't treat a corridor the same way that you would one or two pipelines, there would be much more value.

C That was the idea of the question, what kind of money would you have to be offered so that you would want it on your land?

P You'd still be dealing with the individual companies?

CC No in the corridor concept you'd just be dealing with the one, the corridor authority.

P Would that be for easements or for an out right purchase?

CC I think we'd be talking about easements, there would be some savings but they would prefer to be by themselves.

P You mean to say they would prefer to be on their own?

CC Yes they lose some independence although they would gain some benefits but all in all they would prefer to be on their own I think.

P On the question of value, I think maybe three times the market.

Another
P If it was close to the town, I don't know, but if it was a regular farm, say 40 miles out perhaps one to two times the market value.

Another
P If you are taking a 10 acre parcel out it is basically more per acre than the average value per acre of the whole parcel.

Another
P It would have been better if we had had more people out. Maybe we're not getting the view points of 98 percent of the people. We're supposed to be representing all those people from Highway 16 north around the whole area and into the M.D. of Sturgeon. We're really not getting public participation if the reports that go from this meeting are the reports from the area around Fort Saskatchewan.

We have had a really good dialogue and exchange of opinion but are the other people not here because they like the things the way they are?

C What other things might land owners want to say if they were here?

P Of the number of people in the area there are not that many involved in pipelines and other times when you have meetings you get a lot of people there but none of them will speak, they may have something to say but they don't want to say it.

Another
P I think that maybe the public at large hasn't gotten into the idea of public participation, public involvement, as yet.

Another
P People also get to the point of view that "they" are going to do what they want to do anyway, so why bother. I've been before the Arbitration Board and it didn't pay me for the time I lost away from home, they cut me down to about a half of what I wanted on the damages.

Another
P When we had the railway go through a group of us got together and stuck together for four years, I think that established some sort of a precedent. They stayed together with the same ideals for four years time. How many people come out for your annual meetings in the towns?

C Maybe they don't come out because they think things are pretty well run.

P You should see how few people come out to the Town Council meetings and then hear all the talk about it the next day, all the complaining.

P Another comment, there are people who are concerned people, they are not "bitchers" and there may be many of those people who couldn't be here today because they are working.

CC We will be here tonight to talk to any of them who want to come into the meeting.

C Do you think there is a feeling that you can't beat City Hall?

P Yes, some of that but I wouldn't think it would be too great here.

C The corridor idea may be a little abstract and maybe people felt that they couldn't relate to it.

P Yes I think there would be some of that also.

C If we had established a corridor location and put that in the paper do you think that would have brought some of them out.

P Oh yes, they would be here in droves.

C And then everyone would come out arguing for their own particular self interest without relating to the idea as to the corridor concept.

P Well that is not wrong, people want to argue their own self interest and maybe they should.

C But then we would be accused of having established a corridor without any reference to anyone.

P Somebody phoned me today and said that you had better get there, I think they are going to put another pipeline through your land and of course I was here like a shot.

Another
P I think the only way that you are going to get real action is to say that you are going to put it some place and then you will have people hitting you head on, then you back off and that way you may get some real discussion going with the various people, some rational ideas.

CC The corridor idea isn't all that new, there is a form of transportation corridor between Edmonton and Calgary and out Highway 16 west of Edmonton where you have got pipelines and powerlines, highways and railways all running pretty close together. Maybe they weren't planned as well as they might be and this is the sort of thing we hope to avoid in the future, that is have better planning for these things.

P People don't realize that these sort of things are planned, they sort of look at them as if they just happened.

P The Fort McMurray-Edmonton one is a logical one to get a lot of planning into.

C Do you think we should have the corridor rather than having the rights of way spread out all over the place as often happens?

(During the ensuing discussion of various types of corridors, there was general agreement that the corridor concept was the right one.)

P We should also think this thing through pretty carefully because when you get the government involved in putting these things together and you get industry doing a lot of things there can be a lot of expense and time waste and it seems to be a good idea to have them but the costs and other things must be thought through pretty carefully.

C In other words, corridors if necessary but not necessarily corridors.

P That's really what I was driving at, there may be some places where it seems so obvious that you shouldn't have one that you shouldn't spend a lot of time looking at it and spending a lot of money that eventually comes out of the public's pocket. We have got to take good hard looks at these extra costs.

C That is a very important question, does the public want to pay the extra costs or, for instance, the environmental concerns.

P In the area near Edmonton they should all be put into corridors even with extra costs because you don't know which way development is going to have to go and these of course will be cost savings in the long run I suppose.

C In connection with controls, we seem to be going more and more in the direction of government controls and this of course always restricts our freedoms. The corridor is another area where the individual's freedom and the companies' freedom will be considerably interfered with.

P Isn't the government saying that we're having so many complaints about powerlines and pipelines that we'll put them all together and that will reduce the number of complaints that there are. Where you have pipelines near to towns you restrict peoples' rights to subdivide. There is land at Redwater selling at \$300.00 per acre and it is all bush but if it had pipelines on it it wouldn't sell, these are the

things that are hurting the public, all those caveats on the titles.

C In the past we have always looked at bringing the facilities and people the shortest distance, the most economic way from point A to point B, that is at the least cost. Should the public pay, at great expense, across the whole Province, perhaps an extra cent per gallon on the gas or a cent or two per mcf or a few cents on your power bill so as to save the man you mentioned at Redwater. We must remember that the man at Redwater was paid for all those pipelines in accordance with the laws of the land as put in by your government, the government you elect. The law has to be interpreted and enforced in the way that it is and you may not think that it is just according to your individual ideas but what we have to talk about is justice according to the law. If the law isn't right then only the legislature can change it and that's really what you have to think about if you feel that you are not getting justice according to your own ideas.

CP It's been a very, very interesting afternoon and I think there has been a very meaningful exchange of ideas and as you can see the people in the Consultant Group have done a lot of listening today. They will be back this evening to have individual discussions with you or listen to any complaints you might have so please feel free to bring anyone else back with you if you want to come yourself or ask them to come on their own.

Thank you very much for coming and I want to thank the gentlemen from the corridor Study for coming out and spending the afternoon with us here.

CC Thank you very much, we've learned a lot.

FORT SASKATCHEWAN PUBLIC MEETING -
CONSULTANT GROUP CONCLUSIONS

GENERAL

The Consultant Group were unanimous in their impression that the major emphasis was on compensation, its fairness and how it was determined.

A. SPECIFIC CONCLUSIONS

All members of the Consultant Group reported the following as strong impressions derived from the comments of the Participants in the afternoon discussion:

1. Individuals should be able to maintain their right to negotiate and that this was the strongest feeling of the Participants;
2. There was no agreement that six or seven times the assessment would be the fair way to determine compensation;
3. Purchase of a corridor right of way should be on a full quarter section basis.

B. ADDITIONAL POINTS

One or a few made the following comments as their impressions of the attitudes of some of the participants and these are listed in decreasing frequency of mention:

1. There were delays in getting compensation;
2. There was great concern about fair compensations;
3. The attitude was weakly expressed that the government should set the rates;
4. The Right of Entry Board does not treat compensation fairly in respect of damages or compensation. It will not treat items of injurious affection;
5. Right of way agents require education in farmer's problems and some training in the proper psychological approach to land owners;
6. There are substantial changes necessary in the Pipeline Act and Expropriations Procedures Act;
7. All methods of planning and regulation should be reexamined and reformulated;
8. The low attendance at the meeting was due to people feeling that they can have no affect on what is to be done and that there should have been wider publicity of the meeting;
9. There was a very good exchange of opinion and ideas between the Participants and the Consultant Group members;
10. Right of Entry Hearings are expensive and time consuming;
11. The corridor, by its nature, should be treated differently in the acquisition method, management etc.;
12. There was concern with the strategic nature of the corridor, i.e. Its susceptibility to damage;
13. There are changes necessary in the Railway Act;
14. There should be a payment of three times the market value near the towns and one or two times the market value in agricultural areas;

15. There is a need for compromise in attitudes towards compensation;
16. Some people are hurt more or less than others;
17. Urban people want the corridor far enough away so as not to hurt development of towns and villages;
18. Soil conservation is of concern;
19. The environmental effects did not seem too important to the the Participants at this meeting;
20. Urban factors did not seem to be too important;
21. The effects of the corridor could be used as a means of planning;
22. Planning and related matters are very costly and we all must pay for this but how much is the public willing to pay? The farmers should not subsidize the rest of the Province.

