Message

From: Chuck Farmer [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=AA83AD66EDF341B4A48C3F852B674355-CHUCK FARME]
Sent: 2017-09-01 9:08:18 AM
To: Jordan Penic [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=7d23bcd450594583bb40b447b35485da-Jordan Peni]
Subject: FW: Today's News - Friday, September 1, 2017

The correction works, good stuff

From: Mary Bernard
Sent: September 01, 2017 5:59 AM
Subject: Today's News - Friday, September 1, 2017

Today's News

powered by:

Date: Friday, September 1, 2017
Edited by: John Cannella (John.Cannella@ieso.ca)

Contact Editor

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Dispute between County and WPD over permits powers up

Quinte News - Fri Sep 1 2017
Byline: Nicole Kleinsteuber

Permalink

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Letter: Bala is facing imminent destruction from power plant project

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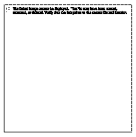

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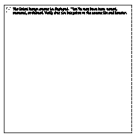

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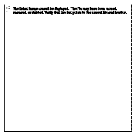

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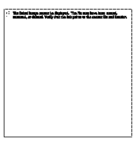

Dispute between County and WPD over permits powers up

Quinte News - Fri Sep 1 2017
Byline: Nicole Kleinsteuber

CORRECTION: Independent Electricity System Operator Senior Manager of Communications, Jordan Penic, contacted Quinte News Thursday to correct the company's earlier position. He said the developer does not require the Notice to Proceed to begin construction and that WPD is not in violation of the contract if it begins construction without the Notice to Proceed from the IESO.

A dispute over a stalled Road Users Agreement is heating up between Prince Edward County and a wind proponent planning to construct nine turbines in South Marysburgh.

Mayor Robert Quaiff has called a special meeting Thursday for council and legal counsel to consider a Notice of Commencement of Works, the Road Users Agreement and the Notice of Dispute filed by WPD with respect to the municipality not issuing permits.

WPD is threatening legal action if the County doesn't issue the necessary permits to which the company says it's entitled under the Renewable Energy Agreement now that the Environmental Review Tribunal has granted approval for nine of the once proposed 27 turbines. WPD plans to begin work on the sites area on September 10 and building permits will be sought for the foundation work to commence in October. The nine turbines will be all located on private property mainly in the Milford area.

In July, council deferred discussing a road user agreement because they were waiting to see if the Ontario Energy Board or Independent Electricity System Operator would issue a notice to proceed.

At this point in time, Jordan Penic, Senior Manager of Communications at IESO said the WPD project is still under development, it was procured under the FTT program and is at the 'pre-notice to proceed stage.'

"This project hasn't been granted a notice to proceed at this time," Penic explained to Quinte News on Tuesday. In order to obtain Notice to Proceed, the developer must comply with certain requirements that relates to the maturity of its project development work.

He said a notice to proceed doesn't need to be granted before construction begins. The letter dated on August 23, WPD president Ian MacRae, stated they aren't aware of any good faith agreement where the County can refuse to issue permits to the company because of outstanding permits from the OEB, Ministry of Environment or commercial contacts like the IESO to which the County isn't a party. The letter also states that there is no change in the cabling or conduit as a result of any proposal.

"Further, we know of no good faith basis in which the County can attempt to get proprietary and confident information from the commercial properties," MacRae wrote. "Instead it appears to be to us a clear attempt by PEC to interfere with WPD's contractual relations. As you may know, in the past, attempts by a municipality to obstruct a provincially approved REA have been met with strong condemnation by the courts."

The letter goes on to say if WPD doesn't hear from the County by September 7, it will take the municipality before the Divisional Court.

Mayor Quaiff said in his opinion this is a bullying tactic and he doesn't take threats lightly.

"We've been trying to get some answers from the Independent Electricity System Operator and other agencies as to whether or not they have a FIT contract as the other one is outdated," said Quaiff. "Obviously we can't sit idle so that's why I've requested the meeting on Thursday with our solicitor."

Prince Edward Hastings MPP Todd Smith echoed the mayor's position accusing WPD of trying to bully the County.

"The threat that the company has not-so-subtly attempted to communicate to the municipality is one of legal action that it will proceed if County representatives continue to try and obtain information that is relevant to the project," Smith stated in a letter to the Energy Minister asking him to 'deal with the situation.' "Given the number of issues which this project, and the proponent, has had in living up to the original terms and the egregious business behaviour which it has engaged in when dealing with the municipality, the province should examine all grounds and rights it enjoys with regard to any ability to WPD to proceed."

