

vol. 24:3 fall 2006

B E T W E E N T H E
i s s u e s

BETWEEN THE COVERS:
35 Years of Action
Transportation Stories
Fish and Bicycles



EAC's FERN LANE CAPITAL CAMPAIGN needs 100 friends giving \$1,000 each



The EAC's new home on Fern Lane is a demonstration project for a range of green technologies and a wonderful, healthy space for our hard working staff and volunteers.

For this phase of building renovations we need to raise \$140,000 and we are off to an inspiring start. We need 100 friends to give \$1,000 each to reach our goal.



For more information
or to donate contact:
Maggie Burns, Campaign Co-chair
(902) 442-0202
steerclean@ecologyaction.ca

BETWEEN THE ISSUES VOL. 24 NO. 3

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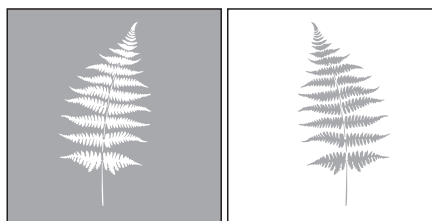
letterstothecentre

Dear EAC,

First let me congratulate you on your recent move! I know there is much work to be done in making your building suitable but what a shining example you will be when it is completed... BRAVO to you!! The other reason for my letter is this: In your fall/winter edition of BTI, you had a short article called "EAC Staff Picks for Holiday Gifts" (pg. 10). One of the suggestions was silk long underwear. As a person who is involved in animal welfare AND environmental issues I thought you might like to know there is a non-human (aka animal) friendly silk available, as the regular kind involves the boiling to death of the silkworms...hardly something you folks would promote, I should think. Please take a moment to check out this cool site and its wonderful information: <http://www.aurorasilk.com/info/peacesilk.shtml>

All the best!!

Marni Gent



Dear Heather,

Thank you so much for giving us a guided tour of EAC's new facility on Fern Lane. We appreciated you taking time from your busy day to show us around. The tour was certainly enlightening. Please find enclosed a contribution to the Centre, and some materials produced by our organization.

*-Margaret O'Gorman and Mike Hunninghake
Conserve Wildlife Foundation of New Jersey*

Dear Mark,

I applaud your new office and support all the Ecology Action Centre does to make Nova Scotia and the waters in and around it a better environment for all living creatures.

-Jane Alexander

editorial

As I contemplated this latest edition of *Between the Issues*, the phrase ‘tipping point’ surfaced repeatedly. Perhaps it is a sign of things to come, or merely a coincidence. Only time will tell. Malcolm Gladwell’s novel, *The Tipping Point* was my companion on a recent trip. In the author’s words, “it is a book about change... a book that presents a new way of understanding why change so often happens as quickly and as unexpectedly as it does.... It is an explanation of social epidemics.” Then, I read an article about how close we are to nearing the tipping point on climate change, beyond which there will be no reversal, only adaptation and mitigation. A friend mentioned to me the Philadelphia rap band, Roots, and their album called “The Tipping Point”. The first lyrics I heard were from the song “Somebody’s got to do it”, with the lines “Somebody’s gotta be there when it gets ugly, Somebody’s gotta be there when it gets bloody, Somebody’s gotta get their hands dirty. Somebody’s gotta come up with a plan. And be there when the shit hits the fan. I hope ya’ll out there understand.”

As the content for this issue began to flood email accounts, much of it rang true with the messages in my tipping point experiences. Reviewing 35 years of activity in the Centre and looking to the past, learning about present activities and foreseeing the future – we are working on many of the same issues we started with 35 years ago and face similar challenges of the past in our future work. For instance, in the 1980’s it was nuclear power, and now it is Liquified Natural Gas, with solar and wind still hovering on the brink of mainstream discovery. On other issues, they’ve become mainstream, and no longer environmentalist rants. Somebody’s got to do it and come up with a plan. This edition of *BTI*, we hope, will help reach the tipping point on a variety of issues. Focusing on transportation, with a foray into some of our marine work, and a few windows into our past, we also offer our readers with some opportunities to take action towards these points.

In the six years that the TRAX project has been in existence, they have been working for change. Six years of Bike to Work Week; six years of organizing the Commuter Challenge; six years of advocating for active transportation in-

frastructure; six years of working with employers to implement workplace trip reduction programs. TRAX staff have approached active and sustainable transportation from every angle, advocating for policy and behavioural change. And in six years, there have been some great successes – the Universal Bus Pass (UPASS) has been implemented in the province’s largest universities; Metro Transit now has rapid transit routes and buses with bicycle racks; there is an increase in bicycle parking throughout HRM. But are we at the tipping point? Are we approaching a true critical mass? Is Nova Scotia on the brink of truly supporting active and sustainable transportation as part of its health, education, transportation and environmental policies? The petition on page 13 may help us reach that point and we are asking you to join in the effort of achieving real change when it comes to transportation in Nova Scotia.

The Marine Issues Committee has been working for a decade on sustainable fishing practices. Finally, after ten years of asking, the Canadian Government has published a research document reviewing the impacts of mobile bottom tending fishing gear. And following such a document, one might expect some action. MIC has taken to the streets, asking for a moratorium on trawling on the high seas. The issue and rationale behind the campaign is outlined on page 18. Again, there is an opportunity to lend your voice and post a photo online showing your support of Canadian government action on protecting the high seas.

In its 35th year, EAC reached a tipping point and finally overflowed its downtown offices and moved into a home of its own. Things have changed around the Centre, and that change is felt by staff and volunteers alike. Work culture is transforming, and the frantic, cluttered offices of the past have made way for more peaceful, less cluttered (but certainly crowded), offices on Fern Lane. Our new initiative, 35 Ways to Adopt Nova Scotia is yet another way you can help Nova Scotia move into a new era. And finally, we invite you to celebrate with us – with a tip of your hat – at our 35th birthday celebration on September 29th. It will be a celebration of our past, and our future!

Susanna Fuller, BTI Editor

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sowing the seeds of change (Urban Issues Committee / Food Action Committee) This past summer, young green thumbs took active roles in greening schools and youth organizations, thanks to the EAC's Urban Garden Project and its supporting partners. Cucumbers, carrots, tomatoes and beans, among other vegetables and herbs, flourished in gardens that previously didn't exist. Parents, teachers and relevant community organizations provided the incentive to start a garden program at the Halifax Independent School (HIS) and the Military Family Resource Centre in Halifax's West End. Children at were provided with the opportunity to build and maintain their own gardens in an effort to promote urban food sustainability among Halifax's youth. After gardens were built and seeds planted, students at HIS passed the reins to the summer youth camp at the adjacent Military Family Resource Centre. Happy to reap the first harvest, the children took turns maintaining the HIS garden, while engaging in their own raised bed building, garden planning and planting. The children started worm compost bins, made herbal vinegars, iced teas and a variety of food goodies from the harvest. Across town, at St. George's Youthnet, a brother sister duo and their friends grew vegetables of their own as part of the Urban Garden Project. Garden figurines were crafted by the kids at the pottery studio around the block, to help keep a watchful eye over the harvest. EAC in partnership with the Nova Scotia Public Interest Research Group (NSPIRG) is seeking funding for a similar project in 2007. To support future work, please consider making a financial, material and/or voluntary contribution to the project by contacting EAC (429-2202) or NSPIRG (494-6662). Thank you to all supporters and volunteers who made this project possible!