CONKLIN PUBLIC MEETING

NOVEMBER 12, 1973

NORTHLANDS SCHOOL DIVISION SCHOOL

Present: Afternoon session, twenty eight, evening session thirty, primarily Metis (French and Indian ancestry), some Indians and two white people; Mr. Belyea of the Alberta Department of the Environment acted as Chairman of the Participants Group; five members of the Consultant Group with Mr. R.G. Hurlburt acting as Chairman of the Consultant Group.

INTRODUCTION

Mr. Jasper Moore, principal of the Northlands School made the arrangements for the use of the school for the public meeting and circulated the idea of it amongst the residents of Conklin which contributed substantially to the attendance of the local residents, of whom most were adults and the remainder interested teen agers. The Consultant Group travelled to Conklin from Lac La Biche on the N.A.R. with the afternoon meeting commencing about 2:30 p.m. and the evening meeting about 7:15 p.m.

As with the Lac La Biche meeting, the primary interest was in a service road which would have to be a necessary facility in conjunction with a pipeline - power line corridor. From the meetings and private conversations with many of the participants, the Consultant Group members were of the opinion that the residents of Conklin are about equally split as to whether or not a service road, providing

year round access to Fort McMurray and/or Lac La Biche would be an asset or detrimental to the community's way of life.

In the introduction to this volume there is reprinted the handout material provided for each of the Public Meetings and it will be noted that the material was in English, French and Cree so that the participants in all of the Public Meetings would have an opportunity to gain some understanding of the corridor concept no matter what their language.

The material to follow is taken from the tapes which were made of the two meetings and these are repeated verbatim where possible with some editing to render conversational language into a readable form. Material which is substantially repetitious is not reported in full although it is alluded to in the following report of the meetings.

Note: Community participant group identified as "P",
Community Chairman being "CP",
Consultant Group members with a "C", with the
Chairman being "CC".

CP I have already introduced myself to you and many of you know me already. These gentlemen are representatives of the Consultant Group which has been engaged by the Department of Environment of our Province of Alberta to see whether or not the pipelines and power lines running between Edmonton and Fort McMurray should all be put in one right of way, or corridor, or whether they should all run in their separate strips of land. They will explain

what their ideas are and ask for your ideas as to what you think should be done. They have been holding the same types of public meetings in many of the white communities and have gotten a lot of good ideas from them. In looking at the country between Lac La Biche and Fort McMurray they thought that Conklin might be a very good place to get good ideas from because it's about half way between the two communities and has a good mixture of people in it.

We hope you will talk very freely because that is the way that they get their ideas so that they can tell the Alberta Government how you think and feel about the ideas that they have for the transportation corridor. I'll now introduce their group to you and turn the meeting over to their Chairman.

CC It is a welcoming experience for us to have so many of you here and as your Chairman pointed out, we want to get as many of your ideas as possible.

You'll notice that we have a tape recorder here and this is the same as with all the other public meetings that we have had. We don't know all your names so we'll just be reporting whatever you say but not your names and this is the same as with all the other meetings so we hope you'll feel as free to talk as people have who've been at the other meetings that we have had. Some of you regularly use languages other than English, and this is the same in some of the other communities where we've had our meetings,

so if we don't say things as clearly as we should for you to understand you should keep asking questions, as people in the other groups have done, in order that you and we can both understand what the ideas are. We'll be asking you a lot of questions too as we have done in the other meetings and this way we can each find out what the other's ideas are.

To start with, we'll talk a little bit about what the corridor is supposed to be and what some of the ideas behind it are and after that we can start talking together about it. This is the way that we have done it in the other communities and it's worked very well. If what we say is not clear to you or doesn't make sense, please keep asking us questions in the same way that the other groups have done so that we can understand one another.

(The idea of the corridor was explained in detail, using the maps, and with emphasis on:

- oil and gas fields of Alberta;
- location and development of tar sands, three main bodies of sands including Cold Lake and Peace River;
- history of the oil or tar sands as known to Indians and trappers in the early 1700's, gas well at Pelican Rapids in the late 1800's;
- pipelines to Edmonton and east and west from there;
- location of GCOS plant and pipeline near the highway;
- location and number of future plants with the need for further pipelines and right of way for them

- and power lines to send power down north;
- pipelines and power lines all in one right of way or separate rights of way;
 - environmental consequences;
 - possible corridor location, near the railway or the highway;
 - locational problems of pipelines and power lines as to terrain;
 - necessity for corridor service road for construction and maintenance purposes if the corridor location is on the railway;
 - characteristics of the pipeline and power line, i.e. of no use to communities, and possible useability of gas if there was a gas line;
 - the time to decide on the corridor and location being, perhaps, one to two years.)

CC Our job, then, is to look at all of these things that have just been described to you, find out what you think and what the thinking is of all of the other people we've talked to, what the people who build these pipelines and power lines think about it, look at all the effects on the land and the water and the wildlife and try to make some recommendations to the Government. You can see that we really do need to know what you think about all these things and how they can be worked in, what the effects will be on you in your community here in Conklin.

Some of you have had a chance to look at the papers that we handed out and maybe you now have some questions on that material or what's been described to you.

P All those red parts that you showed on the map of Alberta, they are gas fields and the green parts are oil fields and all that big area you showed up around here, that's all oil sands, is it?

CC Yes indeed, there's a lot of it isn't there.

P You've got those big power lines, there's got to be a dam somewhere.

CC Those power lines are to bring power into the tar sands from outside, power that's generated down here at Lake Wabamun and other places.

In future, perhaps quite a long time from now, there may be power generated in the tar sands area but the power lines we're talking about now, the great big ones, have to bring power into the new plants.

C You mentioned about the dams, it seems that if any are built they might be at least two hundred miles north of Fort Mackay.

Some time in the future some bright person, perhaps one of you here if you go to university and can figure these things out, they may be able to find a way to make power from the coke that comes from the plants without polluting the air, without putting a whole mess of poisonous material

in the air while they're making the power. If that's done, maybe they can get some power made in there. And power may even come out of that country.

CC What would it be like if you had a road through here, do you think it would be any good?

P It would be okay.

Another P I think it would do us a lot of good, you can get things in and you can get out better.

CC Better than the railway?

P Oh yes.

CC If there was a road, where would you go on it, what would you use it for?

P Anything you get shipped in now costs a lot of money. A barrel of gas shipped in, the freight is about as much as the gas itself.

CC Would it be more than trucking it in?

P You'd be sure of getting it. The freight rates are now something awful, it costs \$21.00 to ship up three barrels of gas.

Another P When the railroad was on strike we had hardly anything here.

Another P We are absolutely dependent on the rail.

C Which way would you head on a road, up to Fort McMurray or down to Lac La Biche, or where would you go if you had a road in with the corridor?

P We'd go there but there are also lots of other places up and down the way.

CC Do you think it would bring in a lot of people from outside?

P Oh yes a lot of people.

CC Would you want to have a lot of people in here?

P It wouldn't bother me any and I could get outside easier.

Another P We wouldn't want that.

Another P It will come someday anyway, we'll have a road.

CC Would it make any difference if the road went out from here to the highway, or along the railway? If the corridor were along the railway the road would go along with it but nobody has decided anything about the corridor so far, we want to know what you think.

A road along with the corridor if it went near the railway, wouldn't be nearly as good as the highway, it would be just a service road for the corridor construction and maintenance.

P The highway is a long way, maybe about 75 miles from us.

Another P Chard is only about 20 miles away from us and it's about 40 miles from the highway.

P There is a forestry road out to the highway now or somewhere near there.

Another P There is also the road 30 miles north from Lac La Biche and then a forestry road about 12 miles north from that, that could be hooked up.

Another P When you look at all the other people along the railway, it will be better to have the road along there.

Another P If you built it out this way, to the highway, you'd miss out on all those people.

Another P It is about 60 miles from here down to Imperial Mills, where the road ends from Lac La Biche.

C If you had the corridor with all the pipelines and the power lines and the road, it would be very much wider than what you now have for the railway. How would that affect you in the things that you do here, trapping and so forth, would it have any effect on you?

