

NEW POLICY

Sponsor: Lloydminster

INTERNATIONAL AND
INTERGOVERNMENTAL
RELATIONS

Selected Issues
2010 & 2011

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Enforcement of Restricted (Blue Zone) Parking Bylaw

Background:

Late in 2009, Lloydminster City Council reviewed a 33 year old by law for Restricted handicap Parking. The fine was raised from the outdated 7.00 to the current 100.00. It was recognized that the general public abused the allotted spaces that required only a vehicle with a registered permit could park in.

While City council has acknowledged this is a problem, it is now necessary to follow through with an action plan to address the problem of the public that continue to abuse and break the bylaw. To simply place it on paper and pass the bylaw through council and announce it in the papers will not curb the abuse. This is observed daily by those who need to access these parking spots for their daily duties in the community.

This outrageous abuse also continues at our school zones. Apparently, the by law officer does not come on duty until 9 am, therefore he is not available to perform by law duty at the various schools that have blue zone handicap signs already posted. This is extremely frustrating and disillusioning to parents needing these spaces to park and unload a wheel chair and student for their day at school.

The public abuses these parking spaces by using the following means:

Some are using a family member's permit; Either the member has passed away or the permit is outdated; or the person requiring the permit is not in the vehicle at the time of parking, therefore they are using the permit in an illegal manner.

All permits are numbered and purchased by the users. They are registered along with a year clearly displayed and should be placed where it can be viewed, without obstruction, by the bylaw officer.

Issue: Our mayor has made the statement in the paper that many of these designated parking spaces are on 'private property'. This is a reference to malls and business' in the community. This statement is true, with acceptance that building and parking Lot bylaws for all business' fall under 'building code' guidelines set out by the city of Lloydminster and that all 'traffic fines' are remitted to our cities general income. The final outcome rests solely in the cities jurisdiction to enforce 'all bylaws' passed by council. There is little reason to pass a bylaw if it is not upheld, reviewed or enforced. It is necessary to have bylaws as community boundaries. It is within reason to expect all bylaws will be enforced by the city.

Issue: There is a real need to address the fact our community has expanded and grown to warrant a third 'by law officer' or at best a 'city commissioner' to enforce bylaw duties. It should also be recognized the simple 'wheelchair' sign is not getting the message across to those that abuse the parking spaces. The current abuse observed daily warrants a tougher action to enforce the now legal written bylaw.

NEW POLICY

Sponsor: Lloydminster

INTERNATIONAL AND INTERGOVERNMENTAL RELATIONS

Recommendation:

The Lloydminster Chamber of Commerce recommends that the city proceed with the action to hire a third bylaw officer or city commissioner. It is the understanding the current two bylaw officers are insufficient for the duties already on their schedules. Effective immediately, engage all community partners to upgrade or add to the already posted signs. The painted blue signs are invisible during the 6 months of winter and snow in our climate. It is necessary to have visual signs. It is highly recommend a visual sign depicting a tow-a-way

zone for illegally parked vehicles without a permit along with the posting of \$100.00 be placed on the added sign. The additional sign can be made and bolted onto the already posted sign on properties. In addition, to insure the city collects the fines, a point demerit be applied to the registration/plates of the said illegally parked vehicle. This application is known to be a deterrent in other Canadian cities, and works extremely well. On the financial calculation, as some relief to the tax payer, the Lloydminster Chamber of Commerce recommends funds from the traffic enforcement camera program be allocated to the expense of the third bylaw officer to compensate the wage expense. The Lloydminster Chamber of Commerce recommends that city council implement these changes immediately in this new year as the public is anxious for the problem to be resolved.

NEW POLICY

Sponsor: Lloydminster

INTERNATIONAL AND INTERGOVERNMENTAL RELATIONS

2010 – Submitted by Lloydminster Chamber of Commerce to ACC Importance of Alberta’s membership in Ports-to-Plains Trade Corridor Alliance

The Ports-to-Plains Trade Corridor Alliance is a coalition of governments, communities and economic development regions advocating the creation of a north-south transportation trade corridor extending from the U.S. Gulf Coast north through Alberta.

The Province of Alberta and three regional economic development alliances in eastern Alberta – Palliser Economic Partnership, Battle River Alliance for Economic Development, and Northeast Alberta Information HUB – are members of the Ports-to-Plain Alliance.