voices in the dark Silence in small communities is a good thing, if it is in mid summer and indicative of relaxation and time out from life's everyday hassles. However, silence when there are many important projects in the works, does not bode well for the future of any community. Sharing concerns and information through honest and open communication is essential in fostering respectful relationships between neighbours and a sustainable future for Nova Scotia's communities. In Guysborough County, there are many important development projects on the table, and ensuring communication and sharing of information about one of these projects is EAC's objective this fall. We are participating in the provincial and federal requirements for public input in the Environmental Impact Statement (EIS) and Comprehensive Study Report (CSR) of Keltic Petrochemicals Inc.'s proposed \$4.5 billion petrochemical and liquefied natural gas (LNG) project. We shall be providing detailed information about the project, its social and environmental impacts to our communities and facilitating feedback from residents in the nearby area. For more information, please see www.ecologyaction.ca/Ing or contact Chantal Gagnon at 442-5051, Ing@ecologyaction.ca. Another issue of communication and relationships currently taking place in Guysborough County is that of the African-Nova Scotian village of Lincolnville. This village is now home to two landfills, 1st and 2nd generation. Local citizens are concerned for their health and the future of their small town. The EAC is supporting this group's quest for social justice in receiving honest answers to their grievances and finding solutions that will benefit Lincolnville for the present and future generations. To get involved or for more information contact Lyndon Hibbert at Bound to be Free by phone (902) 209-7942 or email lyndon@staff.ednet.ns.ca.



touring the green lane After a successful house warming street party on Fern Lane in July, EAC is back to working on our new building, learning the lessons of a home and property owner and feeling more mature at the age of 35. Our building has certainly inspired us to take better care of our immediate environment and has also been a valuable educational experience in the trials and opportunities of green renovations in Nova Scotia's current building climate. Interested in finding some greenspiration (thank you, Tooker) for your home or business? This fall EAC is launching tours of our new home and green renovation demonstration site. These upcoming tours will highlight some green building and renovation choices and offer suggestions for saving energy, resources and money in your home! The EAC's new building showcases a range of choices including clay-based paints and plaster, solar panels and even a waterless urinal. The tours will include interactive exhibits, graphic displays, informational brochures, and incentives to help get you started. To register contact Amber at 442-0999 or fernlane@ecologyaction.ca. In the meantime, aspiring green renovators can access our lists of local green suppliers, incentive programs and descriptions of our eco-renovation process, or even take a virtual tour at <http://ecologyaction.ca/newhome>

inch by inch and row by row (Urban Issues Committee, Pesticide Bylaw Project) Helen Lofgren is the lucky winner of our draw for a \$100 gift certificate from Topiary for her participation in the Sustainable Properties Showcase. The Pesticide Bylaw Project launched the Sustainable Properties Showcase this spring. The showcase features beautiful, pesticide-free properties from HRM and beyond. The properties range from hand-weeded suburban lawns to lawn-free urban forests to flower-filled organic gardens. Along with pictures of their property, homeowners have provided their lawn and garden tips. Although the contest is over for this season, we are still seeking submissions to the showcase. For more information and to view the showcase, visit www.ecologyaction.ca/sustainableproperties.html

more than just an ocean playground (Coastal Issues Committee) The Coastal Issues Committee's Reconnecting the Coast Initiative is building castles in the sand. We are starting a campaign for better protection and management of Nova Scotia's beaches. The challenge: some residents and visitors want more substantial and permanent structures along our coastlines. Protect Nova Scotia's coasts against the impacts of unregulated coastal development by following these suggestions for responsible coastal living www.ecologyaction.ca/climatechange. It's not all a day at the beach! CIC recently submitted comments on the Environmental Impact Statement for the proposed Quarry on Digby Neck. Stay tuned for upcoming public hearings where you can let the Joint Review Panel know your thoughts about large-scale resource extraction along our coasts. CIC would also like to welcome Jennifer Graham, long time EAC volunteer and salt marsh queen, as our new Reconnecting the Coast Coordinator.



harvest at heliotrust

(Food Action Committee) Heliotrust has had a busy summer with some excellent media coverage of some of our projects. On July 31 MacLean's Magazine had a full-page article on Red Fife wheat, including a mention of our efforts in the Maritimes to re-commercialize the wheat. Eastlink Cable TV is doing a feature program on Heliotrust and has filmed on three different Fridays at Red Fox Farm. There will also be a feature on Heliotrust in The Regional, which is distributed Valley-wide. Heliotrust's Open Farm days continue into October – go to www.heliotrust.ca for information on past and future farm events. Jen Scott will be leading team Red Fife to Terra Madre and the Salone del Gusto in Italy in October. The passive solar house, a new edition to Heliotrust's buildings, is ongoing. To learn more about green building and see it in action, visit the farm on one of the remaining farm days this fall. Jen Scott is working on completing the Farmer Mentor book and video which will be ready for Terra Madre. EAC is still waiting for approval to hold the Heliotrust Conservation Easement, which we expect to receive sometime this fall. For the second year in a row, EAC's Food Action Committee has published its Seasonal Recipe Cookbook, filled with delicious ideas for cooking local food. This book is especially useful in the winter months, when using locally produced food becomes more challenging than in the summer.

International Car Free Day

September 22, 2006
www.carfreeday.ca

Great Canadian Shoreline Clean Up

September 23, 11am
Clean up Silver Sands Beach with EAC & WWF
For info email:
coastal@ecologyaction.ca

The Roaring Twenties Recycled EAC's 35th Birthday Soiree

September 29th, 8pm-12pm
Garrison Brewery
For tickets call 429-2202 or
Contact Gina at
events@ecologyaction.ca

Provincial Movie Outreach Series

Launches in September in a town near you!
For info movies@ecologyaction.ca

International Walk to School Week

October 2 to 6
For event listings and participating schools see
www.ecologyaction.ca/asrts

Heliotrust Workshops at Red Fox Farm

October: Cold room design and construction, apple cider and grape days
November: Wheat and bread days
See www.heliotrust.ca for specific dates

Fern Lane Green Renovation Tours

Self guided tours available this fall
Contact fernlane@ecologyaction.ca

give me a V-O-L-U-N-T-A-R-Y & a P-L-A-N-N-I-N-G

(Wilderness Committee) The Nova Scotia Department of Natural Resources wants to develop a new Natural Resources strategy, covering Forestry, Mining, Parks and Biodiversity, that will hugely influence our land and our forests for many years to come. Standing Tall played a key role in getting a major commitment from Premier Rodney MacDonald during the election campaign, when he promised, through the Nova Scotia Environment Network's election survey, that consultations for the strategy would be third-party, inclusive, involve communities across the province - AND conducted by Voluntary Planning, Nova Scotia's independent citizen policy forum. Standing Tall is working to ensure that the Premier keeps his promise as the Department still has yet to agree to Voluntary Planning's role. If you care about the future of our forests, call Joanne and Minga at 429-1335 – we can suggest some ways for you to help. If you would like regular updates and action items on critical forest issues, sign up to Standing Tall's FOREST ALERT! email list, at <http://novascotiaforests.ca/main.php?page=action>. In other news, watch for major reports and fact sheets on biomass energy, pesticides, and government support for our forest industries, coming soon!

