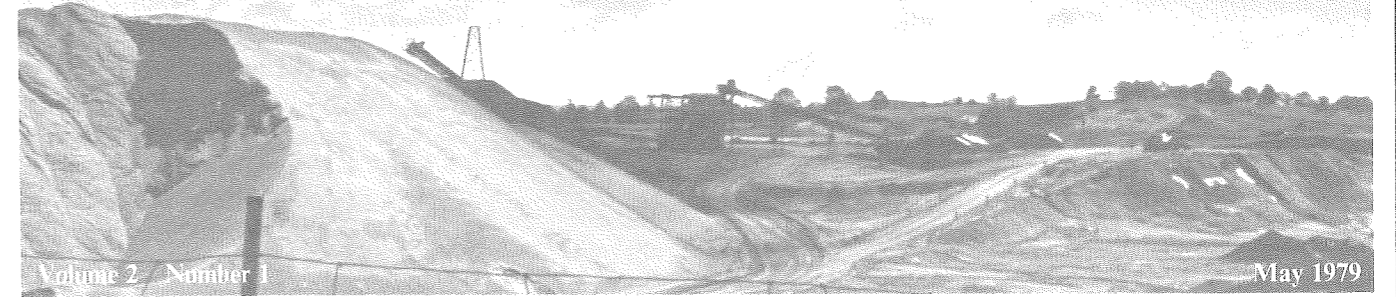


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GRAVEL EXTRACT



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TRAINS, BOATS: THE ECONOMICAL ALTERNATIVE

For the past 20 years trucks have been the dominant mode of aggregate transport in Ontario. With the constant increase of nuisance and energy use by dump trucks, it is time to take a hard look at alternate methods of transportation.

This was advocated by the Ontario Mineral Aggregate Working Party back in 1976, as a result of their preliminary study. A major study has been commissioned by the Ministry of Transportation and Communications (MTC) to begin this year. Although the Ministry refused to reveal the study's terms of reference to FAS, it is expected that the comparative costs of different transport modes for long distance Ontario aggregate haulage will be investigated in detail.

The flexibility of trucks has resulted in a

concentration of open pit mines on the fringes of urban markets. Heavy trucks are a hazard to other traffic, cause noise and dust pollution, and road damage. For example, No. 17 Sideroad in Halton Hills carries 400 trucks a day, and the hamlet of Goodwood, in Uxbridge Township, suffers the effects of up to 124 trucks per hour.

As sources near the big urban markets are mined out, aggregate producers will be forced to move to new sites further from those markets. As distance from mine to market increases, trucks become more and more uneconomical, compared to other modes of transport.

As an alternative, many favour the bulk haulage of sand and gravel from remote mine sites to distribution yards near the market. Unit trains on land, and bulk carriers on water provide the most economical long distance transport methods.

Unit trains carry one particular freight, bound for a specific destination, consisting of 80 or 100 cars of 100-ton capacity, which remain together as a complete train set.

(continued on page 3)

NORTH DUMFRIES BY-LAW PROHIBITS NEW PITS

On March 5, 1979, the Township of North Dumfries passed a by-law to prohibit all new extractive operations, with the exception of wayside pits.

By-Law 407-79, an amendment to Restricted Area By-Law 1289, permits gravel pits in only 18 specifically defined areas. All of these areas have already been licenced by the Ministry of Natural Resources. The by-law also specifically excludes extraction from land zoned Agricultural.

The Township will allow local pit operators to see the contents of the new law before it is sent to the Province for approval.

Trees Act Amendments Undermine Municipal Control

The Ontario government has introduced amendments to the *Trees Act* which will strike a blow at local control of pits and quarries.

The *Trees Act*, dating from the 1880's, was designed to preserve trees in woodlots and fencerows. Municipalities may pass by-laws to regulate the cutting of trees on areas larger than 2 acres. Townships could resort to the *Trees Act* to control pit development, by passing by-laws preventing the prospective pit operator from removing woodlots underlain by aggregate deposits.

