



# Boating on the Trent-Severn

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# Our Concerns

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- The primary purpose of the waterway is navigation
- The waterway infrastructure must be maintained to support navigation
- Good environmental stewardship of the waterway and nearshore environment and wildlife



# Navigation Needs

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- Canal infrastructure (locks, and dams) must be maintained and replaced at the end of useful life
- Water depths must be adequate and currents moderate
- Navigation marks (buoys, beacons and lights) must be in place to meet CG standards
- Navigation information (charts and guides) must be available to boaters



# Maintenance Backlog

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- A large maintenance backlog has built up
- It is government's responsibility to eliminate this backlog – infrastructure is what government does
- This will require a long term engineering plan and project schedule that survives changes of government
- It will also require significant funding from tax revenues, it is likely not feasible to fund from waterway revenues
- Failure to maintain the waterway infrastructure will result in the loss of this historic legacy passed on to us by previous generations



# Navigation Marks

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- Recently Parks Canada has reviewed navigation marks and many marks were removed (although a few were added)
- We have discussed this review with waterway managers, and are satisfied with the careful way it was done
- The resulting savings have made money available for waterway maintenance work, which is very positive



## Navigation Marks cont'd

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- Cottagers may have to consider placing their own marks if a locally useful mark has been removed
- Houseboat charterers may have to have more boating knowledge e.g how to use charts, than was previously required – not a bad thing!



# Environmental Stewardship

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- Stewardship requires all waterway users to sign up, including us boaters
- CPS spends some of its energy making boaters aware of environmental issues (we could do more...)
- The past 30 years has seen huge improvements - sewage control for boats and cottages, engine technology improvements etc.
- We need to continue to push on environmental issues – we're not there yet on chemical and farm run offs
- A pristine environment is a very important component of waterway enjoyment and sustainability



# Hydro Electric Generation

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- The waterway is able to supply some hydro generation
- Hydro generation should be in-line with the rivers, not via large diversions such as is being proposed at Peterborough
- Diversions create conflict between water for navigation and water for generation, particularly in mid-summer
- Diversions also have environmental consequences for both land and river
- Funds from hydro generation should be conserved by the waterway and used to fund maintenance



# Waterway Tourism

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- Some suggestions:
  - Promote waterway guidebooks such as exist for the North Channel (private sector)
  - Publicize vacation packages around the waterway e.g.
    - 1 week on the Trent-Severn + 3 nights in Toronto + 2 nights in Niagara
    - 1 week on the Trent-Severn + 3 nights at a lodge in Algonquin + 2 nights at Stratford



# Waterway Tourism cont'd

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- The US market is critical, but could promote European visitors too (canals are big in Europe)
  - Problem may be limited types of boat available for charter
- Key difference for Europeans is routing through lakes, not just canals and rivers



# Conclusion

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- We are responsible to future generations to pass on this heritage waterway in good order
- We see the TSW commission as a very positive step in this direction
- We wish you great success in your deliberations