climate change killed the video star

(Energy Issues Committee) The Energy Issues Committee will be working with the Membership Committee and the Transportation Issues Committee to organize a cross-province climate change and energy film series to raise awareness surrounding the climate crisis, and to suggest concrete actions to Nova Scotians. Films such as Al Gore's "An Inconvenient Truth" will be presented to schools and communities province wide. We have secured initial funding from Environment Canada to undertake a 2 year project promoting solar hot water installations in laundromats, motels, and multi-unit dwellings. We are also actively participating in hearings regarding an electricity Demand Side Management Plan for Nova Scotia Power. The EAC has developed an initial position statement, and is working with experts from the Vermont Efficiency Investment Corporation as the plan is being developed. Through the efforts of EAC and Solar Nova Scotia this past summer, we have documented in excess of 80 more homes utilizing renewable energies in Atlantic Canada. This database solars.ca/ship.php, will serve as a resource to neighbours all over the Maritimes on the path to a renewable energy future. The energy committee organized the first press conference in the EAC's new office on August 28th. Brendan Haley presented Nova Scotia's annual grade on meeting the climate change commitments of the New England Governors and Eastern Canadian Premiers climate action plan (Nova Scotia got a C), Stephanie Soderer spoke on transportation issues, and Jen Graham spoke on climate change impacts in our coastal province. The event garnered significant media attention, prompting the minister of energy to announce that the province will help rescue the EnerGuide for Houses energy efficiency program in Nova Scotia.

on the food front

(Food Action Committee) EAC held its third annual Harvest Festival on September 10th in Victoria Park. Once again, local vendors, farmers and musicians celebrated Nova Scotia's diverse and flavourful food. Each year, the Harvest Festival has grown in number of attendees and vendors. The Festival has been a showcase for food produced in the province, and this year we took it a step further with food production demonstrations, all from locally sourced ingredients. It was a busy weekend for creative events in Halifax as Gottingen Street was shut down for much of the day for a North End Festival. Using streets and squares for public events has been a wonderful demonstration of street reclaiming (see Diana Prosser Lewis's Pace Car article in this issue for more ideas!).

fishing for solutions

(Marine Issues Committee) While it seems that the Marine Issues Committee and staff are working on the bottom dragging issue in perpetuity, we have decided to have fun at the same time. We are pulling out all the stops in efforts to convince the Canadian government to support a moratorium on high seas bottom trawling at the 2006 United Nations General Assembly in November. To join in the fun, and see what we have been up to, go to www.deepeat.blogspot.com. We have been making headway in our efforts to increase consumer awareness and availability of sustainable seafood. Joining forces with several other Canadian ENGO's, as part of Sustainable Seafood Canada, the SeaChoices project will be launched at the end of September. Keep your eyes open for a catchy wallet card and information on how to eat fish and support a healthy ocean. We enjoyed a visit to the South Shore with staff of the Cape Cod Commercial Hook Fishermen's Association in July, and will continue to collaborate with them in our work with local fishermen's organizations. Jenn Spencer and Tyler Shulz have been hired to work on marine issues for the next several months. MIC is also posting monthly action items, so check our website for simple actions you can take towards sustainable seas.

AN ECOLOGY ACTION CENTRE TIME LINE

1971: EAC is formed by enthusiastic students as an extension of a Dalhousie course called "Ecology and Action".

'72: EAC launches Halifax's first recycling program, using an old cube van nicknamed the Paper Tiger and recycling a ton of paper a week.

'74: EAC becomes a registered charity.

'76: EAC publishes its first book: Stop It! A Guide for citizen's action to protect the environment of Nova Scotia.

EAC becomes an intervenor in the Nova Scotia Public Utility Review Board hearings of Nova Scotia Power Corporation's proposed rate increases. (The beginning of many such hearings.)

'80: The first Issue of Between the Issues is published, intending to appear between the issues of Jusun, the EAC's newsletter since 1975.

'82: EAC tackles the aerial spraying of herbicides on Nova Scotia's forests.

'86: EAC leaves its rent free home in the basement of Dalhousie for the Roy Building in downtown Halifax. It then moves to Veith House, in the North End.



'75: EAC's first Energy Coordinator is hired.

'77: EAC's efforts to inform the public about the harms of spraying for Spruce budworm pay off when the province decides not to use the spray.

The EAC is successful in advocating for Barrington St. to not be widened into a four-lane highway cutting off downtown Halifax from the waterfront.



'85: EAC efforts are rewarded when a moratorium on uranium exploration and mining is put into effect.

'73: EAC appeals Halifax City Council's decision to approve a large development on Quinpool Rd., resulting in the project being reduced in size. EAC's involvement in urban issues begins.



Celebrating 35 YEARS OF ACTION:

'89: EAC moves to Granville St. (The building has since been torn down, and Metro Parking built on the site.)



EAC begins its composting and community gardens projects. (Today, a province wide composting program is in place.)



'05: Wilderness Committee secures restrictions on ATVs from wilderness areas.

'95: EAC moves to Argyle St.

School ground naturalization project is begun.

'99: TRAX (Transportation Halifax) is launched. EAC hosts its first Garden Party Auction.

'01: EAC takes the Department of Fisheries and Oceans to court over fish habitat destruction.

'03 EAC spawns HelioTrust, a working farm project to promote ecological farming practices and educate Nova Scotians about local food.

'90: EAC takes the NS government to court over the Point Aconi Power generator station's Environmental Assessment.

'92: EAC begins to sell chemical free Christmas Trees. A tradition that continues! EAC begins its recovery from its court case loss.



'96: A Marine Coordinator is hired to address the protection of Sable Island and the impacts of dragging.

EAC joins forces with other groups around the province to get Jim Campbell's Barrens back on the wilderness protection list after it was taken off because of mining interests.

'98: Marine Issues Committee publication No 1. is released, mapping cold water corals of Nova Scotia.

'00: EAC hosts the First International Symposium on Deep Sea Corals. (The Symposium is now held biannually and organized by scientists from around the world.) Bike Again! Community bicycle project is started. EAC begins advocating for a universal bus pass system for students.

'02 HRM Passes the Pesticide Bylaw, which EAC supported in cooperation with RATE.

'04: EAC hosts its first Harvest Festival in Victoria Park in downtown Halifax. The UPASS is implemented by St. Mary's University and followed by Dalhousie.

2006: Coastal Committee celebrates the culvert replacement and saltmarsh restoration of Cheverie Creek. EAC moves to its new, permanent eco-renovated home on Fern Lane in the north end of Halifax. EAC staff numbers 44 as of August 2006 and membership is at its highest ever (recorded) number!



35 Ways to Adopt Nova Scotia

The EAC is launching a new program to celebrate its 35 years of successes and challenges in striving for a sustainable Nova Scotia. 35 Ways to Adopt Nova Scotia celebrates EAC's seven active issue committees through 35 different species or icons, representing our projects and initiatives. Adopt your favorite Nova Scotian species today through www.ecologyaction.ca/adopt. Nova Scotia's environment needs you and we need Nova Scotia's environment!

What It Means to Adopt

35 Ways to Adopt Nova Scotia is a unique way of sustaining Nova Scotia's environment. It enables environmentally conscious folks like yourself to support initiatives that are near and dear to your heart. Your symbolic adoption will support the Ecology Action Centre's operations. By adopting a symbol of Nova Scotia's environment you will help the EAC preserve the beauty and richness of our environment.