The amendments were contained in Bill 207, presented in December 1978. It received first reading before the Christmas recess, and will likely be dealt with in the spring session of the legislature.

The proposed section 5(i) specifically exempts trees on land licenced for extraction — wayside or permanent — from the Act's protection. This change was recommended by the Ontario Mineral Aggregate Working Party in 1976 as part of their policy to remove municipal control over the aggregate industry. It leaves municipalities more helpless than ever in the face of pit and quarry expansion.

In areas of the Province not covered by *The Pits and Quarries Control Act*, new section 5(j) prevents a municipality from preserving trees on lands intended for extractive use. This will remove an important environmental control from areas which do not have even the minimal protection of *The Pits and Quarries Control Act*.

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COLLECTIVE WISDOM

ESCARPMENT POLICIES UP FOR GRABS

Ontario will relax its seven-year-old policy of protecting the Niagara Escarpment from increased quarrying. The announcement was made March 12 by Rene Brunelle, Provincial Secretary for Resources Development. This means that licences will be granted on a site-by-site basis, to operators to expand existing operations into the highly sensitive zones of the Escarpment, which were formerly protected by the Ministry of Natural Resources.

The decision represents a striking turn-around in government policy towards the Escarpment, only months before the Niagara Escarpment Commission's draft Master Plan will be ready for public scrutiny. At a meeting in December 1978 Premier Davis and Rene Brunelle had assured citizen's groups that there would be no policy changes before the release of the Master Plan in 1980.

According to Ministry spokesmen twelve sites are currently being considered for expansion, because of the "crying shortages of sand, gravel and stone". Foundation for Aggregate Studies (FAS) researchers, however, have requested statistics to determine need and were told that this information "is, of course, strictly confidential".

The government claims that this policy decision is based on need, but FAS simply does not believe that there is any shortage of materials. FAS believes that the lifting of this freeze to permit great enlargements of pits and quarries is to serve the metropolitan markets, and that it is totally unnecessary to destroy the sensitive Escarpment to meet this need.

Where a municipality requires gravel for local roads contracts, FAS does not oppose small-scale temporary or seasonal operations.

This step by the Ministry is to protect the interest of a single private industry, over and above environmental and social evidence which is overwhelmingly opposed to this decision. As such, it will be deplored by every citizen concerned with the quality of Ontario's environment.

In late April FAS made some firm alternative proposals to the Davis government regarding Ontario's pit and quarry policy. What remains to be seen is a re-examination of the government's projected demand figures which will, when the true facts are revealed, encourage wise provincial legislation along the lines of the new FAS proposals. With sensible management of Ontario's mineral aggregate resources, such potentially destructive decisions as the government's easing of Escarpment mining restrictions will not be permissible.

The editorial board of the *Gravel Extract* seeks to reflect your collective experience. But it is dependent on municipal and community leaders to keep abreast of developments in every part of Ontario. We look forward to hearing from you.

Residents Defeat London Asphalt Plant

Residents of Byron, a London suburb, have won a battle to prevent TCG Materials Limited installing an asphalt plant at a nearby gravel pit. City Council rejected the company's rezoning application in early February, and the company later decided not to take the matter to the Ontario Municipal Board.

In August 1978 TCG Materials applied for a zoning change to permit the asphalt plant on a 12-acre pit site south of residential Byron. The plant was to replace two older plants presently operating in the eastern part of the city. The company claimed that they would save money through having easier access to gravel supplies and could reduce their in-city truck traffic by 60%.

Byron residents protested immediately to City Planning Board, citing four major objections: truck traffic, unwanted heavy industry, pollution and lower property values. A tour of a similar plant assured them that there would be no offensive odours with proper operation, but did nothing to allay their other fears.

The City of London proposed a compromise solution — the plant would be allowed to operate for one year, but must be removed after that time should it prove to be unacceptable. Local citizens were sceptical of the possibility of closing down the plant once it had been established.

