



2013

SELECTED ISSUES



Lloydminster
CHAMBER OF COMMERCE

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Physician Development (Alberta)

2013

Category: Health

Issue: There is a critical shortage of trained physicians to meet the needs of a growing and prosperous Alberta. This shortage will become more acute with the above average population growth that is expected as people move here from other areas of Canada and abroad seeking employment and economic opportunities. Alberta Venture reported that 70,000 people will move into Alberta each year.

Background: As of December 2012, 8420 (*CPSA January report*) physicians were fully registered on the in-province registers in Alberta, up only 375 from 2011 numbers of 8,045.

The Alberta College of Physicians and Surgeons typically requires international medical graduates to do a two year residency before they can be fully licensed in Alberta. This is above the standard for other provinces in the New West Partnership.

The New West Partnership premise is that professionals and skilled tradespersons certified or licensed in one province will be recognized as qualified in all three provinces ensuring that skilled and qualified people get into the workforce faster. It also creates greater consistency in recognizing the Canadian credentials and qualifications of internationally trained professionals within the provinces. This however does not apply to physicians who are governed by a professional association.

The agreement on Internal Trade signed by the First Ministers of Canada is intended to eliminate barriers to trade, investment and labor mobility within Canada. Physicians who are Canadian citizens or Permanent Residents and who have an independent practice license in a Canadian province or territory may be eligible for a license in Alberta; however this may not always be the case, especially with international physicians.

The Canadian Chamber has sited Canada's patchwork system of internal trade regulations as one of the top ten barriers to competitiveness, blocking the free flow of workers, goods and services across the country, hindering growth, innovation and our ability to compete in the global market.



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Resolution:

The Lloydminster Chamber of Commerce recommends that the Government of Alberta:

1. Consider including physicians in the list of occupations that could be inter-provincially licensed, thus making it easier for physicians to move across the New West Partnership borders.
2. Ensure that the licensing requirements for the College of Physicians and Surgeons of Alberta/Saskatchewan are consistent with that of other provinces in the New West Partnership, allowing doctors to practice under the Agreement on Internal Trade.



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Physician Development (Saskatchewan)

2013

Category: Health

Issue: There is a critical shortage of trained physicians to meet the needs of a growing and prosperous Saskatchewan. This shortage will become more acute with the above average population growth that is expected as people move here from other areas of Canada and abroad seeking employment and economic opportunities.

Background: The New West Partnership premise is that professionals and skilled tradespersons certified or licensed in one province will be recognized as qualified in all three provinces ensuring that skilled and qualified people get into the workforce faster. It also creates greater consistency in recognizing the Canadian credentials and qualifications of internationally trained professionals within the provinces. This, however, does not always apply to physicians who are governed by a professional association.

The agreement on Internal Trade signed by the First Ministers of Canada is intended to eliminate barriers to trade, investment and labor mobility within Canada. Physicians who are Canadian citizens or Permanent Residents and who have an independent practice license in a Canadian province or territory may be eligible for a license in the three provinces; however this may not always be the case, especially with international physicians.

The Canadian Chamber has sited Canada's patchwork system of internal trade regulations as one of the top ten barriers to competitiveness, blocking the free flow of workers, goods and services across the country, hindering growth, innovation and our ability to compete in the global market.

Resolution:

The Lloydminster Chamber of Commerce recommends that the Government of Saskatchewan:

1. Consider including physicians in the list of occupations that could be inter-provincially licensed, thus making it easier for physicians to move across the New West Partnership borders.
2. Ensure that the licensing requirements for the College of Physicians and Surgeons are consistent with that of other provinces in the New West Partnership, allowing doctors to practice under the Agreement on Internal Trade.

Importance of Alberta's membership in Ports-to-Plains Trade Corridor Alliance

Submitted to ACC in 2010 and reintroduced in 2013

Category: International and Intergovernmental Relations

Issue: Alberta's energy resources and agriculture sector make it an important part of the Ports-to-Plains Trade Corridor. Due to the economic benefits that flow from enhancing this vast North American trade region, it is critical that Alberta participate in the Ports-to-Plains Trade Corridor Alliance. Specific goals that can result from displaying leadership in the Alliance include expanding the Port of Wild Horse and developing the Eastern Alberta Trade Corridor.

Background: The Ports-to-Plains Alliance is a coalition of governments, communities, economic development regions and business leaders advocating for robust transportation infrastructure along a north-south trade corridor in order to promote economic security and prosperity throughout North America's energy and agricultural heartland, extending from the U.S. Gulf Coast north through Alberta.

