

11 July 2018

Ms. Indrani Hulan  
Director, Rail Policy Analysis and Legislative Initiatives  
Transport Canada  
330 rue, Sparks Street  
Ottawa ON K1A 0N5

**Re: Request that Cabinet Uphold Decision No. 210-R-2012 (6 June 2012) and  
Determination No. R-2018-23 (16 February 2018) of the Canadian Transportation Agency**

Dear Ms. Hulan,

We acknowledge the letter from Minister Garneau to Moose Consortium Inc., dated 5 July, 2018. You are named as the working-level contact responsible for processing the City of Ottawa's petition to rescind Canadian Transportation Agency Decision No. 210-R-2012 and Determination No. R-2018-23.

In addition to the documents that Moose Consortium Inc. has already provided in support of our request that the Minister reject the petition, and uphold the Agency's orders, we also provide here a photograph by Mr. Kevin Day (c. 1970) which shows the precise section of main line railway infrastructure that the City of Ottawa dismantled in 2016 without authorization by the Canadian Transportation Agency. The Albert Street bridge is seen in the background at right, and the City Centre building is further behind at left. Between 2016 and 2018, contractors working for the City overbuilt this site with earthworks, and constructed the new Bayview Station in a manner which now obstructs this railway corridor.



This location is less than 2 km from Transport Canada's head office in Ottawa. A site visit would confirm that all of the railway corridor and track infrastructure visible in this photo are now entirely missing. This main line railway corridor has been rendered impassable by any train without first planning, financing and constructing an entirely new section of railway, requiring substantive structural modifications to the site and structures now in place.

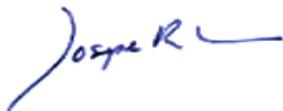
General ideas expressed recently by the City of Ottawa about sometime in the future planning, financing and constructing a new section of railway extending north from their Bayview Station spur, serve to directly corroborate the Agency's observation that "the City has, for all intents and purposes, discontinued a portion of the ORL without complying with the discontinuance process".

Building a new railway section from the northern end of the Bayview Station spur to the Prince of Wales bridge would require structural modifications to the City's new LRT station in order to achieve conformance with Transport Canada's "Standard Respecting Railway Clearance". Standard clearances are required to accommodate any regional express rail (RER) or freight service. Vertical clearance on the Bayview Station spur has been rendered insufficient due to the City's decision to elevate the northern end of this spur where it passes under the Albert Street Bridge. The horizontal clearance is insufficient because the City's new station platforms have been tailored exclusively for use by narrow LRT train sets.

In 2016 Moose Consortium Inc. submitted to the Agency and to the City a practical plan for restoring this main line railway, respecting all federal norms. The company's offer to finance that work still stands.

We would appreciate an opportunity to meet with you to discuss the verifiable facts in this matter, and the commercial investments in railway development that depend upon the integrity of federal regulation.

Respectfully,



Joseph Potvin  
Director General  
Moose Consortium Inc.  
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The following direct stakeholders to this matter are copied via email.

- Mayor, City of Ottawa (Jim Watson)
- City Solicitor, City of Ottawa (Mr. Rick O'Connor)
- Maire, Ville de Gatineau (Maxime Pedneaud-Jobin)
- Legal Counsel, Canadian Transportation Agency (Allan Matte)
- Chair, National Capital Commission (Mr. Marc Seaman) and Board Members