

MP for Yukon

Govt. Abuse by Transport Canada

I am active in a sport in the Yukon that the government (Transport Canada) regulates.

The Government requires inspections and issue certifications and licences for this activity.

Several years ago I dealt with a government inspector who came to my home and conducted two of several inspections required. His behaviour over several visits was demeaning, contradictory and unprofessional.

Following the completion of the licensing process I complained. (Cue the ominous background music.)

I find myself requiring this government service again.

This last spring myself, and one other Yukoner who is engaged in the same sport, were required by the Federal government to pay from our own pockets to bring a government inspector up from central Alberta to do the inspections the government requires.

Following this, and after paying the whole cost ourselves, at least two other Yukoners engaged in the same sport subsequently applied for and received their inspections **for free** by local government inspectors. (There are 3 full time inspectors in Yukon plus a full time office admin staff to deal with this very activity.)

This time in addition to the government I included MP Larry Bagnel and the Minister Jean Laperrriere himself with copies of my complaint.

Some time later I received a non-sensical letter in response.

I wrote back and pointed out the lack of logic and relevance, and I received a second letter using almost entirely cut-and-paste paragraphs from the first

Now - At this moment - there are two nearly identical completed projects in Whitehorse awaiting their final government inspection. (These two different projects require identical inspections for certification under identical legislation and identical authorities.)

Local Yukon Transport Canada inspectors are phoning to arrange the inspections for one of the projects.

The owner of the second (yes me) was just informed that he would again be required to pay to have the same government inspectors from Alberta travel to the Yukon and conduct the very same identical inspection.

During this abuse I have personally contacted Transport Canada employees in other parts of Canada and sometimes their views sometimes support my opinion. One wrote me that they don't like the lack of service but dare not complain. Another Transport Canada employee even referred to the Yukon inspectors as "bureaucratic bullies." I have to agree.

Of course I am speaking of Recreational Aviation in this instance but I think there are more situations like this in Transport Canada, for example;

Many Northerners don't realize that Transport Canada has passed a law that requires that ANYONE, who operates a boat of any type for their livelihood now requires training and certification from Transport Canada. It specifies even canoes.

I contacted the Federal bureaucrats in Vancouver to see about getting this training. I was referred to other bureaucrats who not only enforce these laws but who wrote the training standards and issue the certification.

They informed me that I need MED-3 level and SVOP training, which was a six day course, which they could provide for six to seven thousand dollars, payable to their personal companies which they then provide business cards for.

Of course the training has to take place on their off-hours.

The Minister of Transport was in Whitehorse several months ago. At that time I attended a public meeting and provided him personally with my complaints in writing. Nothing has happened since.

At that meeting Yukon MLA Jim Kenyon asked Minister Laperrier if he would support a railroad through the Yukon. The Minister of Transport was less than courteous and he answered that the Federal Government will act when they are darn good and ready and not before. (I was embarrassed for the treatment Mr Kenyon received.) I rose again at this meeting to point out that if the government of Canada delays work on this the US government certainly will not, and the Yukon will end up left behind. I was told this wasn't a realistic concern

J George Balmer

PS (The inspection I require costs over \$700.00 before official authority is given for the inspection to take place. Once this is paid an inspector is "appointed" Only then can I apply for my inspection, but I must include a \$110.00 fee for the "certificate" along with three original copies of my application.

Unfortunately I am not allowed to get the "certificate" until after the inspection, and I am not allowed to arrange the inspection until the inspector has the actual certificate in hand. (Someone in TC saw this in a book somewhere once, Joseph Hellor rest easy.) Then I must pay all travel expenses, mileage, and other costs for "my" government approved inspector. He will complete extensive checklists and tests and , if there are any discrepancies, he will arrange a follow-up inspection for which I pay another fee and full expenses.)