At a September public meeting with TCG Materials representatives, the community informed Council and the company that it did not wish to bear the brunt of truck traffic equivalent to that presently generated by the two existing plants. Residents also feared that the establishment of one plant would set a precedent for others, encouraging heavy industry at a time when they felt extractive activities should be phased out of the area.

The request for rezoning was debated by Council and Planning Committee until January, with no decision. Council finally rejected the application in February by a 16 — 2 vote.

Trains, Boats . . .

(continued from page 1)

Designed to be filled and emptied while moving through special facilities, 8000 tons of aggregate can be unloaded in as little as 4 hours.

At present some 8% of Ontario aggregate is shipped by rail. Even trains of ordinary hopper cars are competitive with trucks over distances greater than 45 miles, according to a spokesman from Limestone Quarries Ltd., who rail ship from their quarry near Orillia to Metro Toronto.

Shipment by water plays a part in supplying southwestern Ontario markets. Bulk carriers and barges generally have capacities of 10,000 to 30,000 tons. Barges are also used extensively by Nova Scotia producers to supply Maritime markets.

For major urban markets, aggregates shipped by rail or water are delivered to depots for truck delivery to local job sites. Using trucks for the entire long-distance haul would greatly increase the price of aggregates. The Working Party estimated that it would cost, at 1976 prices, \$10.75 per ton for transport alone to truck sand and gravel the 210 miles from Prescott to Toronto.

Compared to trucks, rail and water transport use far less energy per mile. The MTC has estimated the energy required, in British Thermal Units (BTU) to move one ton of aggregate one mile:

	BTU
Truck	2,300
Rail	680
Water	540

Put another way, the shipping costs for one ton of aggregate over a distance of 250 miles are approximately:

By truck	\$13.75
By rail	\$ 3.00
By water	\$ 0.95

The above costs are for transport only and do not include the additional costs of excavating and processing the material, operation of redistribution yards, money set aside for rehabilitation or the producer's profit margin. Total costs would be \$15 to \$20 per ton F.O.B. if long-distance truck haulage were used.



The picture of trucking's disadvantages would not be complete without considering the damage inflicted to roads. The 1975 Ministerial Inquiry into the dump truck industry effectively documented the damage caused by heavy trucks. A section of the eastbound Highway 401 between Highways 10 and 25 carries loaded trucks from quarries on the Niagara Escarpment to the Toronto market. *The eastbound lanes deteriorated to the extent that they had to be resurfaced seven years earlier than westbound lanes of the same age, solely due to heavy truck damage.*

Barge and train systems are relatively inexpensive to use but relatively costly in initial capital investment. Water transport is the least flexible, requiring suitable harbour facilities as well as an on-shore distribution system.

Unit train packages require a considerable investment: spokesmen for Canadian National explained that the cost of rolling stock for a single unit train approaches \$6 million. If construction of a spur line is necessary it can cost from \$¼ million to \$1 million per mile. For this reason the railroad requires long-term, high-volume contracts, in order to cover the risks and recoup the original investment.

The seasonality of the aggregate industry poses some cost problems. Rail rates are bound to be higher if the entire system and crews are faced with 2-3 months of inactivity each year. Lake boats or barges are affected by the Great Lakes freeze-up, which may not always coincide perfectly with the industry's least active period.

These additional costs are offset to a greater or lesser degree by the fact that aggregate hauling truckers are also largely inactive during the winter months. Their substantial investment in the big road haulers is earning no return for part of each year. The drivers must seek other jobs in a tight market, or, as many do, go on unemployment insurance at taxpayers' expense.

Railroad and shipping companies do not like to speculate on future transport costs, as each system is tailored to the individual customer's requirements. Canadian National, however, has a suggestion which could cut rates almost in half.

It involves the concept of "backhauling", that is, sending back a suitable cargo in otherwise empty unit trains returning to the mine site. The most practical cargo would be solid waste — the dry nontoxic blocks could be safely buried in the same holes from which the aggregate was extracted.

