

Moose initiates legal action against removal of rails

By Ben Bulmer

The Moose Consortium has made a formal complaint to the Competition Bureau over Chelsea council's decision to remove the tracks from the railway corridor.

Moose Consortium Director General Joseph Potvin told the Low Down a decision made last September by the MRC des Collines to support the Trancollines bus, and not Moose's proposed rail network, was a violation of the Competition Act. The Chelsea resident said the complaint encompassed several issues, including the removal of

the rails, and was based on an 'Abuse of Dominant Position', which contravenes the act.

"The day that Chelsea decided they're going to physically prevent the development of anybody's train service, that's when we take action," said Potvin.

The Moose Consortium recently got the City of Ottawa into trouble following a complaint it made after the city removed 240 metres of railway track near the Prince of Wales Bridge without getting the permission of the Canadian Transportation Agency.

The CTA said the city may

have breached its duty in dismantling the tracks, something Moose estimates could cost the city \$25 million.

Chelsea Mayor Caryl Green told the Low Down in an email that, according to the legal advice it received, the municipality has to comply with the requirements of the Quebec Railway Act, which it had done, and there was no mention of the Canadian Transportation Agency.

Potvin said it's up to the Competition Bureau to take legal action against the municipality if it's determined that Moose's complaint is valid.

Moose Consortium Inc. would like to correct an important error of fact in this article published in The Low Down to Hull and Back News (21 June 2017) regarding the basis for the company's submission to Canada's Competition Bureau.

The reason Moose Consortium has provided to news media for this action was, as stated in the company's submission to the Competition Bureau: "*Moose alleges abuse of a dominant position by the MRC des Collines-de-l'Outaouais (Québec) and by the Municipality of Chelsea (Québec) to withhold scarce railway facilities from the public transportation market specifically in order to pre-empt passenger rail competition with the Trancollines bus service.*"

Let us reiterate: MRC des Collines has the right to run a provincially-regulated bus service. And Moose has the right to develop a federally-regulated passenger rail service that includes service within the territories of the MRC des Collines de l'Outaouais. As consistently explained in media interviews, Moose sees buses and trains as complementary, and also sees rails-WITH-trails as complementary.

Board of Directors, Moose Consortium Inc.