Adoption Benefits

- A certificate of adoption thanking you for your generous support
- Information about your species/item and its role in the NS environment
- A wallet-sized card with the name and photo of your adoptee
- A tax receipt for the full amount of your donation
- A one year membership at the EAC that includes:
 - One year subscription to our quarterly magazine *Between the Issues*
 - Monthly updates on the Centre's events, activities and opportunities
 - A "No Flyers Please" sticker for your mailbox
 - A vote at EAC's annual general meeting
 - The satisfaction of knowing that your generous donation will go directly towards ensuring that the Ecology Action Centre can continue its valuable work



For a full list of species available for adoption go to www.ecologyaction.ca

Ready, Set... SLOW DOWN! Pace Cars to Tame Neighbourhood Traffic

by Diana Prosser-Lewis

When you think of pace cars, you immediately think of race tracks with lots of speed and noise. Well move over NASCAR wannabees and open the streets for the Neighbourhood Pace Car!

The Neighbourhood Pace Car is a concept designed by David Engwicht of Australia, "to empower people to calm traffic on residential streets and around schools dramatically, immediately, and free of charge." (www.peds.org) Pace Car drivers set the speed of traffic by driving within the speed limit and displaying a yellow Pace Car sign in the rear window of their vehicles. Mr. Engwicht recommends injecting humour into your designs to minimize road rage.

The Pace Car is seen as a traveling speed bump, forcing vehicles behind them to drive within the speed limit. This program allows residents to take back their streets, promotes safe and courteous driving behaviour, and seeks the equal respect of pedestrians, cyclists, and drivers alike.

Of particular concern is making the routes to school safe for children and youth to walk, cycle, or use other forms of active transportation. With rising inactivity and obesity rates across Canada, it becomes even more critical to make the routes to school safer, and encourage more students to walk or bike to school. In a report published in 1998, Environics International identified that 68% of students live within a 30 minute walk from school, but only 36% of Canadian children walk to school most of the time; in 1969, 90% walked (Go for Green, 1999).

Everyone would love to live in a community with slower moving vehicles, with all residents – young and old – enjoying their streets and parklands. In many communities, this vision is not possible due to the danger of fast moving cars intent on getting from A to B as quickly as possible.

We must find a way to help residents reclaim the safety of their streets and enjoy a better quality of life within their communities. Such community-based solutions can only start with residents taking responsibility for their own driving behaviour and recognizing the impact their vehicle use has on the quality of life in the neighbourhoods they drive through.

We have a personal and collective responsibil-

ity to address concerns around safety, speed, lack of enforcement, unfriendly street design, sedentary lifestyles, air pollution, and how all of these factors impact our lives. With continually rising fuel prices and waist lines, the time for positive action is now. For instance, by just driving within the speed limit you can improve your fuel economy by 20% (Natural Resources Canada). By giving yourself enough time and avoiding rush hour, you won't be braking hard and accelerating too quickly. This will save you fuel and stress! You also get the warm, fuzzy feeling of knowing it will also make our streets safer for everyone.

Many of us have forgotten the joys of walking in our neighbourhoods, of chatting with residents, and playing Frisbee on our front lawns. Improving community cohesion is one of the goals of the Pace Car Program: to have residents take responsibility for their actions and care about the communities that they live in. We need to demonstrate positive behaviour that, over time, will help to change norms within our communities. It worked with recycling, and with a little effort, can work with traffic taming.

My children have really helped to improve the community cohesion on our street: they play on the front lawn, wave to neighbours, walk home from school together, and play with the younger children. Over the two and a half years we have lived there, we have really gotten to know our neighbours. As a result, we have neighbourhood dinners and reciprocally take care of each other's homes and children when need be. It's a sense of community that we wanted to help create. Studies indicate this improved sense of community improves quality of life, decreases crime, and increases property values.

The Pace Car Program is built on the notion of good citizenship. One Pace Car can do very little on its own. But by working together, Pace Car drivers can calm an entire city. Hopefully, on your travels around the province, you will have the privilege of encountering some of these Pace Car vehicles, and may even be motivated to join on!

For further information, contact Active & Safe Routes to School at walk@ecologyaction.ca.

Diana Prosser-Lewis is EAC's Making Tracks Coordinator, working with Janet Barlow on the Active and Safe Routes to School program.

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David Engwicht is an inventor, artist, street philosopher, storyteller, mask maker and award winning author. He is considered one of the world's most innovative thinkers in the area of transport and urban design. He traveled to Halifax in 2004 and delivered a fun filled workshop on Street Reclaiming as part of Bike to Work Week. You can learn more at www.lesstraffic.com.

Transportation and Air Quality

by Natalie MacLellan

When it comes to reducing pollution – whether it be in the air, on land or in water – it is easy to wonder whether there is anything we can do to help. There is a common belief that heavy industry is primarily responsible for most pollution, and many people feel that their own actions cannot make a difference. However, in the case of air pollution, it is important to note that vehicle emissions are a significant source of the air pollution in Nova Scotia.

Vehicle use is one of the largest sources of two major air pollutants: nitrogen oxides and volatile organic compounds (VOCs). VOCs are emitted from vehicles in the form of either vapours (such as from spilled gasoline) or tail-pipe emissions. Nitrogen oxides are produced when fossil fuels such as gasoline and diesel are burned. Approximately half of the nitrogen oxide emissions in Canada are caused by the use of motor vehicles – so, your transportation habits have a big influence on air quality.

In fact, nitrogen oxides and VOCs combine with other pollutants to form smog. Although Nova Scotia does not have the levels of smog that occur in some larger cities, there are still some days when smog is an issue here. Smog is not the only air quality issue related to transportation. Acid rain can also result from the emissions from our vehicles. Both smog and acid

rain have negative effects on human health and the environment, so it is important to reduce emissions from vehicles as much as possible.

Your driving habits will influence the amount of air pollutants that are emitted by your car. For example, increasing your speed from 100 km/hr to 120 km/hr will cause a vehicle to consume 20% more fuel. Your vehicle will consume up to 39% more fuel if you drive aggressively with hard stopping and quick starts. A poorly maintained vehicle can increase fuel consumption by 50%. The more fuel consumed, the more air pollutants emitted.

Clearly, our use of vehicles that are powered by fossil fuels has a large impact on air quality. To reduce emissions that cause smog, acid rain, and global warming, it is important to use fossil fuels as sparingly as possible. Using public transit, cycling, walking, or carpooling will help reduce both air pollution and traffic congestion. If you must drive, choose more fuel-efficient automobiles (check out www.epa.gov/autoemissions/), maintain your vehicle with regular engine tune-ups, avoid unnecessary trips, and avoid idling and speeding. Our air will thank you!

Natalie MacLellan is a Environmental Education Consultant for the Nova Scotia Department of Environment and Labour.



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Build It and They Will Bus, Walk and Cycle: Investing in Sustainable Transportation Infrastructure

by *Stephanie Sodero and Laena Garrison*

Provincial Funding Priorities

As TRAX Coordinators responsible for the promotion of sustainable transportation throughout Nova Scotia, we are regularly asked about bike and transit routes in Nova Scotia. People say, "Sustainable transportation – in Nova Scotia? Cool! What's happening? Is there a bike path to Peggy's Cove? Does Bridgewater have a transit service?"

Unfortunately, our responses are not as optimistic as we would like. At TRAX, we have learned that the lack of designated infrastructure funding is the major barrier to increasing walking, cycling, and the use of public transit throughout Nova Scotia.

In the 2005/2006 fiscal year, Nova Scotia's budget for roads, highways and bridges was \$307 million. The government has increased spending on roads for six consecutive years; this year's budget is \$44 million larger than last year. The bulk of road funding comes from the provincial gas tax, which in 2005 totaled \$256 million.

