

No special deal for Alberta electricity regs: Guilbeault

Mia Rabson

THE CANADIAN PRESS - OTTAWA

There will be no special treatment for Alberta when it comes to Canada's incoming regulations to make electricity cleaner, Environment Minister Steven Guilbeault said Friday.

The comments are the latest salvo in the seemingly never-ending battle between Alberta and Ottawa over climate policy.

This one relates to new clean electricity regulations that Guilbeault published in draft form in August. The regulations will require all electricity to be from either renewable sources, like wind or hydro, or equipped with carbon-capture technology by 2035.

Both Alberta and Saskatchewan have said that that is simply not doable, and they are instead targeting 2050 as the date for full emissions-free electricity.

The two provinces still rely heavily on fossil fuels — natural gas for Alberta and coal and gas for Saskatchewan — to make power, and they say they can't eliminate those or build enough carbon capture without hurting reliability or costing their residents a fortune.

Alberta Premier Danielle Smith Thursday said she will use her province's sovereignty act to challenge any attempt by Ottawa to enforce that deadline. Her comment came after an Alberta Electric System Operator issued a report warning about the possibility of blackouts if the federal regulations are enforced.

The report did not explain how that conclusion was reached. But Smith is in full-scale attack mode, launching a widespread advertising campaign, including outside of Alberta, asking people to tell Ottawa not to let Albertans freeze in the dark.

Guilbeault disputes that the regulations will put undue costs or cause reliability problems anywhere. He said he wants to work with all provinces and territories to

make sure the regulations work for everyone and also reduce emissions.

"I would call on Premier Smith to work with us constructively to ensure that these regulations are the most efficient for all Canadians," Guilbeault said during a news conference on an unrelated topic in Ottawa Friday.

He said while the regulations are still in the consultation stage, and adjustments can still be made, there will not be a carve-out that exempts Alberta.

"How fair would it be for ... the rest of the federation if we started carving out exceptions for provinces?" he said.

"We didn't do it for pricing. We worked with all provinces to ensure that we had a fair and equitable system when it came to pricing, and we will do the same for the clean electricity regulations."

Alberta and Saskatchewan, along with Ontario, launched court challenges of Ottawa's authority to impose a carbon price, arguing it

impeded their jurisdictions from developing their natural resources as they see fit.

Ultimately, the Supreme Court of Canada sided with Ottawa, ruling that climate change and emissions cross provincial borders, so Ottawa has jurisdiction to implement a carbon price.

The Sovereignty Act, which Smith passed in Alberta almost a year ago, would allow the province to reject federal laws or regulations when the province thinks they cause harm to Alberta. It has not been tested in court.

Airline industry claims traveller safety at risk with proposed passenger rights rules

Christopher Reynolds

THE CANADIAN PRESS - MONTREAL

Aviation companies are making the pitch to Ottawa that stricter rules designed to boost customer compensation and improve service could put passenger safety at risk — an argument consumer advocates reject as "ridiculous."

The push, made in regulatory submissions and meetings on Parliament Hill, comes on the heels of sweeping reforms to the passenger rights charter announced in April and currently being hashed out by Canada's transport regulator before going into effect next year.

The changes appear to scrap a loophole through which airlines have denied customers compensation for flight delays or cancellations when they were required for safety purposes. The sector wants that exemption restored, and says pilots shouldn't feel pressured to choose between flying defective planes and costing their employer money.

"We want our pilots to be entirely free from any financial consideration when they take a safety-related decision," WestJet chief executive Alexis von Hoensbroech said in a video chat from Ottawa this week, where he was meeting with federal ministers on the reforms. The Air Line Pilots Association raised similar concerns in a submission to the Canadian Transportation Agency.

"Regulation should never be punitive for safety decisions," the CEO said,

adding that the would-be changes will drain carriers of cash after a financially devastating COVID-19 pandemic.

In the European Union, however, where rules and precedents comparable to the impending passenger rights charter are in place, flight safety remains uncompromised, advocates say.

"Did it make it less safe to fly in Europe? I don't think so," said Sylvie De Bellefeuille, a lawyer with the advocacy group Option consommateurs.

The EU code came into force nearly two decades ago, shored up by court rulings that require compensation even for trip disruptions caused by safety concerns, such as mechanical issues. No major accidents involving EU-registered planes have occurred in commercial aviation since 2015.