A significant thrust of the three regional economic development alliances is the development of an eastern Alberta transportation corridor. The economic development groups represent 100 eastern Alberta communities which share similarities in economies, agriculture and tourism. These communities are looking for opportunities for trade, partnerships and synergies that will complement, diversify and expand opportunities for the entire north-south corridor.

A key element for establishing a north-south trade corridor through “North America’s agriculture and energy heartland” is the Wild Horse Port of Entry, located south of Medicine Hat at the Alberta-Montana border. The Ports-to-Plains Trade Corridor Alliance wants to the Canadian and American governments to expand their border facilities to provide 24-hour commercial and traveller services.

Alberta’s main goals for participation in the Ports-to-Plains Alliance are to:

- i. Establish rural trade development opportunities, business and community growth;
- ii. Establish the Wild Horse Canada/U.S. border crossing as a 24-hour a day crossing; and
- iii. Enhance awareness and business development, trade, investment, tourism and partnerships between Alberta communities and U.S. colleagues.

The eastern Alberta regional economic development alliances’ ambition to see the creation of a corridor from the U.S. border north to the Regional Municipality of Wood Buffalo complements Alberta’s three main goals, although some of the alliances’ objectives go beyond those goals and focus on the corridor solely within a provincial context.

NEW POLICY

Sponsor: Lloydminster

INTERNATIONAL AND INTERGOVERNMENTAL RELATIONS

These objectives are the following:

- i. An assessment of the potential to expand the use of the corridor for:
 - a. Moving products within Alberta, as well as to and from the U.S.;
 - b. Serving Alberta, other Canadian and U.S. tourists; and
 - c. Attracting investment for existing and new businesses.
- ii. Development of a plan for the corridor that will effectively support increased traffic volumes, as well as increased business activity and investment in both existing and new businesses in eastern Alberta.
- iii. Creation of a sustainable organization to implement the corridor plan.
- iv. Definition of initial activities for the corridor plan to be undertaken by the organization.

The main routes in the eastern Alberta corridor are Highways 41, 36 and 63, with links to the Edmonton-Calgary corridor to the west, as well as links east to Saskatchewan.

The Alberta Chambers of Commerce recommends the Government of Alberta:

1. Endorse and support the Ports-to-Plains Trade Corridor Alliance initiative and encourage the Province of Alberta to commit to an ongoing membership in the alliance.
2. Advocate for a commercial 24-hour port of entry at Wild Horse.
3. Officially recognize that an eastern Alberta transportation corridor will assist in growth in that part of the province and balance the economy by utilizing the capacity that exists in eastern Alberta communities.

Enhance domestic markets and recapture closed international markets for agricultural products

Agriculture is a huge industry in Canada, yet most sectors within the industry are facing obstacles that represent serious impediments to its ability to capture any significant level of international market share:

The transmissible spongiform encephalopathy (TSE) diseases affecting agricultural livestock of the last several years have had a serious negative impact on the agricultural industry. The TSE diseases include bovine spongiform encephalopathy (BSE) in beef cattle, chronic wasting disease (CWD) in Cervids (elk and deer) and scrapie in sheep.

Country of Origin Labeling (COOL) adopted by the United States is market protectionist in nature. The agricultural sector in Canada has relied heavily on the export market for its domestically raised products. There are many instances of Canadian agricultural exports hampered by non-tariff barriers that are not based on sound science, and that do not accord with existing bilateral and multilateral agreements, and international norms. In addition, Canada has not done an adequate job of broadening and deepening established ties with international markets or of pursuing and developing new trade opportunities.

What is not widely known is that the closure of markets has affected not only the beef industry but also cervid, sheep and many other livestock industries, such as bison, goat and alpaca. Canadian livestock producers suffer from limitation or loss of access to key international markets.

Canada imports more foreign livestock products than it exports. Domestic markets for Canadian-raised products are underdeveloped because of a variety of issues including the following: inefficient transportation networks; foreign subsidization of livestock exports; inadequate processing capacities; limited resources for market development initiatives, especially for smaller industries; and legal or regulatory norms that hamper market access and expansion. These are only a few of the problems encountered.

Canada has an excellent track record of respecting its international trade agreement obligations. This cannot be said of a number of its trading partners. Governments must ensure that the playing field in international trade is level through adherence to bilateral free trade and investment agreements, World Trade Organization (WTO) obligations and international norms. A balance between international market dependence and domestic markets is necessary for greater long-term stability for livestock producers.