 Would it frighten the game away, would there be more people coming in for weekends, for other types of trapping and so on.

P They're not allowed to go on somebody else's trap line, they're all registered, nobody can go on them.

C I don't think anybody traps much along the highway now, there would be a pressure of people coming through here if there was a road. It might push your trapping areas

further back into the bush.

CC The hunters can go in where you've got a trapline.

P Yes, but they're not allowed to do any trapping.

C If there were a lot of cars and people in here, just for weekends and so on, would you see as many animals or would you only see a few tracks.

CC A road might bring a lot more people, it wouldn't matter if they were whites or native peoples, there would still be a lot more of them. This is the sort of thing that we're concerned about to hear from you who live here, whether you would like to have a lot more people coming in.

C What area do you travel around from here?

P Oh about 60 miles.

C Do you think it would be better with a lot more people?

P It would depend on the kind of people.

Another P It might be better with more people.

Another P There aren't any jobs for most of us anyway so what difference would it make?

Another P Some guys might want to put in a garage or something like that.

CC If there were people coming in, would they buy 100 acres or 300 acres or something like that?

C On the road up to Imperial Mills, you can see where people have bought small lots and there are some up around Christina Lake. Maybe in five or ten or twenty years there'll be a lot in here too and you might have to start mixing with those people when they come in, maybe even only once a month when they come up.

 This is what we want to know about, what you people would think of a changing way of living, all sorts of changes.

CC What we're doing is kind of pioneering, coming out here to talk to you before anything is really planned, before anybody has made up their minds about anything. Over in Athabasca nobody but the town people, town officials and so on came out and the way you people have come out is certainly an awful lot better.

 Maybe we're not making ourselves as clear as we should, when I was working with some English people it took me months before I knew what they were talking about and perhaps one of us who is here, who comes from England finds the same difficulty here.

P Lots of times we know what the words you say mean, but we're not too sure when you put them all together in the sentences that you use. Lots of times we have a heck of a time understanding what our neighbors say too but I think most of us are getting what you say, we're just trying to think about it so that we can tell you what we think.

CC I think I'm beginning to understand, maybe you can tell us

what you think we're telling you!

P's (General laughter).

P That's a good idea.

Another Do you want us to tell you in Cree!
P

CC Then we really wouldn't know what you think!

(The corridor idea was then explained in direct relationship to Conklin and with further explanation of the fact that the oil line and the power lines would be of no use to the community, whereas the gas line might be of some use).

As we talked about earlier, there would have to be a type of road.

P's Yes we understand that, we would be willing to put up with all the other things that you have explained to us in order to have the road.

Another A road will come finally in the long run anyway.
P

P If you had the corridor over near the highway we'd probably get a road over there. What about down by Cold Lake?

CC That's a little far away in time and we're not looking too closely to it, it might go out to the south and go into an existing system near Lloydminster, but we really haven't made up our minds on anything yet.

C When we were talking with Mr. Moore he said that maybe you would want some more time to think about what's been explained to you and he will help you to understand it and then you can get in touch with the group or he can get in touch with them, if you want, and let them know what you're thinking about. We want to make sure while we're here that you've got all the facts about this corridor thing and that's our main purpose for being here. If there are things you strongly feel might help your community or hurt it then you should make sure that we know or Mr. Moore knows so that he can pass it on to us.

 If there is a road through here it will change your community, there may be some good things and there may be some bad things.

P I don't think it would be all good.

Another And I don't think it would be all bad.
P

Further The road would make transportation faster but there is a
P drinking problem here and it is hard to control.

CC Do you think it would be harder to control if people could get in and out faster? It's a problem in everybody's society. Nobody seems to have any answers to that.

Another Well a road would make it easier to get more in and you'd
P have quite a few more people coming in.

Another Sometimes when you want to take the train to come in here,
P you can't take it when you want to, it only comes in a

couple of times a week and maybe you miss it when you want to come in.

(The Consultant Group members circulated amongst the participants and some of the comments which came through on the tape are reported).

P I can't see any benefit at all.

Another P I can't see that there's any definite answer at all.

CC It is a hard thing to figure.

P A lot of bad people might come in.

C What sort of people might come in?

P There would be a lot more fishermen come in, there are a few now but there would be a lot come in on the lakes.

Another P They don't take too much fish now, they don't take much at all.

Another P Well if there was a road they might take too many.

C There are lots of trout and grayling in your streams now but would there be if there was a lot of fishing? Probably the number of jackfish would increase and this wouldn't just be in Conklin it would be all through the area.

P We've got Trophy Lakes in here now, Winnifred Lake, but maybe there would be benefits in opening up the area, we get more people in and they would probably spend some money

in here and then maybe we'd have some chances to get jobs.

Another P I have lived outside quite a bit and I have come back here. I wouldn't want to see it change. If people come in they bring competition, they have businesses and they would probably drive our people further back into the bush than we already are. I like it here the way it is and I came back because of that.

Another P If we could take power off the power line that might be good for us.

CC The power would just be going right by, as we explained before, there is no way the power could be taken off these great big high power lines, it just costs far, far too much money, a million dollars or so.

P If we could get power from the power lines that would be different.

Another P This way the power line isn't going to do us any good, it would be worse because there would be all that land cleared with all those power lines and pipe lines and we wouldn't get anything out of it at all. I don't really like the idea of a good road, if it was a really bad road maybe it wouldn't be so bad for us!

Another P On a holiday weekend we'd sure get a lot of people in here and I guess for some it would be good and for others it would be bad.

C At some later date there might be power come in on a service line and you would get power from it but that wouldn't really have anything to do with the corridor.

P I'd like to have a road in here even if it wasn't a very good one, just so long as we had a road.

CC How often do you go out to Lac La Biche?

P Four or five times a year.

Another Sometimes oftener than that, it depends on what we want.
P

Another If we had a road we would go out more often.
P

CC It would be more expensive on the road though than on the railway.

P Oh, we would find a way to get by on that, many of us in one car, that way.

(A member of the Consultant Group put a diagram on the blackboard showing the various facilities, oil and gas pipelines, power lines and a possible service road, in order to show the relationship of the facilities with one another within the corridor. The diagrams were made in cross section and plan views accompanied by explanations and comments from the Participants Group as the diagrams were being made).

C When you look at all of these things put together, the pipelines, the power line and the railway you can see that it takes up a lot less space than if each one of them had separate land, different rights of way, all to themselves. If we did have a corridor it could be put over

here north from Athabasca along the river and into Fort McMurray or we could put them along the highway which is already there, and then we don't need another road, or they could be put along the railway and here we would likely need a service road while the pipelines and power lines were being built and later on to look after them, to come in and inspect them and make any repairs that might be needed.

When these things go near a lake, it changes that lake and when it crosses rivers and goes near rivers, those rivers are changed and the same is true with people, when it goes right next to communities, even though they mightn't get some use from it, except the road, there would be changes.

CC When the hunters do come into your area, do you see much of them? Do you do much guiding in here?

P About three months, that's about it. Of course we wouldn't want to do any more than that.

CC Are there many of you who do guiding in here?

P Only two or three of us.

C (Explained, with diagrams on the blackboard, the choices of facilities that might be in a corridor, such as oil line(s), gas pipeline(s), power line(s), service road or nothing at all).

Obviously the road is the most difficult.

P We can't make up our minds about that, there is some good and some bad.

C What about pipelines, yes? no?

The same on power lines?

The same on road?

The same on nothing?

P Gas pipelines might help us.

Another Power lines not of much use, really.

P

(Various of the Consultant Group members went amongst the participants to get a sample reaction to the various choices - with a variety of responses).

C I think there may be a pattern developing. Did I hear you say that nothing would be best.

P Maybe we should stay as we are.

Further A road would do us a lot of good.

P

C Let's see what the group as a whole thinks.

How many would like an oil line? (15 were in favour).

How many would like a gas line? (17 were in favour).

How many would be in favour of a power line? (13 were in favour, 5 against).

How many would be in favour of a corridor right of way with an oil line, a gas line and a power line in it? (20 were in favour).

How many would like nothing at all? (20 voted against, i.e. they wanted something).

Another C Let's take the children separately (there were 9 aged 10 to 17).