"It lays pretty ill in the mouth of the industry to say that if you ... take away that excuse, then we will therefore fly unsafe planes," said John Lawford, executive director of the Public Interest Advocacy Centre.

"I'm surprised that they would have the chutzpah to say that."

Air Passenger Rights advocacy group president Gabor Lukacs called the claim "ridiculous," and NDP transport critic Taylor Bachrach also slammed the argument.

"It's quite alarming that the airlines would suggest that if the government holds them to a higher standard of customer care, there's going to be a risk to passenger safety," Bachrach said in a phone interview from northwestern B.C.

Nonetheless, organizations from

Nav Canada to the International Air Transport Association — as well as Canada's main pilots union — maintain that safety will be jeopardized unless delays due to malfunctions or mechanical issues are exempted from what the Atlantic Canada Airports Association called "punitive measures."

"It adds operational pressure on the pilots, who are already dealing with enough pressure," said Jeff Morrison, who heads the National Airlines Council, which represents carriers including Air Canada and WestJet.

Proposed changes under the Air Passenger Protection Regulations would not exempt flight disruptions that are caused by "normal ... technical problems" from cash compensation given to customers. However, big delays caused by "airport operational issues" or "hidden manufacturing defects" would be considered beyond the airline's responsibility — and thus exempt from compensation — under the would-be reforms, most of which are still months away from being finalized.

The first phase of the overhaul comes into effect on Saturday, kicking off a more streamlined complaints process that currently creeps under the weight of more than 57,000 complaints.

That backlog has continued to mount despite a slowdown in filings, which can take up to two years for the regulator to process. The new system will be managed by "complaint resolution officers" — 40 have been hired, with 60 more expected to be trained over the next year, according to the agency.

CRTC sets threshold for online streaming services

THE CANADIAN PRESS - OTTAWA

The Canadian Radio-television and Telecommunications Commission has set a threshold that determines which online streaming services will be subject to new rules arising from the Online Streaming Act, formerly known as Bill C-11.

The broadcasting watchdog's decision says online streaming services offering broadcasting content in Canada and earning \$10 million or more in annual

revenues must provide information about their activities by registering with the CRTC before Nov. 28.

It says social media services and online services offering podcasts must register, while social media users or individuals who use social media to share podcasts do not have to do so.

The Online Streaming Act received royal assent in April and is meant to update the Broadcasting Act to require digital platforms such as Netflix, YouTube and TikTok to contribute and promote Canadian content.

Starting Friday, the CRTC is also

requiring certain online streaming services to provide it with information related to their content and subscriber-ship, and make content available in a way that is not tied to a specific mobile or internet service.

The decision closes two of three public consultations launched by the CRTC in May related to Bill C-11, as the regulator continues to consider what contributions traditional broadcasters and online streaming services will need to make to support Canadian and Indigenous content.

McCarthy's last-ditch plan to keep the government open collapses, making a shutdown almost certain

THE ASSOCIATED PRESS - WASHINGTON

House Speaker Kevin McCarthy's last-ditch plan to keep the federal government temporarily open collapsed in dramatic fashion Friday as a robust faction of hard-right holdouts rejected the package, making a shutdown almost certain.


McCarthy's right-flank Republicans refused to support the bill despite its steep spending cuts of nearly 30% to many agencies and severe border security provisions, calling it insufficient.

The White House and Democrats rejected the

Republican approach as too extreme. The vote was 198-232, with 21 hard-right Republicans voting to sink the package. The Democrats voted against it.

The bill's complete failure a day before Saturday's deadline to fund the government leaves few options to prevent a shutdown that will furlough federal workers, keep the military working without pay and disrupt programs and services for millions of Americans.

A clearly agitated McCarthy left the House chamber. "It's not the end yet; I've got other ideas," he told reporters.




Notice of Plan Amendment


Oct. 5, 2023 - 1:30 p.m.
City Hall - 910 4th Ave. S.

What is This Plan Amendment About?
Civic Works Standing Policy Committee will be considering the amendment to the Watermark Outline Plan. The updated plan provides guidance on how land is used, serviced, and accessed to be more efficient and meet current market demands.