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

A significant thrust of the regional economic development alliances has been in the development of an eastern Alberta trade corridor. The economic development groups represent over 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 Alliance encourages and advocates for the Canadian and American governments to expand their border facilities to provide 24-hour commercial and traveller services.



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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 and United States communities.

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.

These objectives are the following:

- i. Marketing and expansion of the use of the corridor for:
 - a) Moving products within Alberta, as well as to and from the US
 - b) Serving Alberta and other Canadian and US tourists
 - c) Attracting investment for existing and new businesses.
- ii. Implementation 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. Sustaining the Eastern Alberta Trade Corridor in order to implement the corridor plan.
- iv. Defining initial activities for the corridor plan to be undertaken by the Eastern Alberta Trade Corridor. 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.

Resolution:

The Alberta Chambers of Commerce recommends the Government of Alberta:

1. Continue to endorse and support the Ports-to-Plains 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 to enhance the efficient and effective movement of goods through the corridor.
3. Officially support and recognize the Eastern Alberta Trade Corridor as an avenue to assist in commercial transport and growth in the Eastern part of the province.
4. Recognize the Ports-to-Plains Corridor as a transportation corridor supported by the Government of Alberta, including, but not limited to recognition on the government's website in Corridor Development.



Importance of Alberta's membership in Ports-to-Plains Trade Corridor Alliance

*Alberta Version

Category: International and Intergovernmental Relations

Issue: Alberta's energy resources and agriculture sector make it an important part of the Ports-to-Plains Trade Corridor. Due to the economic benefits that flow from enhancing this vast North American trade region, it is critical that Alberta participate in the Ports-to-Plains Trade Corridor Alliance. Specific goals that can result from displaying leadership in the Alliance include expanding the Port of Wild Horse and developing the Eastern Alberta Trade Corridor.

Background: The Ports-to-Plains Alliance is a coalition of governments, communities, economic development regions and business leaders advocating for robust transportation infrastructure along a north-south trade corridor in order to promote economic security and prosperity throughout North America's energy and agricultural heartland, extending from Laredo, Texas to Fort McMurray.

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

A significant thrust of the regional economic development alliances has been in the development of an eastern Alberta trade corridor. The economic development groups represent over 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 Alliance encourages and advocates for 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, legislative advocacy, and partnerships between Alberta and United States communities.

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.

These objectives are the following:

- i. Marketing and expansion of the use of the corridor for:
 - a. Moving products within Alberta, as well as to and from the US
 - b. Serving Alberta and other Canadian and US tourists
 - c. Attracting investment for existing and new businesses.
- ii. Implementation 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. Sustaining the Eastern Alberta Trade Corridor in order to implement the corridor plan.
- iv. Defining initial activities for the corridor plan to be undertaken by the Eastern Alberta Trade Corridor. 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.

Resolution:

The Alberta Chambers of Commerce recommends the Government of Alberta:

1. Continue to endorse and support the Ports-to-Plains 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 to enhance the efficient and effective movement of goods through the corridor.
3. Officially support and recognize the Eastern Alberta Trade Corridor as an avenue to assist in commercial transport and growth in the Eastern part of the province.
4. Recognize the Ports-to-Plains Corridor as a transportation corridor supported by the Government of Alberta, including, but not limited to recognition on the government's website in Corridor Development.

Upgrades to Highway 17 in Alberta

2013

Category: Transportation and Infrastructure

Issue: Highway 17 upgrades are imperative to ensure continued safe and timely movement of goods and services as well as human capital in the north east corridor of Alberta.

Background: Highway 17, a major north south connector highway between Macklin (highway 13(AB) and highway 14 (SK) to the south, and Onion Lake First Nation to the north, runs directly through Lloydminster. Upgrades have been completed a few years ago to the southern portion from highway 14 (AB) to Highway 13 (AB).

In 2011, the stretch of highway 17 from Lloydminster north to Alcurve (junction of highway 3 (SK) and highway 45 (AB) received upgrades with passing lanes on the Sandy Beach hill and turn lanes at the major intersections. This made this piece of highway somewhat safer although future work will need to be done to keep up with the traffic count and the economic development of the area.

The stretch of highway north of Alcurve to Onion Lake is heavily used by heavy oil haulers, oil company crew trucks and other oil field equipment. In addition it is used by business commuters and professional employees to and from Lloydminster. Highway 17 south of Lloydminster is also used by heavy oil haulers, oil company crew trucks and other oil field equipment as well as business commuters to and from Lloydminster. It is the avenue by which millions of dollars of business is done on a daily basis.