How many would like a corridor of pipelines (oil and gas) and power lines? (All 9 said No).

How many would like a corridor as we just mentioned, but with a service road in it? (7 said No, 1 said Yes and 1 abstained).

How many would like to have nothing at all? (7 said Yes, 1 No (i.e. he wanted something) and there was 1 abstention).

Note: Prior to the "vote" being taken, a number of those who were against any change, that is they wanted things left as they were had quietly left the meeting. The larger number, which remained, tended to follow the rather popular course of action as is true in meetings everywhere.

P I would certainly like to see some development, it would help everyone.

C What would you like, Sir?

P Oh, I'd like to see some development too.

C Let's see what our own group thinks about it.

Another C I would think a road with a gas line would benefit this community.

Another C I would agree with that.

Further C I'm from the City, but I've been in the country a lot and I like it so much that I'd hate to see this area disturbed.

Another
C I would agree with that, but with improved service to the community.

C We're just talking about the corridor at this time, not anything else about it, or the area.

P You are quite like us, you are divided in your attitudes also.

C That's certainly true, but we have to find a way to make up our minds.

P I think your idea of keeping everything together, so that you're not spreading all these rights of way all over the country is very very good. I'd like to see some development here but if you had the corridor, and the corridor idea is certainly a good one, but there would have to be a road and that would change the community, there is no doubt about that.

C I can see quite clearly that many people were in favour of the pipelines and power lines in order to get the road, is that it?

Many
P's Yes, that's why we're in favour of those things, except the gas line might be good for us.

P Why not just put the road in without all those other things, they don't really do us any good?

CC That is something that we are not here to talk about. What we want to know about is the corridor as such. If

there was a corridor through here, there would have to be a road but it might not be a very good one.

For a road alone you would have to see your Government about that because that is where that question would be talked about as to the part about a road alone. What we are here for is to get your ideas about a corridor and I think it's pretty clear that most people who are here at this meeting now would like to see the corridor because with the corridor there would be a road.

C If you had the road there would be many people who would like to come out here and you would find a lot of new people in amongst you.

CC How many of you were born here?

P Well, not right here but a few miles away, I was.

CC That's what I meant, in the general area of 10, 20, 30 or 40 miles.

P's Oh I think we were all born here then.

CC You have a more definite interest in your community than than in some other areas where the people have come in from somewhere else.

P's That's right, this is where we live.

CP There are a few new people here tonight who were not here during the afternoon so if there are things that

you think you haven't got too clearly, talk it over with the others. There are some extra pamphlets here, maybe you could take some of them along and use them to explain what's going on to some people who haven't been able to get here.

Jasper Moore said he'd be glad to talk with you and get any more ideas that you might have and then let us know. If you wanted to it could be done on the telephone also because Jasper has the telephone number of the Consultant Group.

I think this meeting tonight has cleared up some of the confusion there was in the afternoon and that we've all gotten to know one another a lot better. There has been no decision made on the corridor and what you have said here will be gone over very carefully along with anything else you want to say through Jasper Moore.

I want to thank these gentlemen for coming all the way in here to talk to you.

P's It's been a good meeting.

CC We have found it to be a very good meeting indeed and we want to thank you all for coming out and being so interested in what's going on and being so patient with us. Thank you all.

CONKLIN PUBLIC MEETINGS
CONSULTANT GROUP CONCLUSIONS

GENERAL

The most important impression of the Consultant Group is that there is a fundamental split in the community among those who want a corridor because the concomitant service road would bring more opportunities for development and contacts, easier access to the "outside" and jobs versus those who feel the incidence of unapproved behavior, such as heavy drinking and violence would increase and the introduction of outside competitive forces would drive the members of their community further into the bush. The "pro-corridor" forces seem to predominate but we talked to perhaps twenty to twenty five percent of the community, therefore cannot report that the members of the community were predominantly for or predominantly against the corridor with included service road or not.

The meetings were split into an afternoon and an evening session, the latter being most productive of such decisive comment as was available considering the newness of the concept in this community.

A. SPECIFIC CONCLUSIONS

The Consultant Group were unanimous in reporting the following impressions:

1. Our welcome was cordial, the meetings were friendly and very jovial at times;
2. The over-riding interest was in a road, nothing else mattered as much;
3. There was concern that we were able to get all of the concept of the corridor across in understandable language.

B. ADDITIONAL POINTS

Fewer than all of the Consultant Group mentioned the following points, and they are listed below in decreasing order of frequency of mention:

1. There was some interest in power possibilities from the corridor, although it was explained many times that power could not be obtained from the high voltage corridor power lines;
2. There is little employment in the area, some guiding and some trapping;
3. No harm to trap lines would result since they are registered and no one else can use them;
4. Most were in favour of the corridor idea because of the road;
5. Some were against the corridor idea because the road would provide deleterious changes in the community;
6. The consensus or "vote" as reported from the tapes is not necessarily representative of the community;
7. Among the participants it appeared that the adults in the community wanted the corridor with the road and the children did not;
8. There was some interest in the possibilities of obtaining natural gas from the corridor pipeline;
9. The community is isolated because there is no road, completely so at times of rail strikes;

10. Almost all of the participants were locally born;
11. Youth employment is important;
12. The location of a corridor should be as near to the railway as possible;
13. Consultant Group gained in appreciation of the diversity of thinking in the participants' minds;
14. A possible dam in the area was of concern.

FORT McMURRAY PUBLIC MEETING
NOVEMBER 29, 1973, COMMUNITY CENTRE

Present: There were seven people present from the Town of Fort McMurray, two ladies and three gentlemen from the Town, a Forestry Officer, and a newspaper reporter. No Participant Chairman was appointed for this meeting.

Present from the Consultant Group were five in number along with Messrs. Drabble and Belyea from the Department of the Environment. Mr. Hurlburt acted as Substitute Chairman of the Public Meeting because Mr. Weir, Project Manager, had to leave for Edmonton during the course of the meeting in order to attend a Technical Meeting of the corridor study group in Calgary the following day.

Note: Community Participant Group identified as "P", Consultant Group members with a "C", with the Chairman being "CC".

CC There are not many of you here from the community but I think we will start anyway in order to get the participation of our regular chairman who must leave fairly shortly for Edmonton in order to be in Calgary first thing in the morning. On behalf of our Consultant Group I hope you will feel welcome and make whatever comments occur to you in connection with the corridor study.

Firstly, I think you should know who we are and what our particular fields of interest include. After that we will

explain the concept of the corridor in quite general terms and then get on to specific applications in the immediate Fort McMurray area, if that suits you?

(The Consultant Group members were introduced and the corridor concept explained as in previous Public Meetings.)

CC

The powerlines would be of no use to the Town of Fort McMurray, they are very high voltage and they are installed for the purpose of the plants. It would be extremely costly to bring the voltage down for the consumption of the Town. You seem well supplied with power and I understand there is a further potential from the plants themselves.

With respect to gas you are now on the Albersun Gas Line and my understanding is future requirements resulting from expansion of your Town are adequately planned for as far as can be foreseen at this stage of development.

Having what has just been said in mind, then, we would like your opinions and your attitudes to the idea of a corridor in your vicinity.

(The Farm Questionnaire and results were gone over in general terms so that the Participants would have some idea of the thinking in the agricultural areas.)

C

We have a number of other groups that we are in close contact with including the Farmers Union, the Metis Association, political groups such as the Counsellors of Municipalities,

planning groups such as the Edmonton Regional Planning Commission and the Industrial-Technical groups. We are also in contact with many government departments such as, particularly, the Department of Highways. In other words we hope to be rather deeply involved with every interest that might be concerned with the corridor idea.

CC

There has been a great deal of study and material gathering during the last seven or eight months and the most important factors seem to point to the GCOS route although there most certainly has not been any decision made by our Consultant Group. We are impressed, however, with the cooperation between the Department of Highways and GCOS in their route selection.

We are looking closely at two other routes, one being along the west side of the Athabasca River and the other being along the Northern Alberta Railway (these routes were described on the maps).

Further
C

The Consultant Group is looking at several aspects, not just the economic. Environmental and social concerns are, as you well know, of increasing concern and we are very anxious to hear from those who are directly concerned, such as yourselves. We feel there should be very keen interest in these areas.