The special council meeting gets underway at 1 p.m Thursday. Meanwhile a town hall meeting has also been set for September 5 at the Milford Town Hall from 7 to 9 p.m. to hear residents' concerns surrounding outstanding permits.

Comments from WPD and the Ontario Energy Board weren't available by press time.

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The Fair Hydro Act: Ontario's unfair future

Blog: Parker Gallant Energy Perspectives - Fri Sep 1 2017

The Fair Hydro Act kicked in July 1, 2017: we can now look at the first month of the 25% reduction Premier Wynne and her Minister of Energy Glenn Thibeault, gave us, and determine if the projected costs look reasonable.

The cost forecast for the Act according to the Financial Accountability Office (FAO) of Ontario, was: "the Province is proposing to borrow an estimated average of $2.5 billion per year through 2027 to pay a portion of electricity costs, thereby temporarily reducing the amount paid by eligible ratepayers. The Province would recover the borrowed funds, including interest, from ratepayers over an estimated 18-year period starting in 2028."

The FAO's estimate includes: the 8% provincial portion of the HST, the reduction of 17% in electricity costs and the additional 6% promised to 800,000 rural customers (principally Hydro One ratepayers) who will pay less. The latter is related to taxpayers picking up the costs of the RRRP (rural and remote rate protection plan) and the OESP (Ontario Electricity Support Program) under the Fair Hydro Act.

While the estimate by the FAO for the deferral appears significant at $189 million per month* (plus interest), it may turn out to be much higher, based on what we see in the very first month.

The first month's deferral has been reported by IESO as $394.7 million. According to IESO it includes adjustments for May ($110.2 million) and June ($136.6 million) that represent the "partial reduction" granted by the OEB to "eligible customers." That puts the monthly costs for July 2017 at $147.9 million.

The IESO spokesperson also noted due to billing cycles of the various local distribution companies (LDC), the full monthly cost will not become evident until August submissions are made by the LDC.

The $147.9 million will obviously be higher in the months and years ahead and well exceed the FAO's estimates. For example, the July deferred GA amount would not include monies related to the different billing cycles, or include the 8% provincial portion of the HST. Making a calculated guess, these would add another $100 million, meaning the monthly cost will be approximately $250 million or $3 billion annually. As well, the OEB April 30, 2017 RPP (regulated price plan) report noted rates would have increased 3.1% May 1st had the Fair Hydro Act not altered normal procedures.

The 3.1% increase mentioned in the OEB report becomes clearer from this report excerpt: "After taking into account the reduction in the forecast amount of the Global Adjustment of approximately $1B, the average supply cost drops by $13.79/MWh relative to May 2016 prices, or $17.28/MWh relative to what RPP consumers otherwise would have paid starting on May 1, 2017."

That 3.1% increase we avoided (deferred) and other rate increases approved by the OEB over the next several years will also be deferred, but accrued to appear on our future electricity bills.

Hydro One alone has nine rate applications either before the OEB or in the hopper, so we should expect a future whiplash from rate increases that will make the recent past look good!

And to think we thought the gas plant moves were costly!

Parker Gallant,
August 27, 2017

* The FAO chart 6-1 estimates a monthly impact of $41.00 per "average" residential ratepayer per month so the math equation is: $41.00 X 4,612,551 residential ratepayers (OEB Yearbook of Distributors for 2016) = $189,114.591 or $2.3 billion annually plus interest.

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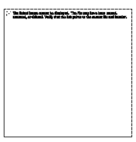

Indigenous take active role in big projects; Communities now starting to take lead, pursue equity participation in developments

Toronto Star - Fri Sep 1 2017
Byline: Jesse Winter Toronto Star
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A major global bond and credit rating company says Canada should expect to see more Indigenous communities becoming key players in big infrastructure projects.

A report released last week by Moody's takes a dive into the shifting landscape of Indigenous involvement in projects ranging from hydro transmission lines to roads, bridges and airports. The report found that First Nations, Inuit and Métis people are increasingly involved not just as stakeholders but as players in big projects, and that trend is likely to continue.

"I was quite surprised to find how many projects had Indigenous involvement," said Catherine Deluz, a senior vice-president at Moody's and the report's lead author.