To date, some 100 square miles of southern Ontario has been destroyed by strip mining. Seldom is the scarred landscape restored to economic use, and only at great cost. The hazards, nuisance and road damage caused by heavy trucks adds another dimension to the problem.

Before the next 100 square miles is destroyed, it is to be hoped that Ontario's government will adopt policies which encourage aggregate extraction in non-agricultural areas, away from settled communities. Over 90% of the Province's area is non-agricultural, and contains billions of tons of sand, gravel and stone.

Few Controls on Dangerous Abandoned Sites

The Metropolitan Toronto Borough of Scarborough is moving slowly towards reducing the safety hazard at water-filled abandoned pits. The borough's Building, Fire and Legislation Committee will recommend to the Board of Control that a by-law be enacted to prohibit swimming and trespassing at abandoned sites, and that strong fences and warning signs be posted. Local owners have asked the police to patrol the sites and arrest trespassers.

Last July a 15-year-old boy drowned in a local derelict pit, one of at least three such deaths during the summer. The lack of control over dangerous abandoned pits prompted MPP David Warner (NDP-Scarborough) to introduce a private members' bill to amend *The Pits and Quarries Control Act*, authorizing the Province to fill in hazardous sites. Scarborough Council recently endorsed the bill, unlikely to be passed by Queen's Park.

Once an abandoned pit or quarry fills with water it draws children like a magnet. Steep slippery slopes and dirty water make an extremely dangerous play area. At many sites the only protection is a broken-down snow-fence. With the swimming season fast approaching, municipalities should pay special attention to policing dangerous pits.

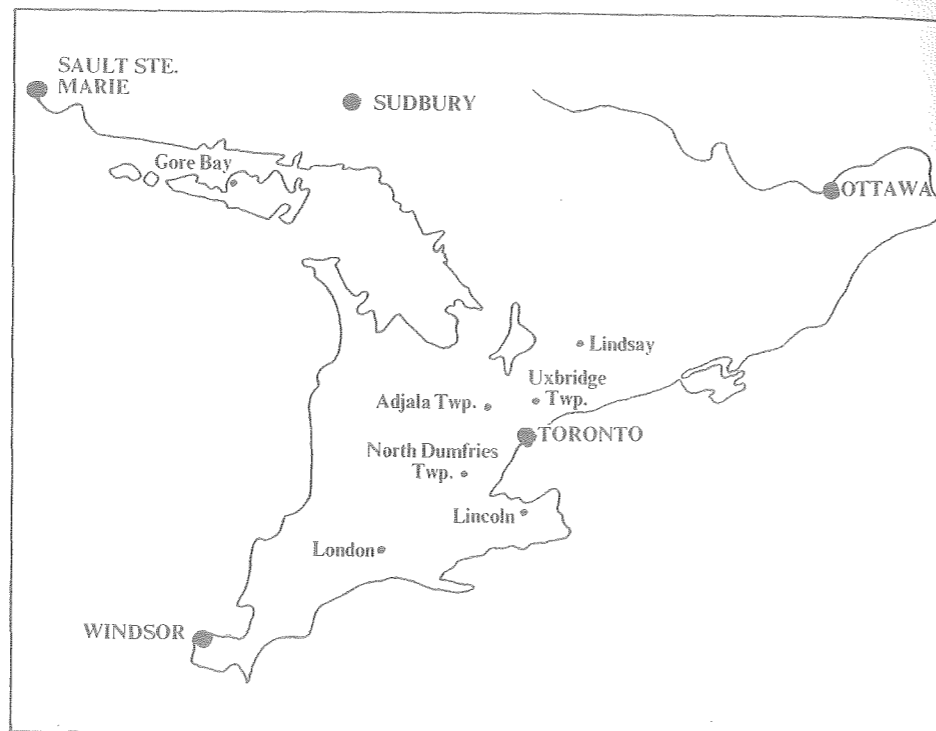
Who is supposed to ensure that abandoned sites are safe?