C

In locating the pipeline corridor between the Oil Sands and Edmonton, we must of course, try to determine the facilities

location with reference to the highway and railway which are now firmly located. We have to find an area where it makes sense, perhaps bypassing certain communities.

We are thinking, then, in terms of a pipeline corridor and a powerline corridor, probably located together.

There are different problems in the immediate area of Fort McMurray than will be found in the predominantly agricultural areas. In the whole route between Fort McMurray and Edmonton we are trying to find ways to minimize the undesirable effects, physical and otherwise. You will recall that when the GCOS line came in there was plenty of room in Fort McMurray for development, now it is bursting at the seams.

It is inevitable that there will be another pipeline out of the Oil Sands area and the short and long term effects must be looked at very closely and this, of course, is where we are anxious to have your views.

In the overall sense we must look at the direction of development of Fort McMurray in order that something which makes sense has to be recommended, perhaps bypassing the area of future growth altogether.

Would it be feasible to put more pipelines in the existing right of way, or should there be a new one, or should powerlines go somewhere else, these are matters we want to discuss.

Using the existing right of way, which goes through one of

your existing development areas, is there value in having the extra green space where the right of way is? Is there a sterilization of land use? Should the big tower lines, which some people consider unsightly, be located along with the pipelines, do they represent an aesthetic intrusion. If this is important maybe we should take the powerlines out of the corridor, near Fort McMurray and have a separate right for them which bypasses any perspective development area with quite a wide berth.

There is another possibility, in that there might be a highway bypass, a ring road and these facilities might be incorporated into an area such as that. These areas can be used as a form of green-belt, a planning tool. There might be physical constraints dictated by terrain. We might have to go west or we might have to go east and there might be mineable sands as a further constraint. River crossings are one of the primary constraints and we have to be very careful about disturbing river courses and river banks. It is my understanding that there are no satisfactory pipeline river crossing locations for some miles upstream on the Athabasca River from Fort McMurray. Of course powerlines have different constraints and would not be so severely affected as would pipelines - that is in their resultant effect. It may be very difficult to find an acceptable pipeline crossing and much less difficult to find one for powerlines.

P I've had a pipeline, been expropriated and I suppose you got

from your questionnaire that most farmers feel they get the raw end of the stick.

CC In some cases, yes, but the land owners we have talked to at some of our meetings are very pleased with the work of one particular pipeline company.

P That's the whole thing, isn't it, if they are fairly dealt with there are no problems.

Another P You always have those who feel they are abused, whether they have suffered at all.

C I think that is one of the things that this Study is all about. The days are long gone past when companies rushed out to build a pipeline without consulting anybody beforehand.

Another C We have tried to consider everything of an environmental nature but from a practical point of view that is not possible, we can only look at the major points such as the possibly endangered species, birds and animals.

We have got a fair amount of information on wild fowl, their main breeding areas, staging areas and populations (the areas for production, etc. of wild fowl were described on the maps incorporated in other volumes of this Study).

The Department of Lands and Forests, Fish and Wildlife are very concerned with these various areas.

Among the endangered species is the Whooping Crane and nobody

knows much about their staging areas and the wildlife people are very anxious to know more about these factors. The Peregrine Falcon has been found along the Athabasca River in 1969 but there hasn't been any back checking as yet, to see what has happened since then. We know there are Peregrines in the Wabasca area. We also have a pretty good idea where the White Pelican and the Cormorant are. In time we will know more about these and will be able to pin point more accurately the areas which should be avoided.

We are concerned about cariboo and their various areas of concentration.

P There are concentrations in there.

C I think we know about that.

P There are also concentrations of moose in some of those areas.

C The Department of Lands and Forests are flying a lot of those areas this winter to pin point the concentrations and the winter feeding habits, right into May.

Further
C Other members of our Group are looking at the soils and vegetation, the sand dune areas, muskeg and so forth. Rivers and streams, fish spawning areas and the like are also receiving intensive study. These areas are being evaluated in connection with the three corridor routes which have been described to you. From all we know today, most factors seem to point to the GCOS route but we are keeping open-minded about the whole business.

I think the main concern near the Town of Fort McMurray is the possibility of the pipeline corridor passing through potential development areas, the existing area 5 perhaps. The way it looks now, it may be very difficult to bypass pipelines, powerlines would be different. What would you think of pipelines passing through these areas, I think that is the main concern at Fort McMurray.

CC Would you like to live next to a right of way?

P I wouldn't mind, really.

P If these right of ways are made so that they can be used as play areas for children in the neighborhood, and this sort of thing, it could be a benefit.

CC There are people who seem to have an inborn fear of explosion and all sorts of dangers from pipelines. Do you think that is a very real concern?

P's No, that wouldn't bother us.

P Statistically, there is no safer way to transport these things.

C There have been leaks in oil lines, but the dangers of explosion are very, very remote.

P My parents live within a quarter of a mile of a major gas line and they never think about it.

C Do they cross back and forth over it?

P Oh yes, it doesn't bother them at all.

Another P The real problem in a residential area or one that is developing is that you may get fenced in if you are limited to 100 feet wide.

C These things would probably mean 200 or 300 feet.

P If you had a pipeline for every plant, it might be wise to go further out.

CC How much do you think society would be willing to pay to put them quite a distance around if that was necessary, to find a good river crossing?

P Nothing of course, at least in the short term but in the long term it might save quite a bit of money.

CC I was thinking particularly of the large high tower power transmission lines, keeping the oil lines, perhaps, in the existing 100 feet of GCOS right of way.

P Yes, they can jump a river almost anywhere.

C The pipelines are the most severely restricted of all modes of transport. Coming down a hill is bad enough but going around a side hill is impossible!

P What size of gas pipeline goes into the Edmonton power station? Do the people there see it as a threat? It wouldn't be any more to us than it is to them.

CC They don't even know that it is there, they don't think about it anymore than they do the numerous gas distribution lines.

C The lines in the corridor, though, might be considerably higher pressure and that's where there might be some difficulty created.

P I presume there would be accepted standards that they would have to build these lines to, so we would certainly be safe enough.

C You are certainly right, there are standards of the CSA, the Canadian Standards Association, which have to be lived up to very strictly. The danger is a mental one.

P I don't think so, I don't know anybody who worries about those things.

P In area 5, the regulations say that you can't build within 150 feet of the pipeline.

CC I wish you could find that regulation for me, I haven't been able to find it.

P You mentioned that you wanted a 200 or 300 foot corridor. That rules out area 5 because there isn't that much space left, it is built too close to it now.

CC Not necessarily, with proper design techniques a lot of pipelines could be squeezed through the developed area but the

costs would rise considerably through that area but in the normal sense, we say 200 to 300 feet in order to accommodate the pipelines which appear to be necessary at the least cost. We might have to go up to 500 feet or so to incorporate the big, high voltage powerlines.

P You might even have to hand-ditch through some of the narrow places.

C That is right, almost anything can be done if it is necessary from all points of view.

C You might even have to put the first one down 12 feet and perhaps stack them in the way it is done in Pipeline Alley at Edmonton. One large pipeline, 36 inch, for instance could probably take up to about one million barrels per day as an ultimate theoretical capacity and this might look after the first eight plants except that you get into other problems of batching the various types of synthetic crude.

P From my observations I can't see any problems at all living next to a gas line. I gather that when they explode they rip up quite a bit of the line but I don't think that is a real problem because I don't know of any place where it has happened. I think a person should avoid putting these through a residential area, though, there is always traffic packing the soil and vibrating things and all that. I am not an engineer so I don't really know.

C The real problems occur during construction where you have got

so many of these close together, once they are built and in service there isn't really any difficulty. During construction a lot more care needs to be taken when they're sandwiched in.

P It would cause some problems, road crossings, sewer lines and other services.

C These are factors of design, they can be accommodated without too much extra cost particularly when the problems are known in advance. They can be designed without too much extra cost.

CC If there was such a corridor, who should own it? Should it be government alone, companies alone or some combination of the two?

P Being a good Socialist, I think the government should own it! The way it is now, people own the land, companies put their lines in and they find a way to get along together, I don't think there should be any change in the method.

Another
P The way it is now there is a form of pipeline agreement with the land owners. With a lot of companies it would just mean more of these sorts of agreements, the companies working together on them I would suppose. I don't see any problem in the companies getting together on something like that.

