

PORT OF THUNDER BAY ANNOUNCES CEO RETIREMENT AND TRANSITION PLAN



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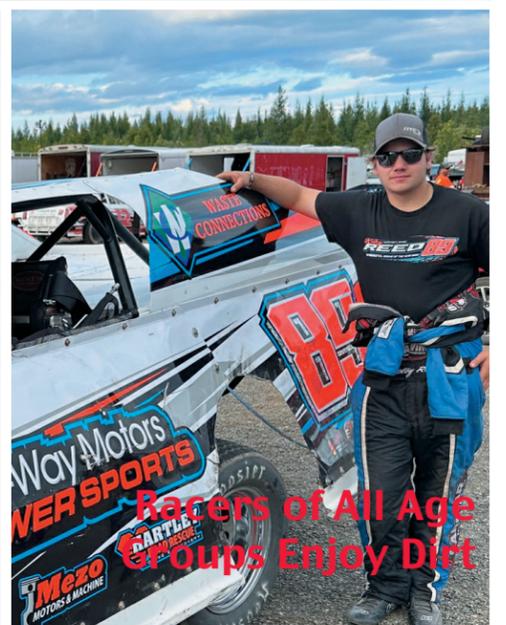
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Ontario Revitalizing Community
Infrastructure in Oliver Paipoonge



Racers of All Age
Groups Enjoy Dirt

The Port of Thunder Bay's Tim Heney, CEO Retires

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Ontario Revitalizing Community Infrastructure in Oliver Paipoonge

The Ontario government is providing more than \$842,000 through the Northern Ontario Heritage Fund Corporation (NOHFC) for two community infrastructure projects in the Municipality of Oliver Paipoonge. This investment will improve municipal and recreational infrastructure, promote tourism and enhance quality of life for northerners.

“Investing in our halls, arenas and recreation centres demonstrates the government’s commitment to maintaining healthy communities in Ontario,” said Kevin Holland, Parliamentary Assistant to the Minister of Northern Development. “These enhancements and upgrades will ensure the facilities remain a safe and welcoming environment for the residents of Oliver Paipoonge and will extend the life of these facilities for future generations.”

The Municipality of Oliver Paipoonge is receiving \$486,132 from the NOHFC to renovate and extend the life of six separate municipal assets:

- The Murillo Community Centre will have electrical upgrades, foundation waterproofing, roof and door replacement and an overhaul of its HVAC system
- The Rosslyn Community Centre will have electrical upgrades, parking lot repairs and new windows and doors installed
- The Intola Outdoor Skating Rink will have electrical and lighting upgrades and a new indoor shelter
- The Kakabeka Outdoor Skating Rink and Recreation Complex will have upgrades to

the rink boards, chain-link fencing, lighting and baseball facility

- The Rosslyn Outdoor Rink will have rink boards and chain-link fencing replaced and improved lighting
- The Murillo Outdoor Rink and Recreation



Kevin Holland, MPP Thunder Bay- Atikokan & Lucy Kloosterhuis, Mayor of Oliver Paipoonge

Area will have rink boards and chainlink fencing replaced and improved lighting

NOHFC is also providing \$355,991 in funding for Oliver Paipoonge to modernize the Norwest Arena by replacing the propane-fueled ice re-surfacer with a battery-powered machine, repairing the refrigeration equipment, installing a new railing, purchasing kitchen equipment and making electrical upgrades for automating the ice plant to enhance efficiency and reduce costs.

“We are very grateful for the generous funding awarded by the NOHFC to improve sports and recreation facilities in the Municipality of Oliver Paipoonge,” said Lucy Kloosterhuis, Mayor of Oliver Paipoonge. “We thank the NOHFC for ensuring that the many users of these community facilities will be able to continue to

enjoy their sports and recreational activities, and we thank the Government of Ontario for recognizing how important their financial support has been for our community.”

“Our government is ensuring Northwestern communities have the resources they need to build strong, healthy and vibrant communities,” said Greg Rickford, Minister of Northern Development. “Through targeted investments, we are helping communities like Oliver Paipoonge improve the quality of their facilities for the collective benefit of community members and visitors of all

ages.”