Currently, 100 per cent of the provincial gas tax is invested in road infrastructure. Nova Scotia has no budget allocated for active transportation or public transit infrastructure. At the same time, it is estimated that approximately 30% of Nova Scotians do not drive due to age, health, economic or environmental reasons. This percentage will increase as Nova Scotia's population ages, as fuel and insurance costs rise, and as more individuals want to use environmentally sustainable modes. Presently, approximately 8% of the province's labour force commutes by foot, 5% by transit, and 1% by bicycle.

To rectify the imbalance in transportation funding, the Ecology Action Centre and Velo Cape Breton have partnered to campaign for the allocation of 10% of Nova Scotia's gas tax to fund sustainable transportation infrastructure. This works out to about \$25 million per year, or the equivalent of constructing 25 kilometres of highway and amounting to half of this year's spending increase on roads.

Given the provincial mandates to address chronic disease prevention, air quality, and climate change mitigation, as well as federal funding opportunities, Nova Scotia is in an ideal situation to invest in sustainable transportation. During the last election campaign, Nova Scotians were promised 500km of new trails – why not make some of these kilometers cycling routes and lanes in some of Nova Scotia's urban areas? Nova Scotia's

Green Plan needs a practical success. Active transportation infrastructure will result in a direct reduction in green house gases.

Health – How do I look on this bike?

The health of Nova Scotians is ailing. More than 50% of Nova Scotians are not active enough to enjoy health benefits. Obesity costs the Nova Scotia health care system \$120 million per year, equivalent to 7% of the provincial health budget.

The creation of pleasant sidewalks and cycling paths, as well as spaces for skateboarding and rollerblading is key in helping individuals get the physical activity they need to be healthy (e.g. 90 minutes per day for youth). Transit infrastructure also yields health benefits by improving access, particularly of seniors, to health care facilities. As well, transit provides seniors with access to social opportunities, an important factor in emotional health. Transit encourages active living as transit riders spend on average 20 minutes daily walking to and from transit.

Air Quality – How's the air out there?

Nova Scotia has the second highest rate of asthma in Canada with more than 50,000 children and 80,000 adults suffering from the disease. Respiratory disorders are the leading cause of emergency room admissions for children up to 11 years old (37%) and for 12 to 19 year olds (40%). According to one estimate, vehicle emissions cost the provincial health care system more than \$200 million annually. Investing gas tax funding in sustainable transportation infrastructure would result in health care savings that could be diverted from treatment and invested in preventative initiatives, such as infrastructure development.

Climate Change – Is it getting warm in here?

In 2003 and 2004 Nova Scotians experienced the severity and frequency of storm events that are predicted to occur as a result of climate change. The impacts of Hurricane Juan included \$100 million in damages, 300,000 citizens were left without power and 100 million trees were lost. Months later, White Juan brought Nova Scotia and Prince Edward Island to a standstill. The impacts included a 1.5 metre storm surge in Pictou County highlighting the vulnerability of Nova Scotia as a coastal province to climate change. Investments made now to improve the viability of cleaner transportation will help mitigate climate change related costs in the future.

Canadian Examples

Nova Scotia has many examples to follow, and everyone likes keeping up with the neighbours. Within Canada, several provinces have invested in active transportation and transit infrastructure. La Route Verte in Quebec is a well planned and comprehensive provincial cycling network. When complete, it will comprise 4,300 kilometres of bike infrastructure including bike paths and designated shared roadways, marked by signs along its full length. Since 1995, the province has invested \$95 million in this project, on average \$8.5 million per year. The project is 80% complete and over 50 per cent of its users are Quebecois.

Similarly, the Saskatchewan Transportation Company (STC) provides an excellent example of a provincial transit service. On a budget of \$4 million annually, the STC operates 28 transit routes throughout the province. More than 250 communities and 250,000 passengers are served. STC has a fleet of more than 40 vehicles and the average vehicle age is a green seven years.

Sustainable economies –

How does active transportation help?

These projects contribute to economic development. The Confederation Trail in PEI is used heavily, marketed by PEI Tourism and consequently enjoyed by cyclo-tourists and locals alike. In 2000, cyclists using the Route Verte in Quebec spent over 95 million dollars, adding to local economies. Development of 40 kilometers of cycling routes and corresponding investment in cycling infrastructure in North Carolina's Outer Banks has had economic returns of nine times the initial investment, with cycling tourists spending on average \$175.00USD/day in the area. With Nova Scotia's new economic tagline, "sustainable prosperity", investment in active transportation can only help us attain this reality.

Next Steps – We need your voice

Inspired by the steps taken in other provinces, EAC and Velo Cape Breton have collected more than 1,500 signatures on a petition asking the government to invest 10% of provincial gas tax revenues in sustainable transportation infrastructure. Our goal is 5,000 signatures. Please cut out the petition on the attached page, fill up the page and send it to the EAC c/o TRAX. To add your name to the online go to http://www.petitiononline.com/mod_perl/signed.cgi?suz24ful. We are going to present this petition to the Nova Scotia Legislature at their fall sitting.

Some films make a
million

Others make a
difference

The Tatamagouche Film Festival is a tribute to Atlantic Canada's environmental and social justice filmmakers. Nine documentary films will be screened, music will be played, wine will be drunk, and cheese will be eaten. Talk sustainable development with an eclectic mix of co-operatives, NGOs, government representatives, and the men and women of the film industry that shine their light where light needs to be shone. Film pass (\$10), Day pass (\$20), Festival pass (\$40).



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Blueprint for a Bicycle Friendly HRM: Progress Report

In December 2002, Halifax Regional Municipality (HRM) published Blueprint for a Bicycle Friendly HRM, in response to a growing number of cyclists and corresponding increase in demand for bicycling facilities. The blueprint was approved by Council as the official HRM Bike Plan and is meant to provide an institutional framework to support and promote bicycle facilities.

Where are the changes you ask? Where is the cycling infrastructure in HRM? Where is HRM, four years later, in putting this plan into action? TRAX has assessed HRM's progress in implementing its blueprint.

The Plan's implementation schedule is divided into three parts: near-term (0-5 years), medium-term (6-10 years), and long-term (10+ years) goals. All near-term goals are scheduled to be complete by December 2007.

The progress report below serves as a summary of HRM's successes and challenges in implementing the near-term goals of its Bike Plan. Each near-term goal falls into one of four categories – Bicycle Network, Support Facilities, Safety and Education, and Institutional Framework. Each category has been given an overall "grade", which is indicated with bicycle wheels.

- Needs Improvement 
- Pass 
- Good 
- Excellent 

1. Bicycle Network – a system of designated bike routes;



2. Support Facilities – includes bicycle parking, traffic and signage, shower facilities;



3. Safety and Education – safety and education programs for cyclists and drivers; and



4. Institutional Framework – laws and policies.



Of 29 near-term goals, only 13 have been completed. The most progress has been made in the promotion of safety and education, and the least progress in the implementation of a bicycle network. TRAX recommends that the bicycle network be the area of focus in the coming year, specifically the completion of at least one safe, continuous, well-marked bicycle route linking two major destination points. Other recommendations include: implementing a bicycle safety component of the NS Driver's Exam; allocating \$5000.00 from HRM's annual budget to Bike Week; installing 100 new bike racks in 2007 and engaging the public in determining bike rack locations; allocating 10% of HRM's annual share of the Federal gas tax for active transportation infrastructure; and developing incentives for taxpayers who regularly use some form of active transportation.

