

To the TSW Consultation Panel

During the past few days I have downloaded and read a couple of hundred pages from the TSW Panel Website. These have served well to make clear the complexity of the issues challenging the waterway's future. To make my own prejudices clear, I have boated the system for over twenty years in a small live aboard . I have also boated the Rideau, the Thousand Islands, Muskoka Lakes, The TVA, The Kentucky and Clinch Rivers, a number of TVA reservoir lakes, and the Georgian Bay National Park Islands. To comment meaningfully on many of the issues facing the panel would require expert background or months of study. My comments may seem very narrow and perhaps picayune but cannot be contained on a comment card.

One of the matters least dealt with in the background papers is the **financial** data, A general presentation of the total budget of the TSW and then a breakdown by either dollars or percentages would make comment and formation of opinion much more fruitful. For example: Annual Maintenance, Annual Capital Expenditure, Staff Costs broken down, Public Relations, what part of the total is water control, etc. A similar summary is needed for income. How does income from power generation relate to water control costs? How has increased pass cost impacted the sale of passes? What are the revenues from residences on rented canal property? Do people who have a dock on the system but own no waterfrontage pay a fee? We have seen elaborately broken down historical data but a shortage of current operation costs .

To date I have seen extensive mention of a number of **environmental and ecological issues** but avoidance of one very major one: pollution caused by boats. Global and local environmental issues versus successful human enterprise have the same double edge here as elsewhere. We are concerned about loss of traffic and believe that maintaining traffic levels is necessary for the waterway to succeed. But boat traffic adds to the carbon burden just as auto and air traffic. Can we advocate a "drive less" policy for our highways and a "drive more" policy for our waterways?

There is a tendency toward fewer but bigger boats. These huge cruisers are the 'hummers' of the boating world. If we value them on the basis of their contribution to the local economies , we may well be disillusioned. The forty-five foot trawler can easily take on a thousand gallons of diesel in New Jersey and not need fuel again until he is past Mackinac Straight. His

taxes were contributed to New Jersey and his pollution to Ontario. A friend with a thirty-four foot, Perkins-powered, unit can carry a maximum of six hundred and fifty gallons. Yet he can fill up in New York State on his way north in the Spring, spend his summer on the Rideau, and not need fuel again until Fall, well down the Erie Canal on his way to the Bahamas. It is quite likely that the boater with a twenty-two foot cuddy puts as much into the local economy.

Even as we espouse good living habits and a green environment, we have made the system less friendly to people who avoid pollution and try to be active and fit. The eighteen foot sea kayak with one person aboard pays the same lock fee as I with my noisy, pollution-spouting, cruiser. Surely canoes and kayaks deserve a better deal, even if for no other reason than the good example they set. Unpowered vessels can nearly always be squeezed in and should pass without fee unless seeking a separate lockage. If the system becomes overrun with human powered craft then the TSW contribution will be immense and easily recognized.

On my first trip around the TVA in 1994 I asked while I refuelled whether I could get a pump out. The marina had no pump-out and the attendant was quite surprised that I wasn't equipped to "pump over". Since that time the TVA states (Kentucky, Tennessee and Alabama) have generally cleaned up that issue for inland boating but many of the boats which come in from the Atlantic and Intercoastal are so equipped. Do we take sufficient steps to advise and warn against this practice here? In case this seems paranoid, we have just heard that giant cruise ships have been given another five years to cease dumping raw sewerage into the St. Lawrence.

The question of **fees** comes up in discussion with many boaters. some of whom are quite incensed each time there is a rise. Fortunately, unlike provincial and national camping parks, the TSW at least makes the mooring and passage fees relative to the size of the unit. The boater gets his waterfront camp site, a washroom, and usually a well-kept area in which to relax and picnic. He is not charged, as he would be in a provincial park to stop during the day for a walk-about or to have lunch. It would be nice to see fees removed but the boater does receive more services than the day visitor or fisherman and there is no reason why he shouldn't contribute to the cost of same. The fact is that for the vast majority of people whose taxes help

support the TSW, their knowledge of the system, if any, is limited to "that damn bridge in Bobcaygeon".

Enforcement of Historic Canal Regulations should be considered by this panel . Because a large part of regulation is obviously from other agencies they should be part of the discussion. If there is no intent to enforce regulations or if they are unenforceable they should be removed from the relevant legislation. Engine silencing with exhaust below water, fishing in the channel, tubing or skiing in the channel, passing at the approach to locks and bridges, sounding a warning before passing, and many other laws are completely ignored. Greater resources are expended each year in telling people about the enforcement blitz that is about to take place than are spent on actual enforcement. Many of the offenders do not even know they are breaking the law. Both levels of government receive large sums from the 'road tax' on boating fuel. Surely some of this could be given to enforcement. We need not new laws or regulations but the enforcement of existing ones.

Education, even if only in the form of a small folder available at lock stations, marinas, fishing license vendors, etc. summarizing the most commonly offended laws, might help. At present the attitude is, 'don't worry: there's no one out there.'

In areas where there is conflict with cottagers over shore erosion, etc. I observe that most larger (transient), craft give some heed to speed limits. The local fishing boats, ski boats, runabouts, PWCs behave as though no regulations exist. Not all jurisdictions are so timid in enforcement. While traversing Tillicoe Lake off the TVA I was stopped by a patrol of the Tennessee Wildlife Authority and asked for my ownership. I had to confess that I had no idea what it looked like or if I had one. It was politely but firmly explained that the fee was U\$250.00 for non-compliance, a fact which provided additional motivation to my search.