Lucy Kloosterhuis, Mayor of Oliver Paipoonge

“This is certainly a good day for Oliver Paipoonge. All of our recreational facilities need some work in one way or another. When it come down to using tax dollars you are going to look at your roads, land fill sites and buildings first. Sometimes these other things go to the bottom of the list. This funding from the province we can do over \$1 million of work and only put \$250,000 of your own dollars in. It is a big savings for us. The increased cost of maintenance for the buildings and purchasing equipment, everything has gone way up and we certainly don’t want to increase the taxes that much. This year we had to cut back on some jobs we wanted to do but we are doing well. The people that volunteer in these facilities are so important.”

Kevin Holland, Parliamentary Assistant to the Minister of Northern Development.

“ I grew up in these area and this arena has many childhood memories for me. I played hockey here and know the history of how this came to be with the rural communities coming together to fund this project. For small communities to have a facility like this at their disposal is fantastic. NOHFC is designed to support facilities like this including smaller communities.”

“The funds will go to electrical upgrades, a battery powered ice resurfacer to get away from propane, improved system for ice and maintaining, new kitchen equipment all which will enhance the area.”

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Publisher's Note
Scott Sumner



Thunder City Speedway Attracts Crowds

Wednesday nights there is a new activity that is attracting thousands of people in the Thunder Bay area- Thunder City Speedway.

Louis Nadin is the co owner with his brother Norm who brought this beautiful

We took over the running and building of the track, bringing it to this level. There has been a huge amount of work, thousands of man hours, a lot of money and time and effort. I think we built a first class facility, not sparing any expense or cutting any corners. We have the theory of doing it right the first time."



facility to Thunder Bay. I asked him some questions on race night recently.

Why bring this type of facility to Thunder Bay?

" We have a passion for racing and were approached originally by Richard Schutte to help him build this facility. Everyone knows the story of how he passed away.

This facility will be here for a long time now?

" It is a legacy we want to leave to the city and region. Racing has been a big part of this community and this is something Norman and I would like to leave behind to our families and the citizens of Thunder Bay. Maybe we can help the youth get into some other sport, get into their garages in



the back yard with their grandfathers or fathers and keep it going. As business people if you are successful, you have the opportunity to give back. It is not always about making profit and money. This is our second full season and we had the inaugural race in September 2021."

The people of Thunder Bay and area are really supporting the track?

"We have been hitting average of about 3000 attendance each week, although the weather plays a lot on that. We are only 10 minutes from the city so you can come out and enjoy some races. We have 130 cars registered and that is not counting the American drivers that are coming up here. We get local talent to sing the national anthem."

The drivers have invested a lot into the sport?

" The drivers cars can range in cost from \$5,000 up to \$100,000 with the average being maybe \$35-40,000. They put a ton of effort and resources into this and have many sponsors that contribute to them. There is also a lot of money being spent in the community through suppliers with tires, fuel, parts- it is a big economic spin in the community. With 130 cars and 4 pit crew per car that is 420 people right there spending money and coming out and bringing their families. It is a family oriented event. The vendors are busy, especially at intermission, providing income to them as well."

Protein Sources – You Have Many Choices (Part 1)

Protein is a core building block of our body and is essential to keep us healthy. High protein diets have been promoted by some in the last several years as the panacea for losing weight. Although, there is evidence to show there is some validity to this, much confusion and misinformation abounds as to how much and what type of protein is most effective and healthy to consume. Protein is certainly more filling than carbohydrates and fats, so it delays your hunger and makes sticking to a weight loss program somewhat easier. It also helps strengthen bones, maintains normal blood sugar, boosts brain function and is the main component of all your hormones and enzymes. However, that doesn't mean you should have all the steak and bacon you can eat.

The Recommended Daily Allowance (RDA) suggests that for a sedentary person, you need a minimum of 10 % of your daily diet to be protein. This equates to 0.36 grams of protein for every pound of body weight. But this amount is barely enough to stop you from getting sick. A healthier range suggested by many nutritional guidelines would be between 15 – 25 % of your daily calorie intake or 0.54 – 0.9 grams of protein per



pound of body weight. The more active you are the more protein you require. An endurance runner may need 50% more protein than a sedentary person while a body builder will require twice as much. If we take an average ratio of 0.72 grams of protein (20% of your daily calories) for a healthy weighted 170 pound moderately active man and apply it, he would need about 122 grams of protein per day. That is double what the RDA recommends, but is considered a safe and healthy consumption by current dietary guidelines.