Further recommendations and the complete report, including evaluation and comments for each of the twenty-nine near-term goals, are available on the TRAX website: <http://www.ecologyaction.ca/trax>



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Healthy Choices for Healthy Oceans

by Catherine Joudrey

The smell of crisp, battered fish and browning potato is one of my favourites. Even better than the taste, is the fact that sustainably caught seafood is becoming more widely available to the public. This is great news for all seafood lovers!

The ocean is home to many species including lobster, haddock, and cod that depend on a healthy seafloor for shelter and food. Some fishing methods, such as trawling, threaten this delicate seafloor balance. Trawling, which involves dragging large nets across the ocean bottom, is similar to clearcutting our forests. In fact, this fishing method destroys the ocean 150 times faster than the clearcutting of forests. Fish methods such as trawling combined with other destructive factors, like overfishing and pollution, place underwater life forms at risk. Longlining for many species living near the ocean surface results in bycatch of juvenile fish, sharks, sea turtles and in some parts of the ocean, sea birds. This news might make you rethink eating seafood altogether. But to quote David Suzuki "sustainability means doing things better-not doing without." Fortunately, there are fishing methods that have a lower impact on the ocean, like bottom hook and line and traps and harpoons that catch fish but do not destroy other species or fish habitat.

Over 1 billion people worldwide eat fish. As a consumer, you have the power to influence fishing practices. When eating at your favourite restaurant ask questions about how the seafood is caught. Chefs are "receptive to the idea of sustainable seafood because of the quality" states Sadie Beaton, a graduate Environmental Studies student and former EAC Sustainable Seafood Co-

ordinator. "[The chefs notice the] difference in quality between bottom hook and line and dragger caught fish [because sustainably caught fish have fewer bruises]".

Chef Cheryl Gaduet of Bish on the Halifax waterfront, purchases as much sustainable seafood as possible. Gaduet realizes that "education, education, education" is needed for the restaurant industry to become aware of sustainable seafood options. Informed purchasing decisions will help protect species, such as the nearly extinct Chilean Seabass (aka Patagonian Toothfish) which is being pirated from the ocean waters. Gaduet willingly pays around \$0.65 more per pound for bottom hook and lined seafood than fish caught by other methods. Restaurants have a great potential to change fishing practices as 60% of all seafood eaten in North America is eaten in restaurants.

Curious about sustainable seafood options? Beaton suggests visiting the Marine Stewardship Council (MSC) website to learn more about sustainable seafood products. This international, non-profit organization was developed as a solution to world's over fishing problem. The MSC uses labels to recognize fisheries that are sustainably managed (www.msc.org). In the US, the Monterey Bay Aquarium initiated a program called Seafood Watch, which alerts consumers to the sustainability of various commercial fish species and assesses the fishery according to several criteria. At the end of September, EAC joins CPAWS, the Living Oceans Society, the David Suzuki Foundation and the Sierra Club of Canada in launching Canada's sustainable seafood program, SeaChoice.



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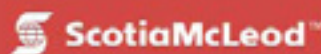
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Cut out the card in this issue of BTI and use it when making seafood purchasing decisions.

For local fish, the EAC recommends farmed mussels, hook and line caught haddock, line caught mackerel and herring, and lobster as local sustainable seafood options. Halifax vendors, such as Home Grown Organic Foods and Mike's Fish Shop at the Halifax Market, supply some sustainable products.

Interested in trying some sustainable seafood? Come to the 3rd annual Harvest festival at Victoria Park in Halifax on September 10th and try a fresh hook and line fish burger.

Catherine Joudrey would like to thank Cheryl Gaduet and Sadie Beaton for being invaluable sources of sustainable seafood knowledge.



Healthy Choices for Healthy Oceans

Your consumer power can help the health of our oceans. Many Canadians are eating seafood for its health benefits. By buying green-listed seafood you are supporting sustainable fishing that can be maintained for years to come.

But don't stop here! Share your seafood smarts—download copies of Canada's Seafood Guide for your friends and get action updates at www.seachoice.org

How To Use This Card

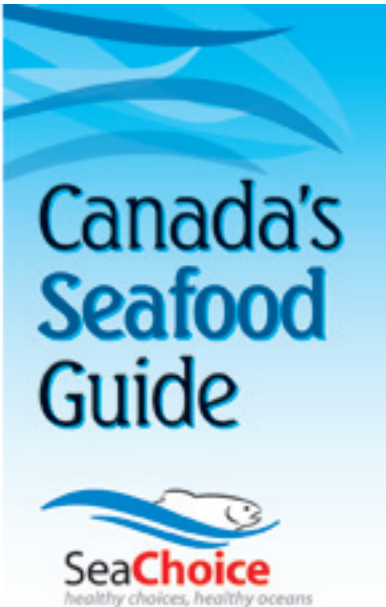
Keep this wallet card with you—it will help you make more sustainable seafood choices. Some seafoods are listed in more than one column: look for the bolded term that shows where it is from or how it was caught. When you shop and dine, always ask:

- What type of seafood is this?
- Where was it fished or farmed?
- How was it caught or farmed?

Then check the listings on the card and the explanation of our traffic-light colour codes. Seafood that could contain harmful levels of toxins is marked by the symbols: ◇ = mercury, and ⊕ = PCBs, dioxins and pesticides.

If the seafood doesn't appear here, look for it in our database at www.seachoice.org

SeaChoice is an initiative of Sustainable Seafood Canada:



Best Choice

- Carfish (US) **farmed**
- Caviar/ Sturgeon **farmed**
- Clams **farmed**
- Cod: Pacific (US) **bottom longline, jig, pot**
- Crab: Dungeness ◇
- Fish sticks: Pollock (AK)
- Flake: Pacific (Canada)
- Herring: Atlantic (US), Pacific (Canada)
- Imitation crab: Pollock (AK)
- Lobster: Rock, Spiny (Aus., US, Western Baja)
- Mussels **farmed**
- Oysters **farmed** ⊕
- Pollock (AK)
- Sablefish (AK, BC)
- Sardine: Brisling, Sprats (US)
- Shrimp/ Prawn: Sidesripe, Spot (BC) **trap-caught**
- Swordfish (Atl. Canada) **harpoon** ◇
- Tilapia (US) **farmed**
- Trout: Rainbow **farmed**
- *Tuna **trawl-caught** ◇

Some Concerns

- Carfish/ Tira/ Basa (Int'l) **farmed**
- Clams: Atlantic soft shell (Atl.), Geoduck (US Pac.) **wild**
- Cod: Pacific (Canada, US) **trawl**
- Crab: King, Snow (Canada, US)
- Haddock **bottom longline**
- Halibut: Atlantic, Pacific (Canada) **bottom longline** ◇
- Lingcod ◇
- Lobster: American (Atl.) ◇
- Mahi mahi/ Dolphinfish/ Dorado ◇
- Mussels **wild**
- Octopus (US)
- Oysters **wild** ⊕
- Sablefish (CA, OR, WA)
- **Salmon: Pacific **wild**
- Scallops: Sea (NE Atl. US)
- Shark (US Pac.) ◇
- Shrimp (Atl., Gulf of Mexico) **trawled**
- Sole (Pac.) ⊕
- Squid: Jumbo, Humboldt, Shortfin, Summer (Int'l)
- Swordfish (US Atl.) **pelagic longline** ◇
- *Tuna (US) **pelagic longline** ◇

Avoid

- Caviar/ Sturgeon (Int'l) **wild** ◇ ⊕
- Chilean seabass/ Patagonian toothfish ◇
- Clams (Atl.) **dredged**
- Cod: Atlantic
- Crab: King (Russia)
- Flounder/ Sole: (US Atl.), Arrowtooth (Canada) ⊕
- Grenadier
- Haddock **trawl**
- Halibut: Atlantic: (US) **trawl** ◇
- Lobster: Spiny (Int'l except Aus. + US)
- Monkfish ◇
- Orange roughy ◇
- Rockfish/ Snapper **trawl** ◇
- Salmon: Atlantic, Chinook **farmed** ⊕
- Scallops: Sea (Canada, Mid-Atl. US)
- Shark (Atl., Int'l) ◇
- Shrimp/ Prawn: Tiger, White (Int'l)
- Swordfish (Canada, Med., SE Atl.) **pelagic longline** ◇
- Tilapia (China, Taiwan) **farmed**
- *Tuna (Pac. Int'l) **pelagic longline** ◇
- Tuna: Bluefin ◇

Alert Codes

Green = Best Choice. This species is currently fished/ harvested sustainably and represents a best choice. Enjoy, while supporting responsible fishing and coastal livelihoods.