Public Consultation is a process that is (and should be) viewed with considerable suspicion, especially by the residents of the 'City' of Kwartha Lakes. We have seen how the opinion of the majority can be ignored and overridden when the minister or government ordering a 'consultation' has decided, prior to the first discussion, what the outcomes are to be.

The people of **Lindsay and Port Perry** should be especially aware of the fate of the Kemptville Branch of the Rideau. Looking at the background paper **Obligations and Expectations**, under 4.2.1 Navigation :

However, structures, operating devices and procedures will not be modified to increase the capacity of historic canals (Section 1.0).

The following considerations will guide the provision of navigation: availability of adequate water levels, maintenance of public safety, preservation of heritage character, physical condition of the works, time of year, demand, and available human and financial resources (Section 1.1.2.).

Where navigation is maintained, Parks Canada objectives will be to maintain adequate canal water depths, structures, and navigation aids in order to provide for navigation (Section 1.1.3.).

Canals that become non-navigable are no longer subject to the provisions of this policy, but will continue to be managed in accordance with other Parks Canada policies.

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Provisions of the CEPA apply to the Waterway, the most significant being the management of contaminated sites, of which there are 3 known - Little Lake, Goose Bay (Sturgeon Lake), and the lower reaches of the Trent River. Any actions that may disturb the bed of the lake in contaminated areas must comply with the provisions of CEPA.

The Scugog route is already well under the five foot depth in places and has been extensively downgraded by the removal of aids to navigation. Should the paragraph above (re the CEPA) provide the TSW with reason not to maintain the channel through Goose Bay, both Lindsay and Port Perry will be left, like Kemptville, without access. *Canals that become non-navigable are no longer subject to the provisions* perhaps deserves some elaboration. If the TSW allows a channel to become *non-navigable* by neglect then that apparently relieves them of obligation .

The TSW **Lock Stations as Parks** is probably one of the key, broad, areas facing the system. The most numerous, non-boating, lock station users are the fisher folk, mostly from surrounding urban areas of the GTA. Other than for the parking lot fee for a mini van load, they make no greater contribution to the costs of the system than tax payers who don't know the system exists. Some fee could be considered for this use. At some stations they put a heavy strain on the physical facilities and often ignore regulations concerning fishing in approaches, making late night, disruptive, noise in the area where boats have paid to moor, and even trespassing on private boats to fish. They appreciate the lock station as 'park' but education and enforcement could improve relations with other users.

It appears that a major re-orientation of some lock staff may be necessary if the concept of the lock station as a park is to succeed. Generally, the busier the station the more accepting staff is to the "park" concept. At some stations one sees periods of time when traffic would be limited to a half dozen lockages per day and staff is seen busily washing and waxing their personal vehicles while the washrooms have the same dirt in the corners that has been there since last year. At others, despite constant pressure from lock operations, the grounds and washrooms are well-kept and with that there is generally a welcoming attitude. Some means of recognizing the people who do the job well is needed.

Many State, TVA and Corp parks use 'hosts' to supplement paid staff. The typical arrangement is that in return for twenty hours weekly of duties they receive a free campsite. A particular advantage is that during the night hours there is someone 'responsible' (to offer local information, call police if there's a problem, collect from 'overnight moochers', etc.) Their official duties relate to keeping washrooms tidy, picking up litter, and so on. Some arrangement of this kind might be considered.

Finally, and my prejudice is apparent here, the TSW should consciously avoid slanting its resource expenditures toward the larger boat. Throughout both the U.S. and Canada we see campgrounds designed for tents and popups being taken over by giant units. Power outlets climb from 15 amps to 30 to 50. Canopy is cleared to accommodate the giants. Double and triple AC roars whenever the temperature rises above 20C and if the power post is inadequate, the generator powers up for the difference. This is a growing trend on the water as well. Vacationers who can afford a quarter million

dollar boat or motor home and the fuel to drive them can afford the fees charged and can afford a marina or luxury travel park if that level of convenience is necessary.

If the TSW is to serve the people who pay for it, broadening the user base is priority one. 'Transportation' courses in high schools used to be introductory auto but now include from the bicycle up. A learning unit on boating and local facilities might sell well, and could possibly include the boater card as a carrot.

A brochure presenting the Canadian Heritage Canals as a destination for trailerable boats could be distributed by a volunteer to the dozens of marinas on the TVA, the Erie, the Upper Mississippi, the Upper Ohio, or a number of others. Visitors who bring their boat by trailer will use our marinas and services and hopefully take home with them a good report. The U.S. locks (except for the Erie) are generally free but provide no services, not even an approach wall, and this should be well contrasted to the 'park' environment here.

The 'use it or lose it' adage should be in our minds. The Kentucky and Green Rivers systems were pre-civil war structures run by the Army Corp. As commercial traffic waned the systems were gradually handed over to a reluctant state government. The Green is now completely closed to through navigation and the seventeen locks on the Kentucky are down to four or five. On the TVA the great Chicamauga Lock is within a few years of failure if the half-billion required for its replacement is not found immediately; its closure would cut off nearly two hundred miles of waterway, including the City of Knoxville. The grassed over ditch to Kemptville is a possible reality for the TSW. Once lost, it is gone forever.

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