This above mentioned highway has steep hills (Jumbo Hill and the North Saskatchewan River hills to the north and the Battle River Hills to the south). These hills slow traffic to a crawl, especially the heavy trucks and those unlucky enough to be behind them, and the temptation to pass on the hills is huge, causing the potential for accidents.

In addition, this highway running through Lloydminster needs to be upgraded to handle the volume of traffic that comes down highway 17 everyday, either internal and/or external commutes, trade and commerce, and tourism traffic.

Recommendation:

The Lloydminster Chamber of Commerce recommends that the Government of Saskatchewan and the Government of Alberta:

1. Continue their highway improvement and within the next three years complete the upgrades to highway 17 focusing on passing lanes specifically on the river hills (North Saskatchewan & Battle) as well as Jumbo Hill north of Alcurve and construct turning lanes at key intersections.
2. Provide immediate funding to the City of Lloydminster to do the necessary upgrades to Highway 17 within the City limits.



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Dr. Cooke: Planning for a better future for Lloydminster and area seniors

2013

Category: Health

Issue: The demolition of the south and central locations of the existing Dr. Cooke facility

Background: The Lloydminster Chamber of Commerce is accredited with distinction by the Chamber Accreditation Council of Canada (CACC) and we are the voice of 600 members. To help make Lloydminster a comfortable place to live and do business well into the future we find it imperative that this issue is resolved in a manner that services our region in the best possible way. We understand what is currently being discussed by the regulating bodies involved in this crucial decision and we are presenting a few suggestions to consider. The decisions made for health care, long term care and acute care greatly affects the business community in terms of access, timeliness and availability.

The demand for palliative care, long term care, respite care, and transition beds is here and the demand is here to stay. Combine the facts that our aging population is growing with the facts that mental illness is on the rise and physical disability continues to be an ongoing dilemma, we are left with a serious need for infrastructure and qualified assistance to care for this dependent segment of our population.

Current plans for the new Dr. Cooke facility illustrate the possibility of a second complex to be constructed beside the one currently under construction; the problem is that these are just plans. We recognize that more beds are needed right now. We know that there is a long waiting list for long term care in Lloydminster. The Health Quality Council in their report done in 2011 recommended that the government consider the need for an increase in capacity for long term care. The demand for long term care continues to exceed the supply of availability. In addition, in their 2010/2011 year-end report, Prairie North Health region reported that 8% of their acute care beds were occupied by long term care patients. This puts a tremendous strain on the capacity needs of the hospital.

The location of the current Dr. Cooke is also ideal. It is walking distance to other senior's facilities which, therefore provides some independence for able bodies. The close proximity to the Hemstock and Hearthstone retirement facilities allows for able bodies in these facilities to walk to the Dr. Cooke and visit friends and family members. In turn, it also reduces the frequency of elderly drivers on the roads.

Recommendation:

The Lloydminster Chamber of Commerce recommends that the Government of Alberta, which oversees the work of the Alberta Health Authority, ensure that the south and central wings of the current Dr. Cooke long term care facility in Lloydminster, Alberta be repurposed to be used for other uses as described below and that until a shovel is put to the ground for a second complex, that the facility be renovated to make it functional for staff and habitable for the patients and visiting family members. Suggestions for use of this facility include: Long Term Care, Respite Care, Palliative Care, Convalescent and Rehabilitation Care as well as Seniors Day Care.



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Photo Speed Enforcement in Saskatchewan

Submitted to SCC in 2009 and 2012

Category: Transportation and Infrastructure

Issue: There are no prohibitions preventing the use of photo radar in the Province of Saskatchewan, however, the current Summary Offence Procedure Act does not have provisions allowing the mailing of photo radar tickets to offenders. Without a mail out procedure it is too labor intensive to serve each offender personally to issue the ticket.

Background: Other provinces in Canada have had photo speed enforcement for a number of years with positive results. Several statistical surveys have been conducted and the results of these surveys have shown that traffic accidents are down and traffic injuries and fatalities are also down.

The Saskatchewan Association of Chiefs of Police have passed motions in support of utilizing technologies such as photo radar and red light cameras as tools to reduce collisions and promote safer streets.

Despite numerous studies showing the effectiveness of speed enforcement, especially automated speed enforcement, in reducing crashes, public debate still continues in regard to the revenue raising aspect of speed enforcement. Using speed camera enforcement data from a large urban city, this study found that catching offenders had a significant effect in reducing injury crashes that was beyond the deterrent effect provided by the presence of police on the roads alone. The apprehension of offenders is therefore a key component needed to maximize the effectiveness of the speed camera program and not solely as a means to raise revenue. Revenue raised can be put towards other prevention programs that will keep our streets safe.