However, one should not assume that eating more protein necessarily means eating more meat. There are many plant based proteins that can be substituted. Animal protein contains heme iron and is easily absorbed into our systems. However, our body does not have a regulator on heme absorption so too much heme can lead to cell damage and even diabetes. Plant protein has non-heme iron which is very well regulated by the body. We need iron, but just the right amount in the right place, not too much in the wrong place. Also, remember that if you are going to increase your dietary protein you need to reduce the calories from your dietary fat or carbohydrate intake. So if you are going to consume animal protein it is better to stick to poultry, fish, yogurt and skim milk. On the other side, plant proteins individually often

do not contain all the amino acids that your body requires. However, in combination such as beans and rice, one can fulfill those requirements. Other good sources of protein from plants include nuts, soy products, lentils, chick peas and whole grains.

Here is a list from higher to lower protein sources for 100g (3.5 ounces):
Chicken/turkey breast 31g-160cal,
beef/pork/lamb 25-26g- 260 cal, salmon 25g-180 cal, tuna 21g-90 cal, *nuts 18g-600 cal, whole wheat bread (2 slices) 12g-260 cal, 2 large eggs 12g-140 cal, Greek yogurt 10g-60 cal, Tofu extra firm 9g- 120 cal, skim milk (1 cup) 8g-80 cal, beans cooked 7g-100 cal.
*Note that nuts have a very high caloric content while plain yogurt and skim milk have fairly low caloric content. However, the fat from nuts and salmon are much better for

you than the fat found in red meats.

In next month's article we will discuss in more detail alternatives to an animal based protein diet and its impact on your health and the environment.

James DiGiuseppe is a local chiropractor with a busy family and wellness practice. For more health information or to contact Dr. DiGiuseppe visit:

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Ontario Expanding Thunder City Speedway in Oliver Paipoonge

The Ontario government is providing \$200,000 through the Northern Ontario Heritage Fund Corporation (NOHFC) to the Thunder Valley Development Corporation to invest in facilities at the Thunder City Speedway racetrack. This investment will boost the regional economy, promote tourism and enhance quality of life for northerners.

“The investment of \$200,000 for the installation of new bleachers, lighting, fencing and a sound system will enhance the enjoyment and usability of this racing facility for both the drivers and the fans,” said Kevin Holland, Parliamentary Assistant to the Minister of Northern Development. “The Thunder City Speedway has been a welcome addition to our area and the fan excitement has been building.”

Thunder Valley Development Corporation will use \$200,000 in NOHFC funding to construct bleachers, lighting, fencing and gating and install a new sound system. These upgrades will help establish year-round racing events for Thunder Bay,

including dirt track, snowmobile, go-cart, monster truck, canine and equestrian racing, along with music events that will have a positive impact on the local hospitality industry and automotive parts dealerships associated with racing events.

“Many thanks to the NOHFC for contributing funding to the Thunder City Speedway. With assistance from the Ontario government, the racetrack was able to address many important issues, like track lighting, safety fencing and seating capacity, creating a much safer and more inviting facility for fans, drivers and workers alike. Thank you, MPP Kevin Holland, and your staff for your support. It has allowed us to bring racing back to Thunder Bay, to a level we can be very proud of. This contribution has helped Thunder City Speedway expand, creating more opportunity for full-time and part-time employment.” Norman and Louis Nadin, owners of Thunder City Speedway.

“Our government is proud to support the Thunder City Speedway with expanding audience capacity and enhancing safety, allowing for a broader range of family ori-



ented events in Oliver Paipoonge,” said Greg Rickford, Minister of Northern Development. “Targeted investments like these demonstrate our government’s commitment to help northern businesses expand operations and contribute to the sustainability, prosperity and growth of the North’s tourism industry.” The NOHFC promotes economic prosperity across Northern Ontario by providing financial assistance to projects—big and small, rural and urban—that stimulate growth, job creation and skills development. Since June 2018, the NOHFC has invested more than \$685 million in 5,656 projects in Northern Ontario, leveraging more than \$2.3 billion in investment and creating or sustaining over 9,000 jobs

Kevin Holland, Parliamentary Assistant to the Minister of Northern Development.