Not the Ministry of Natural Resources (MNR). They can only control the fencing and rehabilitation of licenced operations. They have no jurisdiction over the thousands of sites abandoned prior to the 1971 enactment of *The Pits and Quarries Control Act*.

Not the Ministry of the Environment. They can only protect human safety when it is threatened by pollution.

Not the Ministry of Labour's Mining Health and Safety Branch. They only concern themselves with human safety while the site is actually in operation.

MUNICIPAL NEWS ACROSS THIS PROVINCE



The answer is that no branch of the Provincial government is empowered to deal with these death traps. Very often the former operators cannot be found or will not co-operate, so the responsibility falls on local governments by default.

FAS maintains that municipalities should not have to pay to protect their citizens from abandoned pits: the MNR promotes the aggregate industry, and should also force the industry to clean up its hazards. As it stands now, the public is paying to protect itself from a private industry.

The long term solution is, of course, the rehabilitation of every worked-out pit in Ontario, which will only be achieved through Provincial legislation. The short term solution is for municipalities to pass by-laws requiring the in-filling of abandoned sites. This was tried in Ottawa, but in December the by-law was ruled invalid by the Ontario Supreme Court. The Court had no quarrel with the intent of the law, but ruled against vague wording. A more detailed version is expected shortly.

No municipality can ever completely protect citizens who are determined to use a dangerous site, but signs, fences, watchmen or regular inspections and tough by-laws can significantly reduce the chances of a tragic accident.

CORRECTION — TOWN OF LINCOLN

In the October 1978 issue of the *Gravel Extract*, in a page 4 article entitled "Lincoln Quarry Rehabilitation", it was implied that the quarries in question had been owned by private companies who should then be held liable for their restoration.

In fact, the quarries had always been owned and operated by the local town councils, now superseded by the Town of Lincoln. The Town has now taken the responsibility for rehabilitating these quarries.

The *Gravel Extract* regrets any misconceptions arising from this error.

ACCESS ROUTE STALLS NORTH DUMFRIES PIT

The fate of a proposed pit on North Dumfries' Greenfield Road hinges on the development of a satisfactory access route. An about-face by the owner, Transcend Developments Limited, concerning the direction of truck haulage, has apparently pacified angry residents.

The property had been slated for extraction by its former owner, Mrs. Helen Sherk. At that time trucks were expected to travel a short distance in an easterly direction to Regional Road 47, an arrangement which had prompted no complaints. A licence was issued by the Ministry of Natural Resources in 1977 for up to 300,000 tons per year, but extraction never began.

When the property changed hands the license was simply transferred to the Transcend company without public notice. In October Greenfield Road residents were dismayed to find that the company intended to truck gravel two miles westbound to a CP Rail siding near Ayr. They feared for the safety of children boarding and riding school buses in a heavy traffic area, as well as the danger to drivers due to poor visibility at the proposed exit. Township engineers said that the road would have to be widened and improved to handle the trucks, requiring the destruction of many old and picturesque trees.

After Township Council realized the extent of residents' concerns they decided in January not to sign an agreement with the operator until the haulage route and access road problems are resolved.

In mid-January Transcend Developments suddenly announced that it had decided in November not to use the rail siding, which put to rest most of the traffic and safety complaints.

Major problems remain over the choice of exit route, as all of the company's suggestions have proved unsatisfactory. The Township is now waiting for the company to design an exit from the pit which has adequate visibility, is satisfactorily far from adjacent homes and is at least 650 feet from the intersection of Greenfield Road and Regional Road 47, as required by the Region of Waterloo.

According to Township Clerk Harry Griffin, "things have been pretty quiet for the last two months. The pit cannot open until the exit road is approved by Council, and we are still waiting for the company to take action."

MANITOULIN ISLAND

The Ministry of Labour, Mining Health and Safety Branch, has ordered a pit at Gore Bay to close until an excavated face is restored to acceptable standards.