In the past, communities tended to be included in projects only as the recipients of impact benefit agreements. For example, a company looking to build a pipeline might negotiate with an affected First Nation for access to its land in exchange for certain benefits, but the communities themselves tended to be more passive players - waiting to be consulted and turning to the courts to block projects if they felt they'd been ignored.

While that paradigm certainly still exists in some cases - especially in resource extraction industries such as mining - Deluz said many communities are starting to take the lead.

"Now we see equity participation and, in some cases, even an increased role in terms of developing their own projects and inviting the private sector to work with them," Deluz said.

That shift is hastened by the evolving legal landscape as well, Deluz said. Recent Supreme Court rulings on issues, such as seismic testing in Clyde River, Nunavut, and Enbridge's proposed Line 9 expansion through the Chippewas of the Thames territory, are helping to clarify the government and industry players duties to consult and accommodate Indigenous communities.

Deluz's report points to the Wataynikaneyap Transmission project as a leading example of this new approach.

That project, a partnership between 20 northwestern Ontario First Nations and FortisOntario, aims to see an ambitious 1,800 kilometres of new hydro lines connect 17 remote First Nations to the provincial power grid. The project is lead by the First Nations and includes an option for them to buy out FortisOntario and own 100 per cent of the project once it's completed.

While the Moody's report paints a relatively rosy picture of the future for Indigenous infrastructure projects, it also highlighted at least one potential stumbling block: The difficulty Indigenous communities' face in raising the capital or attracting investors needed to fund major projects.

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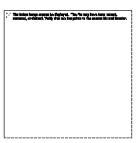

Letter: Bala is facing imminent destruction from power plant project

Bracebridge Examiner - Thu Aug 31 2017 Page: 1

In the small town of Bala, a private developer from Toronto has hijacked the public park along the beautiful Bala Falls, has, indeed, hijacked the entire town, which faces imminent destruction.

The developers have ignored the fact that the Bala Falls is a migration path of the Blandings turtle, which is protected under the Endangered Species Act. Who has given the permission for this carnage to begin, for the blame ultimately lies with them. The people of Bala object to this power plant. Enough is enough. Lay the blame on those who have advanced this insane project to the point where it might begin.

Canada is on the skids. Politicians claim innocence, distance themselves from their actions, not thinking of the consequences to future generations. They are disregarding scientific evidence, showing no remorse when bad things happen, like the destruction of Bala. Most don't seem to have any respect for the natural world, especially the animal one. Canada is being run like a pirate ship. The way it's going, it's going to run aground, bashed to pieces and stranded on the rocks. Who will speak for the animals?

Martha Kashap

Huntsville

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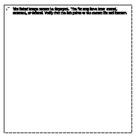

Ontario offers free smart thermostat home installations to save energy

Brampton Guardian - Wed Aug 30 2017 Page: 1

Residents of detached, semi-detached, townhomes, or row houses can now have energy-conserving smart thermostats installed in their homes free of charge through Ontario's Green Ontario Fund.

Environment and Climate Change Minister Chris Ballard announced Wednesday (Aug. 30) early registration is open for the new GreenON Installations program.

Interested and eligible households can register to have a Green Ontario Fund-trained technician visit and install a smart thermostat at no cost.

Technicians also provide advice and tips as well as personalized suggestions for additional energy-saving upgrades.

Visit (www.greenon.ca) for more information.

The provincial government is using cap and trade revenue to establish the Green Ontario Fund, a new not-for-profit provincial agency that will deliver programs and rebates to help reduce energy costs in homes and businesses.

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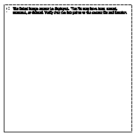

No mention of Peel Region's share in Ontario social housing funding pledge

Brampton Guardian - Thu Aug 31 2017 Page: 1

After the provincial government announced up to $657 million to fund social housing repairs and retrofits in Ontario, Peel is waiting to hear just how much of that money would aid the region's aging affordable housing stock.

When Housing Minister Peter Milczyn made the announcement Aug. 24 at a Toronto housing co-operative, it was revealed that city would receive about half of the funding coming from cap and trade revenues over five years.

The money is part of the government's Climate Change Action Plan and is supposed to help with energy conservation upgrades.

When asked what Peel's share of this funding would be, the minister's office said more information about the cut for other communities would be forthcoming in the next week.