“I am really excited to see racing come-back as I grew up with Riverview Raceways, which was a weekly event for many families. It is really great to see families out again. Also, it is good to see the heritage funding being put to good use. There has been a substantial up take in the grants and we are seeing some first class facilities. As part of the government we want all the businesses organizations to enhance their facilities.”

Best Wishes on Your Retirement Tim!

It's been a pleasure working with you over many years and seeing the great progress and success of the Port of Thunder Bay.

From the team at North Superior Publishing Inc.

Scott, Sylvia, Miranda and Robbyn



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Sea Cadet Program Provides Leadership Skills

BY SCOTT A. SUMNER
Thunder Bay BUSINESS

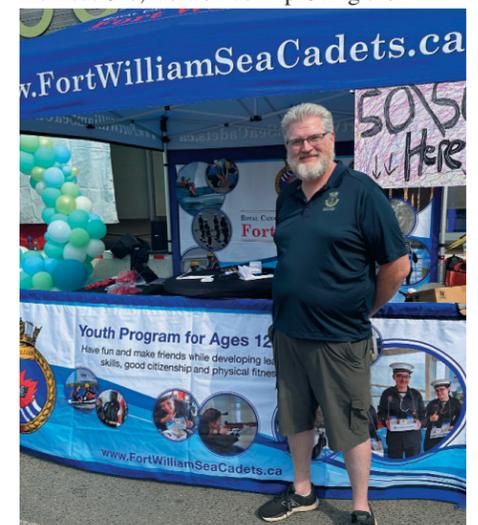
The Fort William Sea Cadet program is a partnership between the Department of National Defense and the Navy League of Canada. They each have their own responsibility, so the Department of National Defense will provide the officers and the program content as well as the uniforms and other things.

“The Navy league is responsible for promoting and marketing the program and providing all the funds required outside of the Department of National Defense,” said Craig Murphy, President of the Lakehead branch of the Navy League of Canada

The Fort William Sea Cadet program is a youth leadership program for ages 12 to 18. It is modeled after the Royal Canadian Navy training with the same structure to help youth have more structure in their lives and learn new skills.

“We have a sailing program where we take cadets. There are also various competitions through the year, so it is an activity based program. Some may end up in the military, but most don't. The intent of the program is use the military as an example. They get a taste of the military but our primary goal is to give them added confidence and skills to go out into the world and take leadership roles in whatever their future involves such as jobs or continued schooling, where ever life takes them.” said Craig Murphy.

Sea Cadets is a co-ed youth organization that provides fun, social and educational experiences to youth aged 12 to 18. Sea cadets participate in a variety of training, including nautical activities like sailing, power boat operation, and on-the-water communications, as well as improving their



Craig Murphy, President of the Lakehead branch of the Navy League of

level of fitness. Cadets also have the chance to participate in other activities related to the military, including precision drill, music, and marksmanship, and various opportunities to get out to sea on Royal Canadian Navy vessels. One of the best things that our program offers is exciting, hands-on experience, with free unique opportunities.

The Port of Thunder Bay's Tim Heney, CEO Retires

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September Feature Highlighting the career of retiring Tim Heney, CEO at the Port of Thunder Bay.

PORT OF THUNDER BAY ANNOUNCES CEO RETIREMENT AND TRANSITION PLAN

BY SCOTT A. SUMNER
Thunder Bay BUSINESS

Tim Heney, CEO of Port of Thunder Bay recently announced his retirement after 32 years of working at the Port. He has made many positive contributions to making the Port self sufficient and a strong part of our economy. I sat down with Tim to discuss his career and future direction.

after that. In 2004 I became CEO, so it will be 20 years in that position. I am the longest serving CEO of the Port which only started in 1950's I believe, so not that old of an organization. Our current office building was built in 1985 as a white building and it is now blue."

What was the Port like at the beginning of your work there?

"The main cargo had declined. The purpose of the terminal then was packaged

"The Port has been around since the 1800's but we were only mandated in the 50's and we were mandated to be self sufficient. We could have just kept raising our grain fees, but the problem is competitiveness where everyone was charging too much. We decided we didn't want to rely on high grain fees but we made our own way as a terminal and have not relied on harbour dues. We actually lowered our harbour dues 10% in 2012 to be the lowest in Canada. We set records each year now with cargo. We now have multi year pipe contracts so it is becoming more and more consistent, which is what we always wanted. The Keefer cargo revenue is higher than grain revenue now."