Throughout the autumn the Eadie Construction Company had been mining close to its property line. Section 411 (1) of *The Mining Act* specifies that an excavation cannot be closer to a property boundary than one half the height of the pit face. (Manitoulin Island is not covered by *The Pits and Quarries Control Act*). The company had exceeded this limit, prompting adjacent residents to fear that their land would one day vanish into the pit.

In December a Ministry of Labour inspector ordered that the setback distance be restored by filling in part of the pit, the slope be reduced to 45° as required by the Town of Gore Bay, and that no further extraction take place in that direction. The restoration was to have been completed before Christmas, but the pit was sold in the meantime and no work has yet been done.

A spokesman from the Ministry of Labour in Sudbury explained that "in this type of situation the Ministry does not have the legal power to enforce its orders without taking the offending operator to court. This is a lengthy and expensive process which we try to avoid if persuasion will work instead. Only if there is immediate danger to human safety can the Ministry close down operations without a court order".

Truck Trouble in Uxbridge

Gravel truck traffic on Highway 47 through the town of Uxbridge and the hamlet of Goodwood is reaching intolerable levels, but Township Council has been frustrated in its efforts to reroute it.

Before his election as Mayor last November, then-Councillor Gary Herrema concluded an informal rerouting agreement with local truckers. The agreement was only a couple of weeks old before all the trucks were pouring through Uxbridge and Goodwood again. This year Council decided to try a more formal approach.

On January 11, 1979 the Township resolved to seek approval from the Ministry of Transportation and Communications (MTC) for the designation of alternate routes to by-pass Uxbridge and Goodwood. Council had received a 300-name petition from local residents calling for the reduction of trucks on Highway 47. The resolution noted that the Town of Uxbridge suffers from dust, noise, vibration and danger to pedestrians, as does Goodwood. In 1978 Councillor John Paxton and several residents surveyed traffic through Goodwood: the hamlet endured an average of 124 gravel trucks per hour.

In light of Uxbridge Township being a major supplier of aggregate for MTC contracts it was hoped that the Ministry would co-operate in setting up a network of alternate routes which would prove beneficial to both truckers and residents. Their hopes were dashed in February when Council received a letter from MTC Minister James Snow, explaining that under present legislation the MTC cannot force truckers to stick to a designated route.

MTC officials are willing to meet with the Ministry of Natural Resources, the Township and Durham Region to explore a possible solution. It would seem, however, that without a compelling legal basis Uxbridge and Goodwood will have to depend once again on the co-operation of the truckers to alleviate their traffic problems.

ROYALTIES GAIN POPULARITY

A growing number of hard-hit municipalities in high extraction areas are tired of waiting for the Province to legislate financial compensation for damages inflicted by the aggregate industry.

Several townships have tried, with varying degrees of success, to impose royalty payments in agreements with pit and quarry operators. The royalties, exacted on a per ton basis, are usually earmarked for road maintenance.

The usual procedure is for a township to try to reach a separate agreement with an operator, or to request that royalties be a provision of the licence. Lobo Township, however, has tried a new approach.

During a long battle in 1978 between pit operators and residents of Komoka, the Township passed an Official Plan amendment which required operators to enter into a development agreement with the municipality before a site could be rezoned for extraction. One of the provisions of the agreement requires operators to pay the Township 1¢ per ton extracted. Council felt that this was the best way to protect residents and cover road costs.

To date two operators at Komoka and one at Kilworth have signed the agreements. Although two of the three new pits are not expected to be in full operation until 1980, Lobo has received \$5-6,000 since last summer.