Resolution: The Saskatchewan Chamber of Commerce encourages the Government of Saskatchewan to consult with municipalities and amend the Summary Offence Procedure Act to permit the mailing summonses to offenders, so as to enable municipalities to use photo speed enforcement at each municipality's discretion.

In addition, each municipality should be enabled to use private sector resources and technology to implement traffic enforcement and education strategies within their respective communities.

Evaluate Issues That Inhibit the Attraction and Retention of Immigrants and Newcomers

Submitted to LEDC in 2012

Category: Employment and Immigration

Issue: Due to economic growth, Lloydminster, an already rapidly growing centre, has experienced a significant influx of newcomers and immigrants. At present there are some organizations working to support newcomers, but more is needed to expand our resources and overcome existing problems so that newcomers will be attracted to, and be able to settle successfully in Lloydminster.

Background: The unemployment rate in the Lloydminster area is low, and many employers are facing labour shortages and difficulty retaining employees. Immigrants and newcomers, who might alleviate this challenge significantly, face several issues that prevent them from settling successfully and permanently in the city. Some of these issues include:

1. **A lack of public transportation options:** Newcomers often arrive without a personal vehicle and must rely on taxis (where affordable), or travel from place to place on foot, which is both time-consuming and at times, dangerous due to weather conditions and unsuitable pedestrian walkways. This issue aggravates other challenges such as finding job placements, caring for children, attending language classes, and accessing health services.
2. **Limited access to child care:** Because of the limited accessibility of child care services in Lloydminster, spouses of newcomers may be required to remain at home, caring for children, which means that he or she is unable to use job-related qualifications and skills, ultimately leading to increased family pressure and a reduced probability of successful settlement.
3. **Need for increased accessibility of language and culture training:** Existing language education groups have experienced difficulty providing enough properly trained instructors and tutors, making classes fewer and larger. In addition, child care is not provided during class time, so often one parent from a family attends while the other stays at home. There is also a gap in existing educational programs when it comes to helping immigrants understand Canadian culture and how our culture might differ from their own. It is not enough for a person to understand language and laws. Understanding culture is also critical to successful settlement.



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4. **Access to affordable housing:** When living costs are too high and it becomes too time-consuming and difficult to find a suitable place to live near amenities and workplaces, it creates additional pressure and stress for a family that has already undergone several difficult changes.
5. **Availability of employment:** In a case where couples or families immigrate, it becomes important that suitable employment can be found for not just one, but both partners, and that they are provided with the tools they need to be successful at their jobs and settle in the community with stability.
6. **Availability of grants for cultural centres:** Cultural centres provide support for newcomers and especially immigrants and can help alleviate culture shock and pressure on new families. Once a cultural group has been established, it can become self-sufficient and productive without extensive outside help, providing long-term support and educational resources for existing and future immigrants.

Any combination of these issues can mean that a newcomer will feel alienated, different, and strained. This may lead to culture shock for the newcomer and ultimately leaving the city, reducing Lloydminster's workforce even more. It is imperative that resources and clear information are provided to establish a starting point from which to initiate positive change to increase attraction and retention of newcomers, alleviate the local labour shortage issue, and ultimately lead to greater economic strength.

Resolution: The Lloydminster Chamber of Commerce recommends that the Lloydminster Economic Development Corporation allocate dollars to complete the study that will clearly outline the most pressing issues facing newcomers and immigrants, and make the results of the study available to the Lloydminster Chamber of Commerce, AEI, and any other organizations that deal directly with immigrant or newcomer issues or services.



Address the Difficulty Involved in Obtaining a License/Permit for Physicians in Alberta and Saskatchewan.

Submitted to ACC and SCC in 2012

Category: Health

Issue: A more streamlined and efficient process is needed for qualifying new physicians for practice permits/licensing, especially for physicians with training in countries outside of Canada and the United States, in order to abate the long term issue of physician shortages.

Background: Lloydminster, as well as the provinces of Alberta and Saskatchewan face serious shortages of healthcare professionals, and in particular, physicians. This shortage means that citizens may be unable to access health services, and that existing doctors are overworked and do not receive the coverage they need to be away from work. Part of the problem is that there are simply not enough physicians with permits/licenses from the Colleges of Physicians and Surgeons of Alberta and Saskatchewan (CPSA, CPSS). Within this issue lies the lengthy and difficult process that an immigrated physician must undergo in order to have his or her training recognized and become licensed/permitted to practice in Alberta or Saskatchewan.