CC If it was owned by the government and controlled by the government that's one thing. If it was owned by the companies, however, and controlled by the government, which do you think would be more effective?

P I think it would be better if the companies owned it and the government could legislate the control.

C That is much like other discussions we have had in Public Meetings.

P Companies have a lot of political pull and they have a lot to say in what the government does. They have a powerful influence, a tremendous impact.

CC Do you think that impact would be lessened if the government owned it?

P The people make the government and they would make the government do what they wanted.

Another P You should see what has happened here!

P I have tremendous faith in the democratic system, people just have to get out and make it work.

(Considerable discussion was carried on about various of the companies privately owned, quasi privately and so forth.)

P If the government owns it, and the people are not happy, they can throw the government out whereas you can't throw industry out, I think it is more effective.

Another P I disagree with you absolutely, look what happens down south. If you fight the government, it is a dead loss, you get no where. You have to have the entire Province against it to get something done. Look what happens when something happens with

a private company, people get worked up, they put pressure on the government and something happens fast, right now. I think if it was government it would all be hushed up, I am thinking of the well down south, the gas well that went wild. I think you get a much better effect when you have all these things privately owned and then you can have the government put pressure on them. I can't see us getting anywhere fighting the government.

CC I suppose there is some truth in what you say, but it shouldn't be.

P This is the real world we live in and you have got to provide protection some way and the only way is to have government controlling industry not trying to control itself.

Another P You would have problems if there was a consortium of companies owning it, I can't see this. There would be problems, there are problems with some companies and not with others, some are easier to deal with. If all of the companies in the corridor had to abide by certain regulations, GCOS seems to be doing alright and I have driven a lot of that right of way, I don't see that you would have any real problems if you had all of the companies under the same regulations.

(Further discussion ensued as to the various forms of ownership and control.)

P Are you saying that for financing purposes the companies have to own the land?

CC Something like that, there has to be some form of ownership of the land in which the facility is situated, you can't mortgage the facility directly, you mortgage the land in which it is built, just like with a house on an inexpensive lot, you are really mortgaging the house but you place the mortgage against the land on which the house is built.

P If the government does it, they can back it up.

CC To a certain extent, but they wouldn't be putting up the money for the construction and the purchase of the steel and paying for the labour. The companies borrow the money for these purposes and it isn't likely that they would be borrowing from the government and this form of title arrangement is necessary to satisfy the people who are putting up the money for these enormous projects.

P The government could certainly pick up the land.

CC Oh yes, that would not be any real problem even though for a 500 foot width it would be about 60 acres per mile, about one-tenth of a section; no problem at all in the wilderness areas but the really big cost is in the steel and construction and that is what the money is borrowed for and the only way the lenders can secure their loans is by mortgaging their facilities and the only way they can do that is by putting a mortgage against the title to the land or some form of title to it.

P You would only be getting an easement, that's not title.

CC It's a form of ownership interest of a part of the title, in effect.

P What do you think the ownership should be?

CC Well, for what it is worth, I think maybe a 50 - 50 split of government and industry ownership might work. There are a lot of companies organized that way, so that they have to break a deadlock, economic forces make them break any deadlock that comes up. In some of our background reading, there's mention of the Coal Board and the Gas Council in Britian, each of which have their vested interests, but they can't seem to make any deals with one another with any sort of efficiency because there is no economic drive to make them make decisions, each has its own vested interests and they won't budge. That's my personal view, that's not necessarily what we're going to end up with.

P That would seem somewhat reasonable, at first glance, anyway. You might get an equitable distribution of income from it that way.

CC I don't think that the concept of ownership of the land in which these facilities are built is designed to produce income, that's not the purpose of having the land.

P I was wondering why the crossing is limited to one place?

CC If you can get a look at the aerial photograph in the Town Office you will see that there are many areas upstream from Fort McMurray where there are strong tendencies towards bank slumping. Where the GCOS crossing was picked, this seems to be the best place even though there are some problems there also. I think the banks at that crossing are now better preserved but it is a costly process and requires constant attention. The area upstream was flown and no crossing could be found, on that sort of inspection, which was nearly as suitable as the GCOS due, I'm told, to excessive bank slumping.

P Where are the collection points for all the oil? We know that the end point is Edmonton, where does it all come into the pipeline systems?

CC That is part of another Study commissioned by the Department of the Environment. Our end point is the environs of Fort McMurray, the other group are making a full report on the gathering systems and related matters.

P There is a small enough acreage around Fort McMurray for development, why can't the Study find another way to handle the oil going out of here?

I was wondering why the ecologists think that muskeg areas are sensitive areas?

C There are drainage problems and disturbance of the eco systems.

P I can see engineering problems but not ecological ones.

C Opening up the area brings an influx of people who might very

well destroy the balance in the area.

CC In muskeg I understand that the pipeline ditchlines tend to channel the drainage and cause erosion.

C There is also the problem of extra heat generated.

P I still can't see the ecological disturbance as being a problem once the pipeline is built.

CC Mysterious things happen in muskegs, there are a lot of forces at work on the pipeline and the weights on the pipeline.

Another P They do seem to shift around a lot, don't they.

C There is a problem in finding solid ground in which to anchor them.

P And you wouldn't have that problem where the GCOS right of way is?

CC That seems to be pretty nearly right although it goes through some muskeg areas also but generally speaking, GCOS and the highway seem to have been able to pick the higher ground and avoid a lot of the problems which seem to be apparent, at this stage, on either the route along the Athabasca River or along the railway.

P The problem, then, is near Fort McMurray.

C There is something in that, it may be better to stay away from areas that we don't know much about, the highway route is on higher ground and we know a lot about it.

CC If you get into these muskeg and unstable soil areas, at least what I get out of it, you might be able to stabilize the first one but then if you come in with another one, with spoil banks and all the rest of what is needed for pipeline you throw it out of kilter again and you may not be able to solve the problems, the second or third time around, whereas, with the GCOS route there is a great deal known about it. We're not trying to urge one particular route, only to talk about the various choices and the things we know about.

P I know that the population of wildlife near a clearing is heavier, near the edge of the clearing, you have an increased population and there is grazing and forage available on these rights of way.

C That is certainly true, but you get a lot more disturbance by people, hunters coming in and that sort of thing.

P I don't know if you have tried to travel along it, but you can't get very far.

C If the pipeline corridor went along the west side of the Athabasca, there isn't any road in there and there would need to be a service road and that would open up the area perhaps more than might be desirable.

P So from all points of view, ecologically and economically it appears that the existing one is the best all the way round, isn't it?

C That may be so, especially when you consider the easy access from the highway.

P Isn't it a fact that there is another highway coming up here?

CC Our information is that the existing highway will be adequate, with some upgrading, for the foreseeable future.

 (There was some discussion of other highway routes in conjunction with powerlines and other facilities coming in, for instance, from Mitsue.)

P How much push is there by the government, for this corridor, how determined are they to have it?

CC That we do not know, we are asked to make a report on what we think of the variety of information from all the sources we are in touch with, including meetings like this. What the government does with our report and our recommendations is, of course, not in our hands. We hope that our recommendations will be effective enough that the government will adopt them, but that is just a hope at this stage.

P Generally speaking, the whole idea makes a lot of sense to me but it might be short sighted in trying to put it through the developing area of a community such as ours. The community is going to grow, there are going to be a lot of people in here and we have got to look a long time ahead.

CC You might consider what has recently happened in Edmonton. In the southern area of the City, there is a 200 foot Calgary Power Limited right of way in which they wanted to build substantially upgraded facilities. There were various movements to have the new facilities built in a new right of way

substantially south of the City but the land owners most directly affected, right adjacent to the right of way protested strongly that the 200 foot right of way added value to their property, they said they would resist strongly any movement to change its usage. Their spokesman said that he represented 48 owners in the area and this was in a very expensive subdivision. They wanted the steel towerline because the towers would be more widely spaced apart than the existing wooden pole lines and there was no doubt that they felt that they would be a lot better off.

P There is no doubt that most people would want it from an individual point of view but from the point of view of the community as a whole, the tax payers, I don't think it would be that good. There would be extra costs, servicing and so forth, and in the long run it might be better to go around and skirt the community altogether, I don't know. I suppose it would depend on finding another river crossing.