"The Wheat Board change in 2012 was a big thing that happened as previously they controlled all the sale and transportation of wheat and barley as a government agency. Now the grain companies do the work themselves- they buy the grain, they ship it and we are represented here by

seven of those grain companies. They have a lot of capacity still available."

There have been some significant investments at the Port?

"We invested the money we made into infrastructure to make the terminal more efficient for project cargo. This included building two 50,000 square foot buildings which are heated. Heat is a desired option. We did a lot of travel to Alberta, Manitoba and Europe to become the supply chain from Europe and the west. In the past a lot of the pipe was going through Houston, and then by truck to Alberta, so this is a shorter route and we are more competitive. We now have 600,000 square feet of covered space and large out door lay down areas. We run the Port as a business.

Continued



Tim Heney, CEO Port of Thunder Bay

Tim you are a local Thunder Bay person?

"I was born and raised in Thunder Bay and from Westfort - I have the bumper sticker! My dad ran Heney's Drugstore which was at the corner of Frederica and Brown. His dad started it back in I believe the 40's."

Tell me about your early education and work.

"I went to Western University and Lakehead University and got a B.Comm. Then I decided to become a CA, Chartered Accountant working for Clarkson and Gordon at the time. I didn't want to be a public accountant, so got a job at Great Lakes Paper which has changed names many times since from- CP Forest Products, Bowater, Avenor, Resolute and now Thunder Bay Pulp and Paper. I was at the mill for 10 years and when the head office left Thunder Bay, there was change there and I decided it was time to move on. I took a job at the Port with the thought of not staying forever, but a place to get out of the mill at the time and it kinda ended up being a career I guess."

When did you begin work with the Port?

"I started with the Port in 1991 as Controller and Corporate Secretary. It was a small organization then. I became Director of Terminal Operations shortly

freight which only came to Thunder Bay by ship at one point. The Trans Canada Highway over the North Shore of Superior was only built in the early 1960's as one of the last sections. Prior to that all the material that came to Thunder Bay including cars, groceries and all kinds of things was by ship and put on box cars at Keefer for furtherance West. That all changed in 1983 when trucking took over. That was also the end of the side loader ships that brought material up. This terminal was originally built for side loaders."

"In 1991 when I got here there was very little cargo other than grain, so the buildings were basically empty. I brought forest products to the terminal in terms of storage. At that time all of the business was done in Duluth, so we brought it back to Thunder Bay. That was the start of becoming financially self sufficient. Prior to that the organization ran on Harbour dues- the amount charged per ton of grain. We haven't raised them since 1989."

"Now our main source of revenue is Keefer Terminal with marine cargo, starting out with heavy lift cargo like reactors headed for oil sands. We made a name for ourselves in that and diversified to pipe, steel, rail, structural steel and various projects that were going west."

"In the mid to late 90's we started a strategic plan because we didn't have one and the interest was to diversify and increase marine cargo.

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The Port of Thunder Bay's Tim Heney, CEO Retires

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PORT OF THUNDER BAY ANNOUNCES CEO RETIREMENT AND TRANSITION PLAN



Continued

“We are run by a Port board- a seven person board with appointees by the Federal, Provincial and Thunder Bay city government and also use user group input as well.”

So you were out in the world doing sales calls for the Port?

“ We traveled a lot, marketing the Port and it was effective. Once you got a couple of people to try it, it worked. We have large lay down areas and with both railways having tracks to the Port it was good.

Quite a bit of the cargo is outside now so we have been improving the laydown area.”

“We bought a large crane to be competitive. Duluth had two large cranes, but they were older. We were going to buy a new crane but found one on the internet in Stockton, California that had never been used and was in storage. We ended up getting a ship from Thailand going to Detroit that stopped and put the crane on deck and delivered it to us.”

“It was very interested as you are meeting people from all over the world and negoti-

ating with them. That was challenging and interesting, so you could go out and see the world and still be working in Thunder Bay, a unique position. We are remote here in Thunder Bay but yet in the centre of Canada.”

Tim what made you decide to retire?