Resolution: The Lloydminster Chamber of Commerce recommends that the Governments of Alberta and Saskatchewan review the rights and processes of the CPSA and CPSS and put in place a process for approval that is efficient and effective for licensing physicians, working with the Colleges if possible to achieve these results.



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Public Infrastructure to Support Community Growth (Public Transportation)

Submitted to the City of Lloydminster in 2012

Category: Transportation and Infrastructure

Issue: The City of Lloydminster is among the fastest growing communities in Alberta and Saskatchewan. Our vigorous commercial and industrial enterprises add substantially to the economic development of both Provinces but in order to attract and retain workers and their families to our community, as well as students and retiring seniors, we must be prepared to serve the needs that individuals and families have for such basic services as public transportation. Due to rapid and sustained population growth, and the growth of the City towards the outer limits, it is necessary to consider ways of providing public transportation.

Background:

1. The population of the City of Lloydminster has increased at an average annual rate in excess of 4% over the past decade; and,
2. Lakeland College has experienced an increase in students in the past 5 years and will increase their enrolment by several hundred students more in the next few years; and
3. The City could become a community of choice for seniors wishing to retire to a centre where there are health care facilities and health specialist services; and there are large numbers of seniors in the city already needing public transportation.
4. The retail and hospitality service sector has expanded significantly in the past decade to service the rapidly growing population and these industries employ lower income employees who may find the lack of public transportation a barrier to employment in an already tight labour market; and
5. The City has experienced a significant influx of temporary workers and immigrants in the past few years, and it can be expected that these numbers will continue to increase with the number of adults without vehicles will stay high.
6. CO2 emissions have become a concern for many individuals and public transportation could be one of the answers to helping to eliminate this problem and improve Lloydminster's image as a forward thinking community.
7. Traffic congestion has become a real concern in Lloydminster and a public transportation system could help to alleviate some of that congestion; and



8. The lack of sidewalks on many of our main streets makes it very dangerous for students, seniors and others who have to rely on walking as their only means to get around. A public transportation system would give these individuals safe options, especially in the winter time; and
9. Other cities in Canada receive federal and provincial funding for their transportation systems. Lloydminster needs to demand some of that funding as well; and
10. Tax payers would be supportive of their tax dollars being used for a public modified transportation system.

Resolution: the Lloydminster Chamber of Commerce recommends that the City of Lloydminster coordinate a stakeholder committee to develop a 'made in Lloydminster solution' for the transportation issues currently facing our community, with a solution to be presented to the public by the fall of 2012.



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Dangerous Goods Route around the Core of Lloydminster

Submitted to the City of Lloydminster in 2012

Category: Transportation and Infrastructure

Issue: Currently there is no bylaw or enforcement mechanism in place to ensure that the large truck traffic, and particularly the trucks hauling dangerous goods, are prohibited from driving in the core of the city.

The large trucks that need to stop and go in the core, slow down the traffic which has also been noted as an issue.

Background: Lloydminster is rapidly growing and expanding not only in the physical sense but also in terms of the goods and services provided from our central location in the Midwest. Many of the trucks and tanks moving through our city core on Highway 16 and 17 are carrying goods and substances that could endanger the lives and wellbeing of our Lloydminster citizens.

Resolution: The Lloydminster Chamber of Commerce recommends that the City of Lloydminster:

1. Pass a bylaw and put into place an enforcement plan, with substantial penalties, that restricts truck traffic hauling dangerous goods from travelling in the city core except for those trucks who are delivering goods to local businesses.
2. Put in place the infrastructure necessary to move the heavy truck traffic on and off Highway 16 and 17 at the designated truck route exits and entrances.
3. Designate a dangerous goods route.



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Improvements to the Lloydminster Airport

Submitted to the City of Lloydminster in 2011

Category: Transportation

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

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.

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.



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Access to Primary Health Care

Submitted to PNRHA in 2011

Category: Health

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.



Labour Force Enhancement and Quality Pre-Kindergarten Programs

Submitted to ACC & SCC in 2011

Category: Employment and Immigration

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 programs to address the developmental needs of their young children. Quality programs 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 programs, 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 unprepared 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 programs. This federal position notwithstanding, the need for such programs has not diminished. Implementation of such programs 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 programs for pre-Kindergarten children so as to facilitate the timely return to the workforce of the children's parents.



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