CC There are various social costs reported of over crowding, maybe that open space might help somewhat.

P True, but if they don't exist, they don't cost anything!

P In your Study area you are considering a number of corridors, how probable is the east corridor considering the possibilities of production up in that area?

CC That is really part of the problem that the other Study people have to look at and the government will look at ours and look

at that one and try to fit them both into the long range planning.

P It looks as if there is going to be a major powerline in the Mitsue, will it come east and join up with your corridor along the highway or what will it do?

CC That is still very much an open question, the Mitsue permit has not yet been approved, and because it is powerline, it could conceivably come up the west side of the Athabasca without doing the same sort of opening up of the area that might happen if there were pipelines in it to. Like everything else about our Study, it still an open question.

P If it did go up the Athabasca there would have to be a service road, then?

CC I think so but it might be of a very primitive nature.

P In any event there would have to be some sort of road for construction purposes, at least. They could probably service it from the air if they had to.

(There was considerable discussion of the necessity for getting power into the oil sands area and the possibilities of power being generated and shipped out in the long term future.)

P There might be some merits to the west corridor which might avoid some of the problems, even muskeg, which you find on the GCOS route. It would have the advantage of coming in from the west and avoiding Fort McMurray and helping to prevent

some of the problems of congestion in the immediate Fort McMurray area. There is not much land here to build houses on so why use up some of that area with your corridor if you can bring it up the west side of the Athabasca. Doing it that way you also have an alternate route for other systems which might go in as against the highway - GCOS location.

C In the corridor concept, there are certain facilities which may be feasible to put together in some areas but not in others. For instance, considering some of the terrain and surface conditions you might not be able to put highways and railways together, pipelines and powerlines and that sort of thing.

P There seem to be a lot of problems wherever you go, why not put some real emphasis on the west route?

CC From what we know now there seem to be more constraints in the east and west route than there are in the central route but there certainly have been no decisions and there is a lot more material to be studied before any decision is made as to what our recommendations will be.

P We seem to be getting all wrapped up in ecology, environment and that sort of thing and we are ignoring people. What happens if there are any of these oil spills and so forth where there are people around?

Another
P In the area that we're talking about in Fort McMurray, there is stable soil, there is a good place to put it where it can be controlled but when you get out into the unstable conditions

in the muskegs and out in the wilds you can get some real problems out there so you want to try to find the most stable area you can to put these facilities into. You take the hill coming down into Town, look at the slippage there if you tried to put a pipeline in there also. You have to look at everything that is involved with this and maybe people want to have the sort of fragile environment in these other areas left undisturbed.

P They seem to do alright with the GCOS line.

Another P Yes, but that one was carefully picked and it seems to be the only one around where the banks are fairly stable. You look at those aerial photos you'll see how much slumpage there is along all of the banks around here. You don't seem to care about anything except keeping these pipelines and powerlines away from the developing areas.

CC A question that has been used before, if from the dollar economic point of view and the environmental point of view one route was overwhelmingly favourable would it make sense to use another route for people benefit, what would be your comment on that. Would the benefit to people out-weigh the other two? How much are the public willing to pay?

P It is all very well to say let's have the public benefit, but it changes when you have to dig into your own pocket to pay for it.

Another P Why should a few people have to pay quite heavily for the benefits to a lot of people, it doesn't make sense.

CC Another question, how much would you have to be paid in order that you would rather have the corridor on your land than on somebody elses.

P Well you could still farm the land, you'd only lose one crop, it is sort of a gift, really.

C We have had a variety of answers to that question. Some say the right of way will never produce again, others say that the productivity will be increased, it is a real variety.

CC A further question, how much more for power would people be willing to pay to have the facilities routed a long way around for, perhaps, aesthetic reasons?

P They are hollering in Fort McMurray now about the cost of power and gas and there is a subsidy from GCOS!

(There was considerable discussion of the power needs of Fort McMurray and its possible growth as against the power needs of the various plants.)

P We should look at the facilities one by one. The railway exists, that's not going to change. In the central route you are going to have your pipelines but the power is not going in there unless you bring it in from Edmonton.

C It may well come across to the corridor, if there is a central corridor, from the Mitsue area, there doesn't seem to be a decision on that as yet.

Another How much power is Alberta going to need in the long run, how
P much can be produced from the Wabamun plants?

Further In the long run, they will be able to produce power in here
P from the coke, there are problems to overcome at this time but surely they will be solved fairly soon and then there will be excess power available in here and it probably be shipped out.

CC That is probably true in the long term future.

P But in the meantime, as the plants are built, there will be a necessity to ship power in.

P Where is that power going to come from, that has got to come in here?

Another From the coal fields in the area south of here, as long as
P it is needed.

P It seems to me, as I said before, that you have got to look at each one on an individual function point of view. The powerline isn't going to hurt the ecology that much and you have two choices of route, up the central way or along the west side of the Athabasca. I think they should take the easiest route depending on whether the power comes from

Mitsue or whether it comes from Edmonton.

CC I think you have got some very good points, we are not making any decisions as yet and we certainly welcome the variety of points of view that have been expressed. We will be meeting with the technical people and we can work your comments into their thinking.

P How much chance is there of the west route?

CC It depends on what the government boards decide, I suppose.

P Maybe a sensible route is right down the centre, the west route means another road, the central route gives a better road in the long view and it strengthens development along that area, I think that is the best way.

P It is rather interesting, but all the timber that can be salvaged is being picked up from off the GCOS right of way, we're trying not to waste anything.

Another P That would happen on any right of way, I would think.

CC As much as is practicable to recover, sometimes the logging companies can't make it pay to go in a pick up the logs.

In the central area, there are solid trap lines all the way up through the wilderness area. If you look over here to the west of the Athabasca River you'll find some timber berths in there and one could presume that these people would look after their areas pretty carefully and make sure they got out everything they could.

P The timber on the GCOS right of way is now being salvaged 200 feet either side, that is the merchantable timber.

CC What is the purpose of that?

P There is a presumption that the corridor is going to go along that way so we're just trying to get it out ahead of time. It isn't going to hurt the forest management. There was a little problem getting permission to go along the GCOS right of way but that is all solved now and I think we're getting out the timber that should be taken out. You have got to be careful, crossing the pipeline and so on. They've got pretty strict regulations and they are good.

P I think you should avoid bisecting the area of development.

CC Area 3 has the existing right of way through it now, area 5 is the development area.

P You can't get into area 5 anyway.

P Well you shouldn't develop in any area where there is going to be housing.

Another P It's bisected already, the right of way is in there now, one hundred feet wide.

Another P Well you are going to have to consider 500 feet anyway.

CC No we don't have to consider 500 feet, that's what we would like to consider, perhaps, if there was space available.

P What is the relationship with area 5?

CC I suppose it would be the difference between the extra cost of getting the various pipelines in, with the extra design that is necessary, for a horizontal distance of a half mile or so as against the extra cost of going around this whole area, always remembering that there is the existing one hundred foot right of way there. You've got to consider that there doesn't seem to be another good river crossing unless you go pretty far away from the existing one.

P It looks like the central corridor then.

CC Perhaps, for pipelines, but maybe not for powerlines.

P Would GCOS permit you using their right of way in that crossing?

CC You'd have to presume that suitable arrangements could be made.

P If you chose the central location, you'd better look closely north of Fort McMurray. There are more ecological problems in there, you'd have to look at it very closely, perhaps move further west or somewhere else to avoid those. The existing line is right on top of the bank, in some cases. It may not be a good situation from some points of view especially when you get on top of the Super Test hill. That's got to be carefully looked at.

Another P To get past the GCOS plant site you have to go further west.

CC That's the area that is being worked on by the other Study

we mentioned sometime ago.

P We haven't heard anything from them?

CC I don't know how their program works, perhaps they have got different instructions than we have, it may not have been in their terms of reference. Our Study, since we are going through areas that involve a great number of individuals, it is necessary that we get as much input from the people whose interests are directly affected as we possibly can.

P Is there any plan to bury the powerline where it goes through the developing area?

CC Not that we are aware of, the costs are enormous. From numerous Studies that have been done it appears that people will buy property next to a powerline right of way so as to have the extra space which they can use. They are looking out and don't see the powerlines since they are so high above them, it's the people looking in that seem to be bothered by them.