A portfolio that includes more than 70 properties and some 16,000 residents make Peel Living the region's largest social housing provider and the third largest in the province.

The not-for-profit housing corporation, with the Region of Peel as its sole shareholder, has some properties built in the '60s and '70s.

General manager Dan Labrecque said the average age of the housing stock was about 31 years in a recent infrastructure report.

According to administrative staff, the overall condition of buildings is fair.

The goal is to move the state of the housing stock from fair to good.

In this year's budget, the corporation acknowledged that the capital needs of its aging buildings are outpacing available funding.

A Building Condition Assessment study completed last year indicated Peel Living requires $421 million in capital work over the next 10 years and the corporation is working to develop a sustainable long-term plan to address those needs.

"It took us 30 to 40 years to get here," Labrecque said earlier this year. "We're not going to fix it in a month."

The organization's 2017 State of Good Repair budget, which includes federal and provincial funding, is $16.5 million. There is an additional $12.7 million in capital work in progress from the prior year.

Last year, Peel also got $7.7 million through Ontario's Green Investment Fund to upgrade boilers, insulation and windows in older social housing apartment units.

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If we all drive electric, governments will lose

The Sault Star - Fri Sep 1 2017
Byline: Randall Denley
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To listen to them talk, our federal and Ontario governments can't wait for the planet-saving electric car future to get here. They are subsidizing electric cars and building a network of charging stations.

What we don't hear about is the huge effect on federal and provincial revenues if the government's rhetoric becomes reality and people turn to electric cars in large numbers. A big reduction in gas tax would seriously affect Canada's ability to pay for roads, but it also would undermine a top source of transit dollars.

Federal and provincial governments will collect $23.5 billion in gasoline and diesel taxes this year, according to the Canadian Taxpayers' Federation. In addition, they will take in nearly $1.8 billion in sales taxes.

Then, there are the new carbon taxes. In an all-electric future, this whole pyramid of tax will collapse. Even a significant advance for electric cars will erode government tax revenues.

That will have the effect of undermining governments' transit plans. In Ottawa, for example, the LRT project is paid for primarily with federal gas tax money. Provincial gas tax dollars also are going into the project.

For municipalities, the gas tax is an important source of scarce infrastructure money. The federal gas tax fund provides them with more than $2 billion a year. In Ontario, the province distributes $334 million of its gas-tax revenues, an amount that will increase to $642 million by 2021-2022. It is meant as a stable source of funding for transit.

Both the Ontario and federal governments keep the lion's share of gas tax revenue for themselves. In Ontario, the gasoline tax is expected to generate nearly $2.7 billion this year. All but the municipalities' share goes into general revenue. The federal government collects $5.5 billion in fuel taxes, netting $3.5 billion after municipalities get their slice.

Despite the popular condemnation of so-called gas guzzlers, when it comes to automobiles, governments are tax guzzlers. Taking in less in taxes won't be an option, but replacing the lost billions won't be easy.

Cash-hungry governments elsewhere already are working on the problem. So far, 17 American states charge electric vehicle fees ranging as high as $300 a year. Even in electric-friendly California, a $100 fee is being imposed on all zero-emission vehicles. Seven states have eliminated subsidies for electric vehicles. A federal tax credit of $7,500 is set to expire in a few years.

Another potential solution is a mileage fee for driving a car. Selfdriving cars are the first point of attack. Tennessee has approved a per-mile fee for driverless vehicles and Massachusetts has introduced similar legislation. In Britain, gasoline taxes already have started to decline and there is consideration of a broader per-kilometre charge. Vermont and Oregon are looking at the same solution.

It's not difficult to see the spin challenge governments will face. They will have to switch the perception of driving an electric car from a virtue to be rewarded to an everyday activity to be taxed.

It's tough to tell people that you don't want them to use gasoline, then impose a fee for not using gasoline. But, the per-car fees for electrics are trivial and something far more substantial will have to be done if the billions in lost gas tax are to be replaced.

The idea of government charging for every kilometre you drive seems politically unsaleable. Road tolls are an option, but if tolls are charged, people would reasonably expect the money to go toward roads, not transit or the general provincial pot.