Tell Us What You Think
✍ Written submissions by Wednesday September 27, 2023 on lethbridge.ca/notices.
🗣 Verbal presentations on Thursday, Oct. 5, 2023

Bylaw can be viewed at City Hall, 910 – 4 Avenue S.
Questions, contact Janet Gutsell, Senior Subdivision Planner, 403-320-3091 or janet.gutsell@lethbridge.ca
For additional information on this bylaw, filing a petition related to this bylaw, or any other question please contact 311.

For more info, visit:
lethbridge.ca/notices 




Notice of Public Hearing


2802 5 Avenue North
Bylaw 6417
Oct. 17, 2023 – 3:00 P.M.
City Hall - 910 4th Ave. S.

What is This Bylaw About?
Proposed rezoning will carry forward the currently allowed Uses and most of the development requirements. It will exclude the previous landscaping requirements, the site plan, and the landscaping plan found in Bylaw 6177.

Tell Us What You Think
✍ Written submissions by Tuesday, Oct. 10, 2023
🗣 Verbal presentations on Tuesday, Oct. 17, 2023

Bylaw can be viewed at City Hall, 910 – 4 Avenue S.
Questions, contact Genesis Molesky, 403-329-7392 or genesis.molesky@lethbridge.ca
For additional information on this bylaw, filing a petition related to this bylaw, or any other question please contact 311.

For more info, visit:
lethbridge.ca/notices 



Lethbridge

CEMETERY SERVICES

In accordance with City of Lethbridge Cemetery Bylaw 5004

FALL & WINTER Cemetery Hours - from October 1st to March 31st the cemetery gates will remain open between the hours of 8:00 a.m. and 6:00 p.m.

Flowers, funeral designs or floral pieces will be permitted on a grave the day of the burial and for a period of seven calendar days.

No glass items or other breakable material is allowed on any graves in the cemetery. This type of material creates a hazard for our mowing and snow removal crews and could cause serious injury.

No person shall be in a cemetery during the hours of darkness.

The Cemetery Administrative Office is located in Mountain View Cemetery, 1210 Scenic Drive South. Open weekdays 8:00 a.m. to Noon and 1:00 to 4:30 p.m. Records for all four City Cemeteries are maintained at this location (Archmount, Mountain View, Royal View Memorial & St. Patrick's).

Telephone: 403-320-3008 Fax: 403-329-1776
Email: cemetery@lethbridge.ca



Land Use Bylaw Renewal

Zoning Workshop: Housing and Social Services

Participants will get an opportunity to work with City staff, service providers and other citizens to discuss their concerns and potential solutions related to housing and social services in Lethbridge.

Call 403-329-7392 by October 2 at 5:00 p.m. to register for one of the four sessions:

- Oct. 3 1:00-3:00 p.m. & 5:00-7:00 p.m.
- Oct. 4 9:00-11:00 a.m. & 1:00-3:00 p.m.

Workshops will be held in the Culver room at City Hall, 910 4 Avenue South.





DEVELOPMENT PERMITS

LAND USE BYLAW 6300

Take notice that the following Discretionary Use applications and applications involving waivers have been approved by the Development Officers. More information can be obtained by calling 403-320-3920.

NORTH AVENUES AND STREETS:
3901 36 Street North, DEV14714
and (portion) 3680 39 Street North
Heavy Industrial District
Manufacturing Intensive, Manufacturing General, Freight and Storage. Waiver: front landscaping width.

SOUTH AVENUES AND STREETS:
333 6 Street South, DEV14829
Downtown Commercial District
Sign, Fascia

1911 12 Avenue South, DEV14839
Low Density Residential District
Waiver, Front Setback - Uncovered Front Deck

125 3 Avenue South, DEV14836
Downtown Commercial District
Exterior Building Alterations or Improvements.

125 3 Avenue South, DEV14835
Downtown Commercial District
Sign, Fascia.

WEST AVENUES AND STREETS:
951 Miners Boulevard West, DEV14846
Mixed Density Residential District
Waiver, Front Setback - Dwelling - Compliance

428 Canyon Ridge Circle West, DEV14844
Low Density Residential District
Waivers: Front & Rear Setbacks, and Eave Projections.

APPEALS:
A letter of appeal may be delivered and/or mailed to:
Secretary of the Subdivision and Development Appeal Board, City Clerk's Office, 2nd Floor 910 - 4 Avenue South, Lethbridge, AB T1J 0P6, Phone 403-329-7329, for receipt no later than **October 23, 2023.**

For more info, visit:
lethbridge.ca/living-here/My-Property/Pages/Public-Notices