

# Complaints led to reinstatement

from page 1

The first guiding principle of the review states, "Canada Post will not be privatized and will remain a Crown corporation".

Whitchurch-Stouffville resident Frank Van Veen used a community mailbox for more than two years. The box stood 600 metres east of his home near the corner of St. John's Sideroad and McCowan Road.

"It was a pain in the butt," he said. "In the winter, the locks froze. You couldn't get to the mailbox sometimes because of the snow banks."

Mr. Van Veen noticed some of his neighbours moving their mailboxes in June, but he received a letter from Canada Post saying his mailbox location was unsafe for carriers and he was to continue to use the community mail box.

"I have two driveways. I'm sure we can figure something out," he told a Canada Post site evaluator.

After consultation with the evaluator, he moved his mailbox to the west side of his driveway, nine feet from the road. The mail carrier can safely turn on to his driveway, stuff his letters into the mailbox, turn around, enter traffic and continue with the mail route.

"It's so nice to have it back," Mr. Van Veen said.

For the past few weeks, Mr. Van Veen has been getting his

mail in his new mailbox.

In early 2006, a decision to assess and cease rural Canada Post mail delivery was handed down by Human Resources and Social Development Canada (HRSDC). Since the decision, more than 2,000 concerns were raised and 40 human resources rulings were brought against Canada Post over the safety of rural carriers.

**'In the winter, the locks froze. You couldn't get to the mailbox sometimes because of the snow banks.'**

Frank Van Veen  
Whitchurch-Stouffville resident

Rural mailboxes were moved to community mailboxes, usually at the end of roads.

"With all the safety concerns, we could not come to a mutual agreement about rural routes," said Scott Lewis, the Greater Toronto Area spokesperson for Canada Post.

"We hope the temporary mailboxes will be only temporary."

The cancellation of driveway delivery brought a storm of controversy from rural residents who were furious the service would no longer be available.

Many senior citizens complained they often could not get into town in winter to pick up

## WHAT YOU CAN DO

▶ To book a Canada Post rural mailbox safety assessment, call 1-866-501-1669 or visit [www.canadapost.ca/ruralmail](http://www.canadapost.ca/ruralmail)

▶ To make a submission to the Canada Post strategic review panel, visit [www.cpcstrategicreview.gc.ca](http://www.cpcstrategicreview.gc.ca)

mail because of weather or poor health.

Solutions proposed in Mr. Temelkovski's 2006 bill included having a second carrier sit on the passenger side of the delivery vehicle, introducing right-sided vehicles or assessing each mailbox on its own instead of cancelling the entire mail route. Canada Post has equipped each mail carrier with flashing amber lights and car signs.

But there are some places that were once rural and now, because of population growth, rural mail delivery is quite difficult.

Major MacKenzie Drive is a prime example.

It used to be a 40 km/h stretch between Hwy. 48 and Kennedy Road. Now, it's a five or six-lane thoroughfare with high speeds and overflowing traffic.

"I understand you can't expect rural mail everywhere," Mr. Temelkovski said. "But don't stop delivery to everyone because of that one place."

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