“ I am close to 70 years old and enough is enough, that’s a good career. We have a small motor home and like to go to Florida in the winter time. I enjoy travel so would like to go to Portugal. I also like skiing so will do that with my boys. We have seven grand kids to visit. Also I like to motorcycle and play pickleball.”

“The board is searching for a new CEO which we hope to have them in place prior to September 30th.”

You have left the Port in a pretty good place?

“ The Port earns it’s own money which isn’t from the government. The Seaway kind of determines your opportunities, both because of the ship size and the costs associated with that route. Our goal has been to bring ships to Thunder Bay with cargo and then load grain or potash for the return trip so it always loaded. It has worked quite well but still most of the ships have a one way cargo. The Seaway has potential, they have spent a lot of money on it.”



“If you talk about the green future shipping by marine, there is no better way as it will burn the least fuel. In Europe they are already mandating cargo to go on marine more and more percentages. We aren’t doing that in Canada or North America yet but if it gets to that point we win. Over the time I have been here the lake fleet has renewed itself. Previous they hadn’t built a new ship since 1985. The system is in good shape. Iron ore and coal freight is declining, which is challenging, so we have to look at what else can move on the system. Grain has always been there. Diversifying the system is important.”

“ The Ukraine war, which is sad, has effected us as they are the bread basket of the Europe. Potash has increased because of the Ukraine market. Usually conflicts have a positive effect on the Port.”

Continued

*Tim,
Wishing you a
retirement full of
health & happiness*

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Tim,

Upon your retirement, the Mission to Seafarers would like to congratulate you on a successful career. Your leadership in the Port has enabled the Port community to work together to advance the Port and keep it healthy.

We appreciated all your efforts on our behalf, as we worked to assist seafarers on ocean-going ships.

Best wishes from the Rev'd Canon Ed Swayze, Chaplain, and the Mission's volunteers



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The Port of Thunder Bay's Tim Heney, CEO Retires

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“ Part of the art for the CEO is determining what activities will actually work here. Ships provide a lot of cargo. They are a business of scale so being successful in one type of cargo can have a pretty big impact on the city. You have to know what opportunities are out there.”

The Port has a large impact on the economy?

“ We are involved in supporting all the major industry’s here, like forest products for storage, Bombardier for storage of their parts, mining equipment which are all a big part of the regional economy. There are close to 900 direct jobs working at the Port including the elevators, railways, transport companies, agents, etc. The Port is a big asset to Canada. We are a East West system and



we can compete with the South North. It is about a way of thinking, what can

we do and provide. An example is fertilizer that largely came up from Mississippi from Morocco. Now we are

bringing it directly to Manitoba and the prairies. There is opportunity out there.”



Congratulations & Happy Retirement!
CEO Tim Heney of The Port of Thunder Bay

KEVIN HOLLAND
MPP – Thunder Bay-Atikokan

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Congratulations on your retirement Tim and thank you for your years of leadership!

“Congratulations Tim Heney, CEO on 20 years of great leadership!”



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Marcus Powlowski

MEMBER OF PARLIAMENT
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Congratulations Tim Heney on your retirement! Thank you for playing an integral role in transforming the Port of Thunder Bay.

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The Port of Thunder Bay announced recently that Tim Heney, Chief Executive Officer since May 2004, has informed the board that he intends to retire as CEO, with a target effective date of September 30, 2023. To ensure a smooth transition, Mr. Heney will continue to serve as CEO until the Board has identified and appointed a successor.

“On behalf of the Board, I want to thank Tim for his longstanding leadership and significant contributions to transforming the Port of Thunder Bay,” said Bonny Skene, Chairperson of the Board. “Since his appointment as CEO in 2004, Tim has been instrumental in establishing Keefe

Terminal at the Port of Thunder Bay, as a major break bulk hub for Western Canada and developing key transportation infrastructure that ensures the efficient and effective movement of cargos.”

“It has been an honour and a privilege to serve the Port and I will cherish the friendships that I have made across Canada and the United States in my time as CEO,” said Heney. “Our strategy is clearly working, we are pleased with our accomplishments and we are even more excited about the future of the Port of Thunder Bay, the farthest inland Canadian port on the St. Lawrence Seaway system. This critical transportation system is well positioned to offer carbon reduction solutions while gen-



erating economic returns well into the future.”