Yellow = Some Concerns. Seafood that should be consumed infrequently, or when a green choice is not available. There are conservation concerns with the current populations or practices in this fishery.

Red = Avoid. Do not purchase these fish for now. They come from sources that have a combination of problems—habitat damage, discard of unwanted species, poor management, low populations, can be easily harmed by fishing or may be listed by governments as Endangered.

Health advisory. Regular consumption of one or more species in this listing poses a health threat from ◇ mercury or from ⊕ PCB, dioxins or pesticides. For further information visit: www.oceansalive.org

*The category "Tuna" includes Albacore, Bigeye, Skipjack and Yellowfin tunas, but not Bluefin. **Check seasonal recommendations for salmon at www.seachoice.org
 Abbreviations: AK=Alaska, Atl.=Atlantic, Aus.=Australia, BC=British Columbia, CA=California, Int'l=International, NE=Northeast, Med.=Mediterranean, OR=Oregon, Pac.=Pacific, US=United States, WA=Washington.

It is Time for a “Time Out” on High Seas Bottom Trawling

by the Deep Sea Conservation Coalition and Members of the Marine Issues Committee of the EAC

Cold water corals and deep sea sponges, while perhaps not household names, have gained a considerable amount of attention from the scientific community, the conservation community, and fisheries management agencies in the last five years. For over a decade, EAC’s Marine Issues Committee has been educating, advocating, collaborating, listening and acting – in Atlantic Canada and more recently, nationally and internationally – on the impacts of bottom mobile gear or dragging and dredging on the sea floor. While there has been some acknowledgement by the Canadian government that fish habitat should be considered in fisheries management decisions, nothing has really changed on the water to prevent fishing gear impacts. These impacts are not limited to Canadian waters and several industrialized fishing nations have put in place protective regulations within their national waters.

As our efforts continue to ensure that Canada lives up to its promise of “conservation first” when it comes to our fisheries and oceans, we have lifted our telescope to the horizon, beyond our territorial seas. On the high seas, no areas are protected from bottom trawling. Seamounts, continental slopes, cold water coral mounds, vast areas that have yet to be discovered by scientists are being fished, using gear that leaves little in its path.

If we focus our telescope, put on the water proof lens and tilt it down, down, to the bottom of the sea, we will see that one of the world’s most productive ecosystems is being assaulted. Although the seafloor is not visible to most, concerns about its conservation and protection have reached the ears of the United Nations. The high seas – beyond 200 miles from the coastline – are the responsibility of all nations who use them – it is the “common heritage of mankind.” As such, the nations of the world have the responsibility to preserve them and the power to protect the seafloor and vulnerable deep sea species. Many nations have committed to do so in their support for a moratorium on high seas trawling. Calls for such a moratorium have been heard for the past two years. Protecting these vulnerable environments can be achieved quickly and rather painlessly, unlike many conservation dilemmas.

While the high seas may no longer be a fisheries frontier, it is a scientific frontier and much remains to be discovered about deep water environments. Once considered cold, dark, and dead, the deep sea is in fact, teeming with life, and increasingly, we are finding that this life has been already impacted by human activity. As many as 98% of the world’s marine species live in, on, or just above the sea floor, large numbers of them clustered around undersea mountains known as seamounts as well as within cold water coral and sponge beds.

What we do know can only be a measure of what we don’t know. Fewer than fifty of the tens of thousands of seamounts have been scientifically explored. In December of 2005, a United States

Navy submarine collided with a previously undocumented seamount in the western Pacific. No one had discovered it to be able to put it on a marine chart. Researchers are constantly making new and remarkable discoveries, with new species of fish, corals, sponges, being discovered each year. Canada’s deep water corals are only beginning to become known to science, with new discoveries of coral beds occurring every time we look. On Canada’s east coast, it was fishermen who first alerted environmentalists and scientists to the location of cold water corals and told us of the importance of these species for fish habitat.

As scientists chip away at the secrets surrounding the deep sea, the habitats and species they are studying are being destroyed by fishing fleets which are operating beyond any system of international control. The area of the ocean beyond countries’ 200-mile Exclusive Economic Zones (EEZs), constitutes the majority of the world’s oceans, and large parts of them are devoid of effective internationally agreed controls for human activities. In vast areas of the high seas, fishing is illegal, unregulated, and unreported (IUU) and the majority of IUU fishing is conducted using bottom trawls. Areas that are regulated by international fisheries management organizations face many of the same threats to unregulated areas.

Bottom trawls or drags, are huge nets armed with steel plates and heavy rollers weighing several tonnes, that are towed across the seabed, scooping up almost everything in their path and destroying most of whatever is left. In Norwegian waters, an estimated one-third to one-half of deep-water coral reefs have been damaged or destroyed by trawling; photographs document giant trawl scars up to 4 kilometers long. In 1997, a bottom trawl fishery south of Australia brought up an estimated 10,000 tons of deep-water coral to catch less than 4,000 tons of orange roughy. In Canada, scientists who discovered the deep water reef forming coral, *Lophelia*, off the coast of Nova

Scotia in 2002 – estimated that 90% of these long lived animals had been destroyed. Such damage would be potentially devastating to any environment, but deep sea ecosystems are particularly vulnerable. With food at a premium, life in the deep sea grows and matures slowly. Slow growth helps living creatures survive in the cold and dark, but slow maturation also means slow recovery from depletion or damage.

In 2004, over 1,000 scientists including 86 Canadians, signed a petition calling for a moratorium on high seas bottom trawling, at least until such time as researchers can better understand these ecosystems and determine how, if at all, fishing in them can be managed sustainably. That same year, the UN called for nations to take urgent action to protect marine ecosystems from destructive fishing practices. Following a review of this request in 2006, the UN Secretary General found that most high seas habitats re-



anne pryde

main unprotected and only a select number of countries had made progress in protecting deep sea species within the national waters.

Off Canada's east coast, in the Northwest Atlantic, the Northwest Atlantic Fisheries Organization (NAFO) is responsible for managing fisheries on the high seas. With stocks of cod, flounder and redfish under a fishing moratorium and other fish stocks at historically low levels, it is clear that even when there is a fisheries management regime, past efforts have not been working. In addition, NAFO does not have jurisdiction over species found on the seafloor, and therefore has no legal responsibility to monitor their populations or prevent their destruction.