We still are in the electric car honeymoon period, but unpleasant decisions lie ahead. Randall Denley is an Ottawa commentator and novelist. randalldenley1@gmail.com

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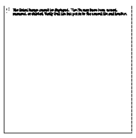

Trump bears trade gifts

National Post - Fri Sep 1 2017
Byline: Lawrence Solomon
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In renegotiating NAFTA for the benefit of Americans, Trump will be turning the screws on our government to convince us to accede to his demands. Let's hope he succeeds.

Trump's demands would simultaneously make winners of Canadian consumers, Canadian taxpayers, the Canadian environment and the Canadian economy.

Trump's Canada-related goals, as formally stated in his administration's Summary of Objectives for the NAFTA Renegotiation, are designed to pry open the Canadian market to U.S. exports. His crowbar in doing this - a takedown of much of Canada's regulatory state - would be all to the good for the great majority of Canadians (special interests excepted).

If Trump gets his way, Canada's supply-management system in agriculture - one of his most-publicized targets - would vanish. Gone would be one of the greatest impediments to Canada's ability to strike successful free-trade agreements worldwide. Ridding ourselves of the supply management albatross would be as important domestically as internationally, including for poorer Canadians who struggle paying a big premium for milk and cheese, products that should be staples. In Trump's trade scenario, the U.S. agricultural market would also be opened up, aiding Canadian companies such as Montreal-based Saputo, which relishes the opportunity to sell into the giant U.S. market as well as in the new markets that would open up internationally.

The softwood lumber dispute - caused because Canada sells subsidized lumber into the U.S. - would also vanish through Trump's targeting of state-owned enterprises, which own more than 90 per cent of Canada's forests. (Americans don't object to free-market forest exports, such as those from Nova Scotia's privately owned forests.)

By preventing subsidies and cross-subsidies in forest operations, the environment would be spared as well as taxpayers, since the harvesting of uneconomical trees would end.

But the U.S. objection to government ownership and government influence in commerce extends beyond Crown forests to the numerous Crown corporations and government-sanctioned monopolies that make a mockery of free enterprise and competition in Canada. The Trump administration isn't demanding that they be privatized - that would be an undue interference in our affairs - but it does demand that these government-run entities be shorn of government favours that harm competition. This demand, though modest, would nevertheless have far-reaching benefits for Canadians.

Crown monopolies have historically been vehicles for political patronage and empire building. Ontario's Green Energy Act - a multi-billion-dollar vanity project designed to make Ontario a "world leader in renewables" - was challenged by Americans through the weak existing NAFTA rules and by the EU and Japan through the World Trade Organization. In the absence of robust trade restraints, the Ontario government was able to power ahead with its anti-competition policies to its citizens' woe - power rates are tripling in Ontario and industry is leaving for more affordable jurisdictions. Had a Trump-style NAFTA deal been in place, and the political usefulness of government-owned utilities been diminished, the Ontario government might not have even attempted a Green Energy Act and other Canadian governments would likewise have curbed their megalomanias.

Other salutary Trump NAFTA goals include opening up Canadian telecommunications and financial sectors to competition and generally eliminating unnecessary regulations. As it stands now, for example, a U.S. manufacturer of electric appliances that passes American safety tests must also pass expensive duplicative tests in Canada, a needless requirement that raises costs for Canadian consumers.

A new NAFTA deal along U.S. lines would be overwhelmingly positive for most Canadians and for most Canadian industries. Our anxiety about what a new deal may mean mostly amounts to vague fears of change. One exception lies in Trump's vow to Buy American by restricting foreign bidders on government contracts. While he's likely to follow through on this vow, it would be nothing new: American governments have been favouring domestic suppliers all along, as have we.

A second exception involves Trump's demand to abolish NAFTA's Chapter 19, which provides independent, binational panels to settle trade disputes, instead of domestic courts. Canadians claim Chapter 19 is so fundamental to any trade deal that its absence would be a deal-breaker. But the need for Chapter 19 is also overblown. For one thing, there's little evidence that courts would be less fair than the binational panels, which themselves have been accused of bias. For another, Chapter 19 verdicts involving Canada and the U.S. are infrequent - just one every two years over the quarter-century that NAFTA has been in place.

Mexico's industries, whose exports based on cheap labour and lax environmental standards have helped decimate U.S. manufacturing, have good reason to fear Trump's NAFTA agenda.

The harm to us that might come if Trump's agenda were implemented would pale compared to the gains. What Canadians should fear are the likelier outcomes - a compromise NAFTA deal that largely succumbs to Canada's special interests, or no NAFTA deal at all.

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