Recommendation

That the federal government:

1. Immediately proceed to work with the provinces and industry stakeholders to develop new products, support marketing initiatives, enhance transportation infrastructure and processing capacities;
2. Work with industry organizations to remove the encumbrances of restrictive legislation that inhibit trade and growth of international and domestic markets;
3. Work with countries that have restrictions in place on Canadian agricultural products to remove those restrictions and better open closed international markets;
4. Improve marketing of domestic agricultural products in Canada to achieve a more balanced and sustainable Canadian marketplace for livestock industries.

Submitted by the Lloydminster Chamber of Commerce to CCC - 2010

Resolution – 01 - 2011

Subject: **Creating a Safer Community**

Submitted by: Lloydminster Chamber of Commerce

Background: The formation of the new Lloydminster Drug Strategy and Action Committee has been a great educational and information gathering and sharing committee, however this committee has a focus on the drug problem in the community.

There has been a significant increase in the population of Lloydminster and this has also increased the potential for crime. Residential and Business break-ins have shown an alarming increase in the past five years. The vagrant population has increased and the violence and inappropriate behaviour amongst younger children has increased.

The move to K division has increased the number of resources available to the community however the number of RCMP officers required to police the City & rural areas has not kept pace with the need, and they do not have the time to coordinate programs that could assist them in their work. These programs are more cost effective and efficient if coordinated by civilians.

Volunteer time is limited for most individuals who are qualified to participate in the organization and administration of the various programs that can assist the R.C.M.P to keep our City safe.

Issue: There is a need for a coordinated approach to the support and maintenance of the existing programs that are currently in place. These include but are not limited to: Neighbourhood Watch; Citizens on Patrol. While it is understood that the community must begin to take more responsibility for its safety and security by reporting suspicious behaviour, a coordinated approach would serve to make the necessary links, manage a communication strategy and recruit, train and coordinate volunteers.

Recommendation: The Lloydminster Chamber of Commerce recommends that the City of Lloydminster allocate tax dollars towards the creation of a discreet position, administered by a civilian, that would be dedicated solely to a communications plan, recruitment of volunteers, coordinate training for volunteers as well as administrative support of the programs that do and could continue to provide safe and effective supports to the work of the R.C.M.P. including those programs mentioned above and others.

Resolution: 02-2011

Improvements to the Lloydminster Airport

BACKGROUND:

Presently the Lloydminster Airport is serviced by Central Mountain Air with two flights daily Monday to Thursday with no flights on Friday mornings and no flights on the week-end.

Issue:

1. Currently the approach minimum for an aircraft doing an RNAV approach onto runway 26 is **365ft.** instead of 250 feet in the larger airports.
2. A cancelled flight on Thursday afternoon in Calgary means not arriving back to Lloydminster until Friday night at the earliest OR a cancelled flight on Friday afternoon in Calgary means not arriving back to Lloydminster until Monday morning.
3. A lot of business people are driving to Edmonton and flying to Calgary which gives them a lot more options.
4. The no weekend flights also means that very few people are flying out of Lloydminster to Calgary for further connections, because of the inability to return on a week-end.
5. The cost of a return trip to Calgary is \$479.00 which compared to an Edmonton to New Orleans return flight of \$506.00 makes it seem excessive. Grand Prairie to Calgary is \$508.00.
6. If we want to take our city to the next level, we need to look closely at our Air Service as presently supplied in Lloydminster.
7. If we want to attract business and employees to our community we will need a higher level of air service at a reasonable fare rate.
8. There are currently no flights going east to Saskatchewan, one of the fastest growing economies in Canada.

RESOLUTION:

That the Lloydminster Chamber of Commerce request that the City of Lloydminster initiate a complete study of the current air service in Lloydminster and research how that air service can be improved including new GPS equipment such as **Wide Area Augmentation System (WAAS)** as well as work with NAV Canada to get it approved and operational so that our City airport can grow to accommodate the rate of business growth in Lloydminster.

Resolution 03-2011

Subject: Access to Primary Health Care

Submitted by: Lloydminster Chamber of Commerce

Background:

Historically, Lloydminster and area have been served by a number of skilled and dedicated family physicians. They were recruited by one or another of the private clinics in our City. Although this model of service delivery met the greater Lloydminster community's needs in the 1970's and '80's, for the past 20 years it has become increasingly difficult for the local private clinics to recruit and retain general practitioners. Current estimates from the local health authority suggest that our community is short approximately ten family physicians.