The Board has initiated a search to identify the Port’s next CEO and has engaged a leading executive search firm to assist in the process. Ms. Skene continued, “The Board and management team are committed to ensuring a smooth transition, and we are grateful that we will continue to benefit from Tim’s experience and perspective throughout this process. As the Board conducts its search for a successor, we are focused on identifying a strong leader with a proven track record of operating successfully at scale while defining and executing a growth strategy driven by operational excellence and outstanding talent development.

The Port of Thunder Bay is the Western Canadian terminus of the St. Lawrence Seaway System, the largest inland waterway in the world. The opportunities are largely determined by the Port’s strategic role as it relates to the Seaway corridor. The Port was built to provide access to European markets for Western Canadian grain producers through the longest grain supply chain in the world

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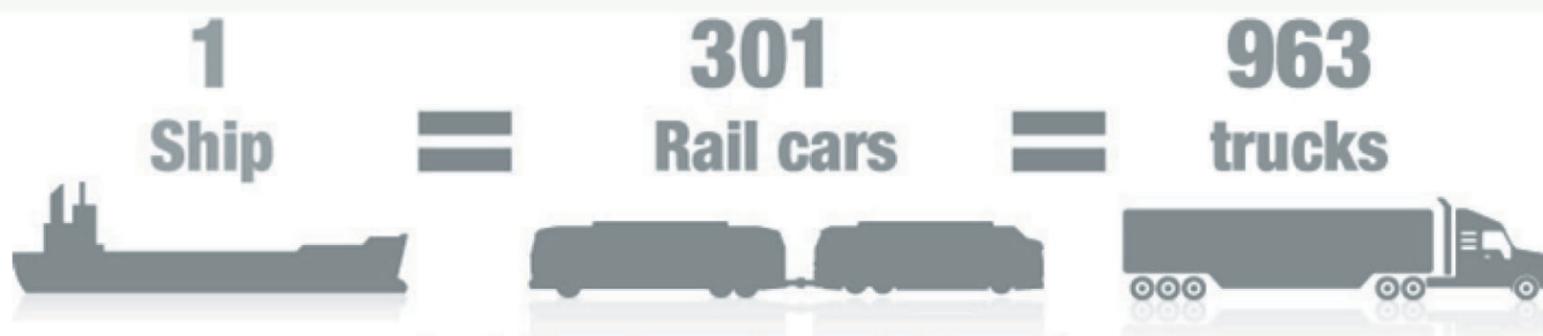


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WHEN THE DEAL DOES NOT CLOSE

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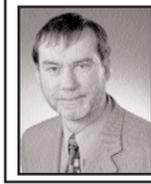
You get a call from your real estate lawyer “Your deal isn’t going to close.”

You never want this to happen to you, but sometimes it happens, through no fault of you (or your real estate lawyer), What do you do?

Don’t panic. Most deals can be saved.

Minor delays or technical deficiencies are not grounds to declare the deal dead. Your real estate lawyer may be able to work it out. If not, you will need to decide whether to try to keep the deal alive or claim that there is a breach of contract important enough to kill the deal- in which case, you sue for damages. Before making this deci-

sion is when you want advice from a litigation lawyer.



Legal Matters

If you are the buyer and still want the deal, if you cannot get an agreement from the seller, you will need to try to register a Certificate of Pending Litigation against the property. That prevents the seller from selling to somebody else or adding a mortgage while you sue for specific performance. Specific performance is not easy

or simple to get, but if successful results in a court ordered sale to you. By this point, you need a knowledgeable litigation lawyer.

If your lawyers are telling you specific performance is unlikely, do not register a Certificate of Pending Litigation, as there are monetary penalties if you do not proceed, or lose the claim. But you can still sue for damages, such as the increased cost of a comparable property. That is easier than specific performance.