Unfortunately, there are difficulties involved in the use of development agreements. A Ministry of Housing spokesman pointed out that there may be no legal basis by which the Township can make rezoning conditional on entering into a development agreement. There also is some question of whether pits and quarries are "developments" under *The Planning Act*, and whether s. 35(a) of that Act, which states what such an agreement can include, can be applied to extractive operations. The Ministry of Housing suggested that Lobo delete the provision calling for a mandatory agreement, but in the meantime the three operators had been signed to the 1¢ per ton royalty. The Official Plan amendment has not been approved yet, but aggregate companies seem to be more willing to pay the royalty than to spend months in court fighting it.

In other townships operators have offered to pay a royalty in hopes that their pit application would win council's favour. An Uxbridge Township operator, the Harris Sand and Gravel Company, agreed in March to pay the Township 5¢/ton and rehabilitate a worked-out pit in exchange for Council's approval of the rezoning necessary to their new operation. Pelee Island, in a similar position, expects to receive 10¢/ton under a promise made by Pelee Quarries Incorporated in the midst of their successful battle to reopen the island's quarries.

When townships themselves propose a levy they may meet with little success. In July of 1978 North Dumfries Township attempted to impose a 5¢/ton levy on Waynco Limited as a condition of the pit licence. The attempt was quashed by the Cambridge office of the Ministry of Natural Resources, who felt that setting out



harsher licence provisions for just one operator was unfair. (See *Gravel Extract*, V. 1, No. 3) The need for financial compensation in this case stemmed from loss of tax revenue, as residential property near the pit dropped in value.

It seems evident that a municipality will only receive compensation if the operator is unusually co-operative, whether from social responsibility or to sweeten an application. Many townships, like North Dumfries, have given up thoughts of royalties and are waiting for the new pits and quarries legislation.

Recently, Manvers Township passed a resolution, approved by Victoria County, to ask the Ontario government to include suitable compensation provisions in the forthcoming legislation. It appears that even the townships which have not taken any direct action yet are getting restless.

AGGREGATE POLICIES IN BRUCE AND GREY

The aggregate-rich counties of Bruce and Grey have formulated policies to cope with the extractive industry, which have been ratified by the member townships and must be reflected in their individual plans. The policies are detailed in the Counties' Official Plans, both currently before the Ministry of Housing for approval.

The two counties contain three planning boards: Grey County, South Bruce County, and the Bruce Peninsula. Each board has a different approach towards pits and quarries, but none tries to regulate wayside operations. The northern part of Grey County and the Bruce Peninsula are overlapped by the Niagara Escarpment Commission (NEC)'s Development Control Zone, which takes the place of local regulations.

The Ministry of Natural Resources and the Ontario Mineral Aggregate Working Party identified Bruce and Grey Counties as potential suppliers to the rest of southern Ontario. Proctor and Redfern's Mineral Aggregate Study of the central Ontario region identified over 805 million tons of potential reserves in Bruce County. Grey County apparently has even more: at least 6,700 million tons of potential mineral aggregate.

In Grey County a sand, stone and gravel Advisory Committee was set up in June 1977 to make recommendations to County Council in anticipation of new pit and quarry legislation. (Bentick, Egremont and Normanby Townships are not covered by *The Pits and Quarries Control Act*.) The Committee, composed entirely of Council members, also makes recommendations concerning individual license applications.

Grey County's Official Plan does not pre-designate aggregate resources. Instead, broad guidelines rank permitted land use in importance. In areas containing high quality reserves prime consideration will be given to pits and quarries, but no sites are expressly set aside for extraction.

At present only the aggregate reserves of the southern-most townships have been assessed in detail by the MNR. When all townships are mapped the aggregate-priority guidelines will be extended over the entire County.

County planning board also suggests possible truck routes, levies, and operating constraints to all townships, which they feel should be incorporated into agreements with operators.

Pits and quarries are encouraged by South Bruce planners. Section 2.5.3 of the Bruce County South Official Plan states that their policy is to "promote the development and expansion of the extractive industry". The industry is assisted by the discouragement of other land uses over potential high-quality reserves.

The South Bruce planning board does not yet have an up-to-date potential aggregate resources map. The board is relying on maps from the previous Official Plan, and from the Proctor and Redfern report on the central Ontario region.

