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landing at the Point Pleasant Park helipad in Halifax, and at the Digby airport.

Nova Scotia is the first province to achieve the federal government's 2030 greenhouse gas reduction target of 30 per cent below 2005 levels. Last month, the province, together with the federal government, announced an agreement in principle outlining a Nova Scotia solution to meeting the federal requirement to introduce a carbon pricing mechanism. Under the agreement, the province will introduce a cap and trade program that builds on Nova Scotia's success in reducing its greenhouse gas emissions in the electricity sector. The province will also introduce a new equivalency agreement that will include actions to be taken beyond 2030. Since the announcement last month, provincial staff have been meeting with representatives of key industries and organizations.

The trucking industry is transporting goods more easily and efficiently thanks to a new co-operative agreement between Ontario, Quebec, New Brunswick and Nova Scotia. The new agreement means that long-combination vehicles can move more freely between provinces. "Harmonized trucking standards between our jurisdictions makes sense for industry and for Nova Scotia," said Geoff MacLellan, Minister of Transportation and Infrastructure Renewal. "We are removing a barrier standing in the way of economic growth and promoting the safe, efficient movement of goods in and out of our province." Long-combination vehicles are multiple, tandem trailers on one tractor truck. Longer vehicles offer shippers a cost-effective option as they can move more goods at one time, reducing fuel consumption and gas emissions.

Nova Scotia became part of a national framework on carbon pricing, when Premier Stephen McNeil signed on to the agreement during the December 9th first ministers meeting in Ottawa. In an announcement earlier this fall, Prime Minister Justin Trudeau gave the provinces until 2018 to choose a carbon pricing model — either a direct price that meets or exceeds the national floor price of \$10 per tonne in 2018 and rising by \$10 a year until 2022, or a cap-and-trade system. Provinces that don't choose a system will have one imposed on them. Nova Scotia currently leads all other provinces in reduction levels, including those with carbon pricing plans already in place. It has already met Canada's target of a 30-per-cent reduction in emissions from 2005 levels by 2030, but also has some of the highest electricity rates in the country. Nova Scotia agreed to implement a cap-and-trade system by 2018 to further combat GHG emissions.

In 2015, Nova Scotia exported \$5.39 billion worth of goods, generating 3.38 per cent of the province's gross domestic product. The transportation and warehousing sector employs more than 20,500 Nova Scotians, accounting for 4.6 per cent of total provincial employment. Implementation of the inter-provincial "long-combination" vehicle agreement between Ontario, Quebec, New Brunswick and Nova Scotia removes most of the differences amongst provinces and provides a streamlined, efficient and modern approach to the business of trucking. Long-combination vehicles are already in use on four-lane highways, following a pilot project that confirmed the value and safety of having longer trucks on the road.

The province is moving forward on its commitment to close the Boat Harbour effluent treatment facility in 2020, and return Boat Harbour to a tidal estuary. A request for proposals for expertise in project management and technical services for the planning and design of a major Crown remediation project was issued Friday, Dec. 2. Deadline for submissions is Feb. 3, 2017. Details of the request for proposals are available at <http://novascotia.ca/tenders/tenders/ns-tenders.aspx>

January 11, 2017 is the deadline for submission of projects in the call for proposals issued by the Government of Canada from government, industry and academia in support of the Defence Research and Development Canada (DRDC)

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Nova Scotia Provincial Exhibition Proposing Date Change

Exhibition enthusiasts will be happy to know plans are in motion for the annual Nova Scotia Provincial Exhibition with the 2017 Planning Committee having met for the first time last week. The organizers are also looking at moving the dates of Exhibition to start on Wednesday instead of Monday and end on Sunday instead of Saturday. "This gives families an extra weekend day to enjoy the Exhibition, and it's logistically easier for livestock caregivers like 4-H, for example," says Colburne. The Nova Scotia Provincial Exhibition is proposed to run August 23 to 27, 2017.

Dawn MacKay, a volunteer with the Farm Equipment Museum says the Museum relies on Exhibition traffic to further their awareness. "2016 was the best Exhibition we've had in years" said MacKay, sharing that 50% of their visitors last season attended during Exhibition week.

Leading the charge again this year are Amanda Langille and Tanya Colburne of Langille & Colburne - More Than Events, the same event management firm hired to oversee the 2016 event. "We were incredibly happy with

feedback from 2016. Overall, the response by attendees was very positive," said Langille, as she notes the numbers indicate the same, "the event saw an increase of 50% in attendance over the previous year and a 28% increase in the bottom line."