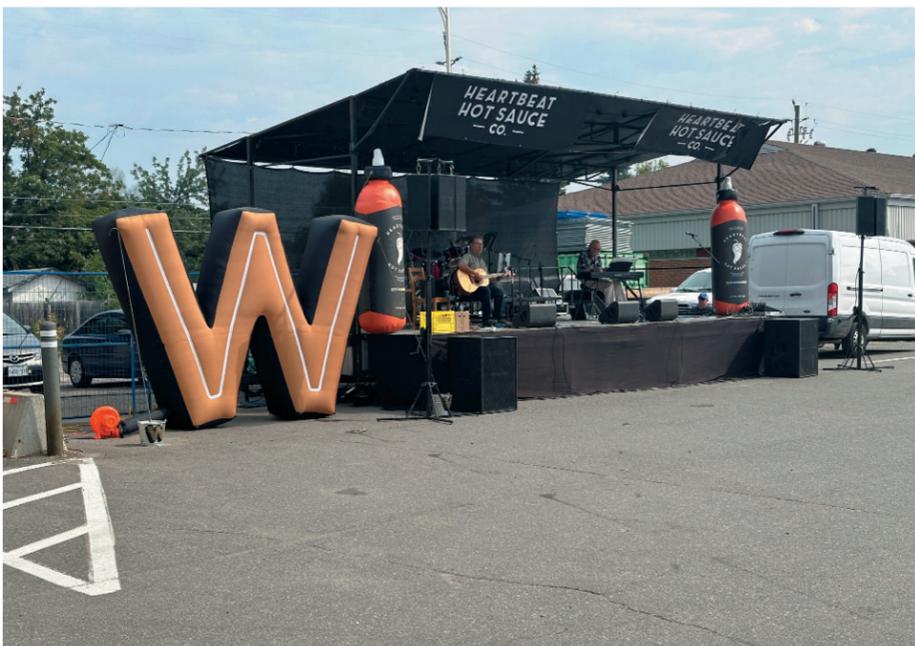
Sellers may also choose to seek specific performance but will only succeed in rare cases where there is something unique about the transaction you cannot find from another buyer, or if there is a steeply

falling market. In most cases, the seller remarkets the property and sues for damages for their losses.

But lawsuits take time, are stressful and risky, so a negotiated settlement is always better, and your real estate lawyer might be able to do that alone, or in consultation with a litigation lawyer.

If you need a lawyer to handle your real estate deal, Weilers LLP has several lawyers practicing in that field. Our litigation team can work alongside our real estate group when needed, but we also consult with outside real estate lawyers, and will represent clients either in lawsuits for specific performance or damages.

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September 2023

Racers of All Age Groups Enjoy Dirt Track Racing

BY SCOTT A. SUMNER
Great Outdoors

I talked to two drivers recently at Thunder City Speedway.

Joel Cryderman, number 51, age 63, drives an A Mod car in the top class in Thunder Bay.

You have raced for a long time Joel?

“ I raced for 33 years, then quit for 12 years and I am now just driving my buddies car, just for something to do. It is going better this year than last year. The track has gotten

your own money cause you don't have anyone bossing you around then. It is getting crazy expensive. It's all relative as a good fishing boat now is \$60 to 70,000 so it is all relative. You can spend \$600 to \$800 on a weekend fishing so nothing is cheap anymore right.”

Colby Reed, age 17, is a Midwest Modified driver in his second year of racing. How has it gone racing for you Colby?

“ It is going really well. I am running with guys that have been doing this for 11 or 12 years, some guys more. I do my best and this year my best finish has been fifth. In the US

we can go about 80 MPH and the 60's here. I still am learning a lot about racing and getting around the corners quickly. My goal is to keep going and see where this takes me. I

have many sponsors who help out a lot. There are some nerves racing.”



Above: Colby Reed

Below: Joel Cryderman

better. Everything has gotten better. It is a little bit more fun when things run smoother. My car was new this spring with a Chevrolet 350 motor with many after market parts in it and makes about 580 HP.”



The race cars of today are much different than those you ran in the past?

“There is more and more technology now, you have to work on the cars and the set up with so much information. Everyone is working on this. You need to get off the corners well with good traction, nice and smooth, with out scrubbing off too much speed.”

How do you find the competition out there?

“The competition is pretty tough out here. I'm getting older and pretty much past my best before date, but it is still fun to do. It's fun to work on the cars with your buddies. You get a little bit nervous, but more nervous not to do well.”

“I have rolled the cars here a couple times before. It isn't good, you feel it the next day, but you are tied in well I guess with more safety equipment. They are spending money on the track which is good.”

It can be a pretty expensive sport?

“You can have sponsors but it's best to have



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