Although extraction is encouraged, an operator must conform to strict setback regulations. No extraction may take place within 400 feet of residential property lines, increased to 700 feet if blasting or processing is involved. The site plan must show surrounding land use to a distance of

700 feet. *The Pits and Quarries Control Act* only requires a setback of 50 feet. In all other respects, South Bruce operators must comply with the provisions of the *Act*.

Only on the Bruce Peninsula is extraction discouraged. Even with the Development Control Zone reduced by 60%, as proposed by the NEC, much of the Peninsula lies within the zone, where extraction is not usually permitted. Outside of the Control Zone existing operations are designated in the Official Plan. All new operations and the expansion of existing ones require Official Plan and zoning amendments.

When a new operation is approved it is subjected to the same strict setback regulations as in South Bruce, as well as agreement with the township involving truck routes and a performance bond to guarantee rehabilitation.

FAS believes that any large scale extractive operations in Bruce and Grey Counties should not be permitted on farm land, should be remote from settled communities, and should ship their product by rail rather than road.

LINDSAY MNR STUDIES ABANDONED SITES

A major study is underway to determine the potential aggregate reserves and the number of abandoned pits in the Lindsay district of the Ministry of Natural Resources (MNR).

The 2500 square mile Lindsay district embraces parts of the Counties of Victoria, Peterborough, Northumberland, and the Region of Durham.

Dennis Billings of the Lindsay MNR office told a *Gravel Extract* researcher that the study will determine the extent and number of abandoned pits and quarries, the type of aggregate formerly mined, and the amount of marketable material remaining at the sites.

The study has already identified some 600 former pits, despite the fact that much of the area has yet to be examined in detail. More field work will be conducted this

summer and Ministry of Transportation and Communications (MTC) records will be searched. Prior to the introduction of *The Pits and Quarries Control Act* in 1971, "the MTC used scores of sites that we don't even know about" said Mr. Billings.

The MNR's policy will be to encourage the licencing of now-abandoned sites where significant aggregate reserves still exist, which they hope will later be rehabilitated under the provisions of *The Pits and Quarries Control Act*. Mr. Billings pointed out that under the present law no funds are set aside towards the reclamation of the thousands of surface mines abandoned before 1971.

The Ministry feels that both producers and the public will benefit when the derelict sites are mined out and rehabilitated once and for all.

FAS ACTIVE IN ADJALA

Adjala Township residents continue to press for tighter regulation of the James Dick Construction Company's pit on Concessions 2 and 3.

With the assistance of FAS the Adjala Home and Property Owners' Association has investigated all aspects of the company's operation. The residents are most concerned with persuading Council to negotiate a binding hours of operation and truck route agreement with the operator. FAS has prepared a sample agreement more comprehensive than that currently in effect.

Other goals include improvement of visual screening (berms and trees) to comply with the *Pits and Quarries Control Act*, and enforcement of the Township's 400 foot setback regulation.

On March 15, 1979 Township Council held a public meeting to deal with the rezoning of several areas, necessitated by omissions in the Official Plan. One of the areas is part of the Dick Company's land which is licenced by the Ministry of Natural Resources (MNR), but still zoned

for agriculture only. Some 300 local residents jammed the meeting to question Council, James Dick, the MNR pit and quarry inspector, and FAS Director John Willms.

Mr. Willms, an environmental lawyer, warned the assembly that while municipalities and individuals are not yet powerless against poorly run pits, the new Provincial legislation will probably force townships to produce aggregate on a quota basis. The MNR has identified almost

1000 acres in Adjala as prime extractive sites and one third of the Township is underlain by at least moderate reserves which may someday be profitable. In view of those facts Mr. Willms felt that it was important for the Township to begin the close regulation of pits as soon as possible.

A residents' spokesman was pleased that the meeting gave all concerned parties a chance to hear the local complaints and was optimistic that action would soon be forthcoming from Council and the MNR.



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