P That sure makes sense.

Another P Do you know of any place where it could be rerouted?

CC That is being looked into closely and it may be something quite practical might emerge from that. Perhaps the technical people will be able to provide us with some answers, they certainly will be asked.

P It wouldn't cost you more than one-quarter of a mile or so to go around by the highway with the powerlines.

CC That will certainly be looked into, maybe there will be an answer there but we wouldn't want you to think that that is where it is going, it will be looked at, however.

P Doesn't it make sense to cause the least disruption?

CC Of course, and I think you can be sure, just by the fact that we are here, that the best solutions will be tried for, taking all the factors that we can find into account.

P I wonder about all these things that turn up on my title?

CC There are lots of situations where the land owner loses his documents or sells the land and the new owner isn't too clearly aware of where things are, this relates more to pipelines, of course. The people who have the interests, the companies or the government, have to be able to show that they have an interest in the land for their right of way or whatever it is that they have. It is also a protection to the owner of the land this isn't commonly appreciated and most of these rights of way have a registered plan which shows the exact location. Of course it is more in the interest of the company but it is also in the interest of the land owner. Anybody can lose their documents and there is always some proof of what the situation is at the Land Titles Office where there is a registration of the interests.

P Is there any possibility of a highway rerouting which might take all of these new facilities with it; there seem to be some rumors about that.

CC I haven't heard any part of that but that doesn't mean that there may not be something going on that I am not aware of. It is something we will take note of, however, and see if we can find out something about it.

It is getting rather late, we have had a very interesting discussion but, you may not believe it, but we are planning on driving back to Edmonton tonight and we have all the maps and map boards to get stowed before we go. If you have anything else, any further questions, we'd be delighted to talk with you about them. If something else occurs to you though after we've gone don't hesitate to drop us a line and we'll look seriously at what you say.

P It seems that the government is serious about this Study, looking well ahead.

CC Yes it is a great pleasure to be involved in something where there is a good deal of lead time.

P We think it is a heck of a good idea too, rather than finding someone on your doorstep wanting something right away.

Another P Do you think it really makes any difference; don't you think the government has already decided?

CC I would be absolutely shocked if that were the case.

Another P I think I would be too, I think you are taking serious consideration at what is being said.

CC Well we certainly have spent a lot of time on it and we've gotten a lot of darn good ideas. I'd hate to think that all of this has just been a waste of time.

Another P I think my friend is just too cynical.

P Well anyway it is a good public relations exercise.

Another P What you asked us at the start, what does it matter to the people of Fort McMurray?

Another P I think the answer is obvious, it should be the central corridor. Obviously it should be a corridor but if it goes to the west or to the east it is just going to spread a lot of things all over the country and they should be concentrated so as to provide no further damage to the ecology, all those sorts of things.

Another P We want to have these things in here, every new pipeline puts money in our pockets, let's face it all this development is good for us and the best place for it is in the central route, the highway corridor.

Another P They certainly are not going to build another highway, they'll upgrade the one we have got, all of these things can't help but be good for all of us here.

P I think I'm convinced!

Another P The more development there is near the highway, the better highway it is going to be, it is going to be a major highway the more facilities we get in here, the more that goes into that corridor.

P In the long run it might be better to spread it out but in the short term it's better to have it all concentrated in one place so that we have a decent communications system to start with.

P Bringing all these things in, just the construction, puts a lot of money in our pockets.

Another P Well maybe they shouldn't be in here, maybe put them over to the other side so that it doesn't disrupt the community. I want to live here in peace and quiet.

P But you have to have money to do that and these facilities bring the money in.

Another P No matter what happens a corridor going up the centre is going to cause disruption, but these facilities have got to go somewhere and it is probably the least disruption and the most benefit by going up the centre.

Further P It doesn't matter, really, it is going to be the economics which dictates where it is going to go.

Further P This has been an interesting meeting there should be more people here.

Another P Well I saw it twice in the newspaper.

Further P I heard about it at the Town Hall.

Another P There should be more people out, I suppose, typically, people say let George do it.

Another P George isn't here either!

Another P Well if you want to have some direction of your destiny you have got to get into these things and participate.

Another P I don't really think it makes much difference, they are going to do what they want to do anyway.

Another P Isn't this sort of thing the best hope that we have got.

P I suppose you have got something there, but I'm not convinced.

CC I think you can be sure that we are not just going to go away from here and forget about everything that has happened. We have been to quite a few public meetings now and we've had quite a few of our ideas changed, we've got a lot of really good input from a lot of people who are interested. I think it does have a very real effect.

P Could you give me an example?

C A simple one that occurs to me right off the top, there was no definite answer in our Farm Questionnaires as to whether or not there should be a service road or fencing in the

agricultural areas. The public meetings told us pretty clearly that that shouldn't be done, those things shouldn't be built, in the agricultural areas.

Another P When you make your recommendations, will we have a chance to see them before you put them into the government and have a chance to have some further input into them?

CC I think this would be far too complicated, the purposes of these meetings are to achieve just that. I can conceive that we're going to have a balancing act where we weigh this opinion against that opinion through all the public hearings and the technical meetings and all of the other material which we have gathered, I think that if we had to go back to each of the groups that we have talked to to review the recommendations it would be too cumbersome and I also wonder if it would achieve that much in addition to what we already have. We have got an awful lot of material from a great number of people and we've just been delighted at how forthright people have been with us, they seem to believe that we are real.

P It seems that most of the logic points to the central route but I'd like to make just one last point for the west route. It would open up a lot of area for recreational purposes for the expanding population of Fort McMurray.

CC It is interesting that you should put it that way, the people of Lac La Biche that we had at our public meeting there argued

very strongly for opening up the railway route for the purposes of recreational facilities and new open country for the people of Fort McMurray.

P There are not very many places to go from Fort McMurray, it would give us a lot more room for recreational purposes.

CC I think that is an excellent point but again as with all the other points that are raised it has to be balanced against, for instance, the ecological problems. Maybe it wouldn't be a good idea from that point of view to open up these other areas. This is an excellent example of the sort of balancing act that we have got to get into.

Another P You have to think of the fact that if your corridor bypasses us, Fort McMurray has got to grow, and the corridor would help that situation.

CC That was the same point made by the people in Lac La Biche and you can be sure that these things will be taken into account. They may not be over-riding factors but they certainly will be looked at carefully.

P Well, we've got to have the development, I've been here for about 10 years and it sure is different now.

Another P I don't think it really makes that much difference, Fort McMurray is already established.

P But we need more development, more amenities, more doctors, that sort of thing.

CC And you think the corridor would help in this?

P I certainly do, that's what Fort McMurray needs.

CC We are a small group here tonight but we've had a very interesting discussion and I want to thank you all very warmly for your participation and to assure you, again, that your comments will be taken into account.

P You have certainly participated with us! We want to thank you for coming and spending the time with us.

CC Our pleasure.

FORT McMURRAY PUBLIC MEETING
CONSULTANT GROUP CONCLUSIONS

GENERAL

The Participant Group was small and there were not enough of them to provide sufficiently differing, or separate, impressions from amongst the Consultant Group.

The Consultant Group reported that the Participants were most interested in the following:

- Pipelines would be no problem going through the existing GCOS right of way but consideration should be given to routing the transmission lines around the development areas of the Town;
- The public is not willing to pay anything extra for the rerouting of these facilities;

- There would be no problem with people being fearful of the dangers of pipelines in a right of way going through subdivisions;
- There might be extra service costs by reason of the corridor going through the development areas;
- Ecological matters were of some concern;
- The corridor concept was unanimously approved by the Participants;
- Some Participants thought that the settled areas of Fort McMurray should be avoided altogether;
- Corridor ownership should be primarily by the companies, with some minor but vehement exceptions.

This material is provided under educational reproduction permissions included in Alberta Environment and Sustainable Resource Development's Copyright and Disclosure Statement, see terms at <http://www.environment.alberta.ca/copyright.html>. This Statement requires the following identification:

"The source of the materials is Alberta Environment and Sustainable Resource Development <http://www.environment.gov.ab.ca/>. The use of these materials by the end user is done without any affiliation with or endorsement by the Government of Alberta. Reliance upon the end user's use of these materials is at the risk of the end user.