



CITY OF QUESNEL NEWS RELEASE

**For Immediate Release
September 29, 2008
City resolutions successful at UBCM**

QUESNEL, B.C. – All five of the City of Quesnel’s resolutions put forward at this year’s Union of British Columbia Municipalities annual convention met with success. These include resolutions regarding:

- Support for Bill M202 B.C. Rail Corridor Safety Act 2008
- North Central Retraining Programs and Services
- Cariboo Connector
- Carbon Tax
- Licence plate transferability

“We felt these issues were important and worthy of discussion,” said Mayor Nate Bello. “We’re pleased that other municipalities and regional districts recognize the importance of these matters and supported them. This is an example of what local government can do when we work together towards common goals.”

Quesnel’s resolutions regarding the carbon tax and licence plate transferability were amalgamated with several others that were originally submitted from various other northern communities at the North Central Municipal Associations annual convention earlier this year. The resolutions were put together and presented by the UBCM executive as one cohesive resolution.

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Editor’s Note: The City’s resolutions are in the attached Backgrounder.

For further information, please contact:
Matt Wood, Communications Supervisor
Phone: 250.991.7475
Cell: 250.255.1170
Fax: 250.992.2206
E-mail: mwood@city.quesnel.bc.ca



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City resolutions successful at UBCM**

QUESNEL, B.C. – Below are the resolutions presented by the City of Quesnel at this year's Union of British Columbia Municipalities annual convention.

CARBON TAX Quesnel

WHEREAS the Province of British Columbia has announced the imposition of a new BC Carbon Tax on fossil fuels, escalating to 7.2 cents per litre for all grades of gasoline and 8.2 cents per litre for all grades of diesel fuel, in addition natural gas, home heating oil, etc. to force consumers to make alternative choices to reduce their use of fossil fuels;

AND WHEREAS the new BC carbon tax is extremely discriminatory to those British Columbians that live and work in the remote, cold climate, resource-based north, where fuel for basic transportation, employment and home heating is a necessity rather than a choice;

AND WHEREAS the new BC carbon tax will create a domino effect of disproportionately higher taxes through disproportionately higher transportation and heating costs for schools, universities, colleges, municipalities and hospitals in the remote and colder northern regions of the province, as well as disproportionately higher costs affecting employment and competition for northern business and industry and in particular tourism:

THEREFORE IT BE RESOLVED that the Union of British Columbia Municipalities lobby the provincial government to “level the playing field” by eliminating or reducing the carbon tax in areas where residents cannot make choices about their fuel consumption due to distance, climate and resource-based livelihoods or by providing those residents and businesses with new income tax exemptions to compensate for the disproportionately higher carbon taxes paid in those regions.

NOTE: This resolution was combined with several others from across Northern B.C. and presented as one resolution from the UBCM executive. It reads:

SR2 Greenhouse Gas Reduction Initiatives

WHEREAS the Province has implemented the British Columbia Revenue Neutral Carbon Tax on fossil fuels as part of its commitment to reducing greenhouse gas emissions throughout BC;

AND WHEREAS local governments have raised concerns that the Carbon Tax is not revenue neutral for local governments, thereby acting as a barrier to funding greenhouse gas reduction initiatives within their communities;



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AND WHEREAS local governments have identified concerns over the application of the tax, citing its inequitable impact on some parts of the province:

THEREFORE BE IT RESOLVED that the Province of British Columbia examine the application of the BC Carbon Tax with the intent of mitigating impacts and creating incentives for local governments and residents to reduce their greenhouse gas emissions;

AND BE IT FURTHER RESOLVED that the UBCM lobby the provincial government to mitigate the carbon tax in areas where residents cannot make choices about their fuel consumption due to distance, climate and resource based livelihoods.

PASSED

NORTH CENTRAL RETRAINING PROGRAMS AND SERVICES

Quesnel

WHEREAS the provincial community colleges have a vital role to play in supporting regional economic, social and human resource development;

AND WHEREAS B.C. is experiencing significant economic change as a result of the decline in the forest products industry, coupled with the need to support growth and diversification of other economic sectors (e.g. mining, oil and gas, renewable energy, transportation and logistics, tourism, etc);

THEREFORE BE IT RESOLVED that the Union of British Columbia Municipalities request that the provincial government make increased investments (capital and operating funding) in educational institutions and facilities, in order that they will be able to provide the retraining programs and services needed to enable individuals to make labour force transitions, as well as provide access to the skilled workers employers will need to work in new and emerging sectors:

AND BE IT FURTHER RESOLVED that the Union of British Columbia Municipalities lobby the provincial government to establish a new funding framework to ensure the ongoing long-term sustainability of the community college system in B.C.

PASSED

SUPPORT FOR BILL M225 BRITISH COLUMBIA RAIL CORRIDOR SAFETY ACT, 2007

Quesnel

WHEREAS the safety and security of livestock owners in B.C. whose grazing lands run adjacent to publicly owned rail corridors is of utmost importance;

AND WHEREAS that safety and security is at risk from factors including inadequate fencing and rail crossings, inadequate invasive plant management, and inadequate notification and compensation for livestock that have been struck by trains:



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THEREFORE BE IT RESOLVED that the Union of British Columbia Municipalities encourage the provincial government to support Bill M202 British Columbia Rail Corridor Safety Act, 2008

PASSED

HEARTLAND CONNECTOR

Quesnel

WHEREAS the British Columbia Transit Plan is focused primarily on the Lower Mainland with some benefit allocated to Kelowna and no indication of any consideration given for a proposed Heartland 'Connector' commitment;

AND WHEREAS any British Columbia Transit Plan should consider the importance of Highway 97 as the major thoroughfare between the residents and resources of Northern British Columbia and the Lower Mainland, as well as a vital economic link in the Asia Pacific Corridor joining the Prince Rupert and Vancouver ports:

THEREFORE BE IT RESOLVED that the Union of British Columbia Municipalities urge the provincial government to take immediate steps to fulfil its commitment to the completion of the Heartland Connector to ensure the efficient and safe movement of people and goods and to solidify the economic opportunities of the Asia Pacific Gateway and Corridor.

PASSED

LICENSE PLATE TRANSFERRABILITY TO REDUCE GREEN HOUSE GASES

Quesnel

WHEREAS many resource-based rural and remote British Columbian drivers must rely on large vehicles for business, work and basic winter transportation;

AND WHEREAS drivers cannot afford the double insurance charged by the Insurance Corporation of British Columbia (ICBC) for a second fuel-efficient vehicle that could be used when the larger vehicle is not needed;

AND WHEREAS the double insurance nullifies any cost savings in fuel efficiency of a second fuel-efficient vehicle:

THEREFORE BE IT RESOLVED that the Union of BC Municipalities lobby the provincial government to direct ICBC to allow drivers, who can drive only one vehicle at a time, to purchase a single license plate that could be transferred between the fuel-inefficient and fuel-efficient vehicles, as needed.

REFERRED TO Special Resolution 2 above dealing with the carbon tax

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