There is a national and, indeed, a worldwide shortage of trained physicians. Despite the efforts of the local clinics and the Prairie North Regional Health Authority to attract family doctors to Lloydminster and the financial incentives that have been offered to qualified candidates, the shortage of general practitioners becomes more acute year by year. The appointment schedules of Lloydminster's family doctors are full. Hundreds of individuals and families new to our community are unable to secure physicians' services at the private clinics. Those fortunate enough to have been accepted by a clinic often have to wait several days, or even weeks, for an appointment. People who are desperate for even routine medical attention are obliged to go to the Lloydminster Hospital's Emergency Department where they typically have to wait for hours to be seen. Clearly, the traditional model of providing basic primary healthcare in Lloydminster is inadequate. It is imperative that our community finds and implements an effective and efficient primary health services model. Such a model will complement the continuing services of privately run clinics and will ensure timely, effective and cost effective access to appropriate basic medical services.

Many models of primary health care delivery have been developed and implemented in other communities and jurisdictions. In general, such models provide:

- a. Diagnosis services with the capacity to treat basic or routine health matters.
- b. Referral services to appropriate health professionals (either in-house or elsewhere).
- c. A diverse team of health professionals who can provide the right services by the appropriate caregiver in a timely manner.

Resolution:

Whereas, the traditional private clinic-based model of delivering primary health services in Lloydminster cannot cope with the basic healthcare needs of our community's growing and aging population; and,

Whereas, members of the Lloydminster Chamber of Commerce require comprehensive social services (including healthcare) in order to attract and retain workers; and,

Whereas, governments of both Alberta and Saskatchewan support the implementation of effective and efficient primary health care models; and,

Whereas, the Board of the Prairie North Regional Health Authority is responsible for meeting the healthcare needs of Lloydminster and area;

Be it resolved that the Executive of the Lloydminster Chamber of Commerce meet with, encourage and support the Board of the Prairie North Regional Health Authority in establishing primary healthcare services in Lloydminster that will complement the services currently offered by private clinics.

Submitted by Lloydminster Chamber of Commerce 2011 to ACC & SCC

**LABOUR FORCE ENHANCEMENT AND
QUALITY PRE-KINDERGARTEN PROGRAMMES**

BACKGROUND:

Businesses in Canada are experiencing increasing difficulty in recruiting and retaining competent, well-trained staff. This challenge will be exacerbated by the aging of our workforce and the impending retirement of the “baby boom generation”. As such, it is important that social policies be implemented that make it possible for the maximum participation of our population in the paid workforce.

The parents of pre-school aged children could participate to a greater extent in the workforce if there were increased access to quality, regulated pre-school programmes to address the developmental needs of their young children. Quality programmes can be delivered in a variety of settings that provide childcare in safe, healthy environments and address the age-appropriate learning needs of the children. Such programmes, regulated by the Province, would provide the peace of mind and confidence to parents that would allow them to re-enter the workforce in a timely manner.

Increasingly we are hearing from school divisions that children are coming to kindergarten un-prepared for their start of school life. If children are un-prepared at that age, the problems only become worse as they move into elementary grades. These children are the business leaders of tomorrow. We need to ensure that they are receiving a good start by providing the pre-school support for their developmental needs.

In addition, the lack of after school care facilities or spaces is also a road block for parents to return to work or be productive at work. Schools that are equipped with facilities to provide this type of service will help parents make the decisions for educational opportunities of their children.

The Federal Government has backed away from contributing to the funding of quality, regulated day-care and pre-school programmes. This federal position notwithstanding, the need for such programmes has not diminished. Implementation of such programmes is a provincial responsibility and will require the political will and action by the Government of Alberta/Saskatchewan. The benefits of increasing the pool of potential skilled employees through the timely return to work of parents of pre-school aged children will be profound.

RESOLUTION:

That the Lloydminster Chamber of Commerce request that the Alberta/Saskatchewan Chamber of Commerce communicate to the Government of Alberta/Saskatchewan, its support for quality, regulated programmes for pre-Kindergarten children so as to facilitate the timely return to the workforce of the children’s parents.