

October 15, 2018

Parks Canada is reviewing the Permit Process and we have a chance for our opinions to be heard.

I am very involved with the Trent Severn Waterway in my work at Taylor Docks and this past week I was invited to a meeting titled '*Engagement Session on Parks Canada's Land Use Planning Permit Process*'. I found out that Parks Canada is overhauling their 1960's era regulations and the permit process nation wide. We have a unique (and very short) window of opportunity to have our voice heard in this process.

The consultation period began in July and the public was notified by postings on the Parks Canada Website, Twitter, and Parks Canada's Facebook page. This consultation period was slated to conclude in October but it has been extended into November.

Once the consultation period has finished there will be a 'what we heard' report generated this fall (but things are already behind schedule) and then they will begin drafting a new regulation. The new regs are projected to be posted Spring 2019 and have a 30 - 90 day comment period before being refined and finalized in the winter of 2020 at which point they will determine how and when to implement the new regulations.

The federal lands owned by Parks Canada span the country, there are 4 marine conservation areas, 47 national parks, and 171 national historic sites including the Trent Severn Waterway (TSW) and the Rideau Canal. Projects for in water work like docks, boathouses, beach creation, dredging, weed removal, launch ramps, boat lifts and marine railways are all subject to the regs and require a TSW work permit. This is a lengthy process; the regulations are very restrictive and do not represent the current use of the Trent Severn Waterway.

One set of policies does not fit the diverse shorelines and communities that span the TSW. A new streamlined policy must take into consideration the extensive efforts these municipalities have already taken to create their official plans, zoning bylaws and other directives that outline the type of development appropriate for these communities. Perhaps the permit process should more closely mirror the Ministry of Natural Resources model, where if a project meets their criteria you simply register the project and proceed to your local municipality, and provide this registration number with your application to obtain a permit. If the project does not meet the set criteria then you apply for a work permit. [Information from the MNR here](#)

Perhaps the policies should be updated to reflect the current use of the Trent – boats are no longer 15' long runabouts. The boats that are now used on the Trent do not fit at the docks permitted in the current regulation. Since lock passes for the TSW are sold by length of boat, this information should be reviewed when drafting new policies.

These opinions are some of my own that I have conveyed to Parks Canada at the meeting. I urge you to express your thoughts to Parks Canada directly via email to permis-permits@pc.gc.ca

Documentation provided by Parks Canada can be found on their [website](#), downloaded from TaylorDocks.com or you can contact me directly for copies.

I thank you for your consideration and hope that you voice your opinion.



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