Together with NSPEC Staff and the Exhibition Planning Committee, Langille & Colburne are looking forward to building on the momentum created in 2016 with a proposed date change and a "Nourishing Growth" theme that ties together Canada's 150th birthday celebration and agriculture. Tanya Colburne also feels the theme is symbolic of the Exhibition grounds as a whole. "The large Bible Hill venue is one of the Maritime's only "camping festival" locations, and given its geographic location and its potential as an event venue, it's important to nourish the growth here in that sense as well."

Just prior to the first planning committee meeting, the NSPEC had representation at the Canadian Association of Fairs and Exhibitions (CAFE) in Fredericton earlier in November. "The NSPEC was happy to have a presence at this important industry con-

ference," says NSPEC General Manager, Joe Nicholson, "it's reflective of our commitment to continuing to build on the momentum created last year."

Part of that is continuing to work with sponsors, business, and volunteers. Langille notes new systems are in place and there are lots of opportunities for people to

get involved as a volunteer, "we currently have a call for volunteers in the areas of fine arts & photography, coordinating the Exhibition parade, opening ceremonies and ag-awareness," she says. Anyone who is wishing to volunteer is encouraged to email amanda@morethan-events.ca. More details can be found at www.nspe.ca

Late Sidewalk Plowing Dangerous

By Maurice Rees

A few early snowstorms caused Councillor Geoff Stewart, to add Snow Removal to the agenda at Colchester's Council Committee meeting on December 15th. Stewart, who was recently selected as Vice-President of UNSM, said that on the mornings of the snow storms he received upwards of 20 calls from concerned residents, because sidewalks were not plowed and students were walking along the main highway on their way to school. Not only is it dangerous, but Stewart said he can't figure out why Brookfield area seems to be last on the list.

In providing a response Michelle Newell, director of Public Works, said shifts are changed during the winter, so

crews can start using the three sidewalk machines at 5:30 am, another crew coming in at normal shift change and the final shift of the day going from 4:30 pm until midnight.

Stewart said he has been dealing with the situation for four years, and nothing seems to have changed and sidewalks are not plowed until mid morning. He suggested if staffing was a problem perhaps the municipality could have a "spares list" similar to NS Transportation & Infrastructure and Renewal, which is utilized when major storms occur.

Newell said highways have been given priority over sidewalks, but she will review and report back to council at the next meeting on January 12th.

Debert Airport to Receive More Attention

By Maurice Rees

After many attempts Councillor MacInnes has been able to raise the matter of what to do with the Debert Airport to a level it will receive a lot more attention in 2017. In adding the airport to the agenda, he included a LPS Aviation Inc Strategic Opportunities study originally completed for CoRDA in January 2006.

Although it did not include business plans, he feels, many of the opportunities identified are still relevant, and that one of the first things would be repaving the existing 5,000 foot runway; adding a weather station and navigational aids. At the moment, because the weather station and navigational aids are missing, the Debert Airport does not come up on any list if pilots are looking for an alternative airport for emergency landings.

MacInnes feels this is a

shame because the airport is there, and with the finest weather pattern in the Maritimes, it could be an alternative airport and eventually be a large contributor for economic development in Colchester. He added changes need to be made in how snow clearing is handled. Currently the runway is plowed but that creates dangerous situations. Snowbanks are problematic because in one instance one owner's plane ran into a snowbank causing \$80,000 in damages, and in another case small stones on the runway caused over \$20,000 damage to another plane's propeller.

Deputy Mayor Masters got into the discussion suggesting he has a colleague from the Annapolis Valley, was extensively involved in the airport in Waterville and has since relocated to Greenwood. He also owns one of the larger trucking companies; owns three planes and routinely

flies from the Valley to meetings in Toronto would gladly fly to Debert and offer his expertise and opinions. Rob Simonds, CAO and Mayor Blair stated officials from Halifax International Airport have offered to visit Debert and, without charge, offer some expertise advice.

MacInnes feels with a large amount of Infrastructure monies going to be offered from the federal level he would like to see applications be made to ACOA within 60-90 days expressing a desire to repave the runway, install weather station, navigational aids, possibly fencing, lighting and explore if any drainage problems might exist.

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