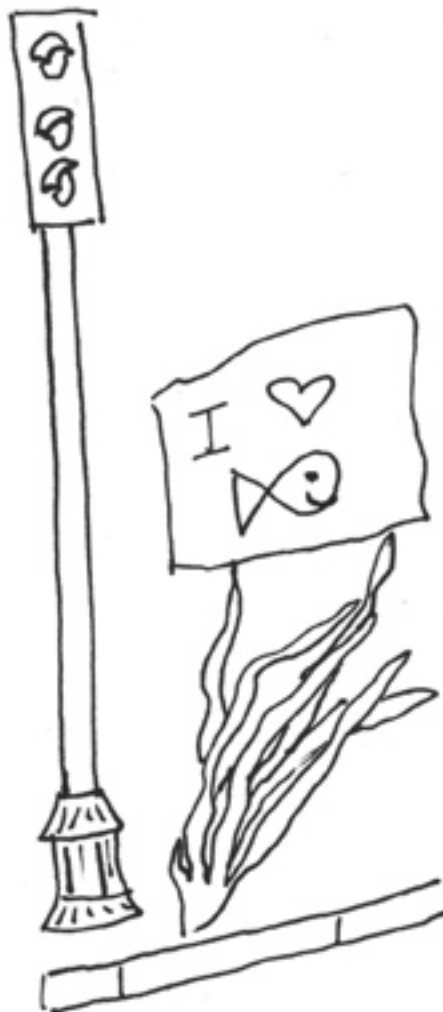
There is no better time for such a moratorium to be adopted, because although high seas bottom trawling has spread rapidly over the past two decades, it remains economically insignificant. It is estimated that, out of 3.1 million fishing vessels in operation worldwide, only 100-200 are bottom trawling the high seas on a full-time, year-round basis. The approximately 170,000-215,000 metric tons of fish those vessels caught in 2001 was at most one quarter of one per cent of the 84 million tons caught worldwide that year. And virtually all high seas bottom trawling is conducted by vessels from just 11 countries. The countries of the European Union (including the newly admitted Baltic States) are responsible for approximately 60% of the high seas bottom trawl catch. One nation, Spain, accounts for approximately two-thirds of the EU catch and 40% of the global total. Until recently, Spain and its European Union cohorts have been among the biggest obstacles to meaningful action against bottom trawling; now, however, even the Spanish concede the case that trawling is inherently destructive and needs to be controlled.

For the past three years, the United Nations Informal Consultative Process on Oceans and the Law of the Sea (UNICPO-

LOS), which met in June in New York, has recommended that States take action to regulate bottom trawling, but the time for such vague suggestion is gone. Scientists estimate that, at present rates of destruction, most deep sea fish stocks caught today in the high seas will be commercially extinct within twenty years. Off the coast of Newfoundland, many deep sea species have already reached the point of commercial extinction. The UN must adopt a bottom trawling moratorium now, before it is too late.

Canadians, and Newfoundlanders in particular, are well aware of the impacts of bottom trawling. A moratorium at this time would impact very few, if any Canadian vessels and it would protect the oceans from destruction that will take generations from which to recover. In March of 2006, the Canadian Department of Fisheries and Oceans released a document reviewing the impacts of mobile fishing gear, and adopted the findings of several international studies, concluding that bottom trawling did indeed impact fish habitat. DFO now has the policy document with which to move forward. Canadians, particularly those who live and work by and on the sea, are waiting for the political will to follow.

The new Minister of Fisheries and Oceans, Loyola Hearn, recently stated in the media following a meeting with scientists and conservation groups including the EAC that "dragging does damage stocks and it does damage habitat." Good for Mr. Hearn for saying it like it is. This Minister comes from Newfoundland and knows firsthand the impacts of dragging on the ecosystem and the economy. The main barrier to Canada supporting a moratorium appears to be the fears of the domestic dragger industry that a high seas moratorium may have indirect consequences for them – Canada does not have a high seas fleet. If we may be so bold as to suggest, this is not a good reason for Canada to oppose a high seas moratorium and condemn the seamounts of the world to destruction.



anne pryde

EAC has initiated a campaign to let the Canadian government know that Canadians support a moratorium on dragging on the high seas. Go to www.deepseas.blogspot.com to see photos of scientists, students, activists, artists, and other Canadians standing up for the high seas. You too can join Elizabeth May, Jill Barber, and other photographed Canadians help show the government that

this country cares about the oceans simply by sending a photo of you and your family, friends, or colleagues holding a sign supporting a U.N. moratorium to highseasmoratorium@ecologyaction.ca. And since a picture is worth a thousand words why not send it to those decision makers who hold the future of Canada's and the world's oceans in their hands.

These people below are just a few supporters of the establishment of a moratorium on bottom trawling on the high seas. Continue to visit our blog for updates!



Authors Silver Donald Cameron, Majorie Simmons, Farley and Clare Mowat stand up for the high seas.



Staff from the Living Oceans Society in British Columbia let us know what they think.



Students from Brazil (which supports a moratorium) send a message to Canada.

Province to buy conservation lands from Bowater Mersey

by Raymond Plourde

In spring of 2006, the Government of Nova Scotia and the Bowater Mersey forestry company announced a ground-breaking agreement where-by the Province will purchase a large number of ecologically significant properties from the company for conservation. The two-year deal, worth 26 million dollars, will result in the acquisition of many new high-conservation-value lands in eight different counties in Southwest Nova Scotia. These areas include rare old-growth forest stands, pocket wilderness areas and endangered species habitat which have been voluntarily set aside by Bowater Mersey over the years. The government will then designate these special natural areas under permanent legal protection, adding them to the province's Protected Areas Network.

Full details on the location and timing for acquisition of specific sites have yet to be disclosed. However, it is expected that between 20,000 and 40,000 acres will be acquired. The deal, in principle, has been applauded by members of the Nova Scotia Public Lands Coalition (www.publicland.ca) as a positive thing for nature in Nova Scotia. Coupled with the efforts of the Nova Scotia Nature Trust to protect the province's privately owned lands, important areas are being preserved for Nova Scotia's future.

The announcement is a positive one for nature conservation in Nova Scotia and moves us closer towards meeting national and provincial protected areas commitments towards a comprehensive system of protected areas. The land acquisition plan is also a noteworthy act of corporate citizenship on the part of Bowater Mersey. Most of these lands are significant sites that the company has voluntarily set aside over the years and are now making available to the province for permanent protection. This deal will benefit the government, the company and especially wildlife in Nova Scotia.

The announcement of the plan to purchase these lands is only the beginning of the process, however. It is important that the province see this process through by establishing legal protection for as much of the land as possible under either the Wilderness Areas Protection Act or Special Places Protection Act. EAC will be watching very carefully to ensure that this happens. EAC will also continue to call for improved forestry practices on the remaining landscape. We hope that this positive initiative by Bowater Mersey is only the beginning of improved forest stewardship by the forest industry.

eacoutreach

by Heather McKibbon

Hellos and Goodbyes

After a busy summer with exciting projects such as our new home, HRM pesticide free by-law, 35th Anniversary celebrations, and the Transportation Ambassador project to name just a few, we are sad to say farewell to several EAC staff including: Jesse Joice, Beth Elias, Anne Castonguay, Sheila Eldridge, Kyla Milne, Lachlan Barber, Will Martin, Johanna Nesbitt, Philana Dollin, Nicole Gibeau, Leigh Anne Out-house, Andrea Dykstra, Diane McLissac, Jillian Reardon, Corbett Hancey, Janna Graham, Gregor MacAskill, Niina Luus and Andy O'Brien.

To fill the void, we're looking forward to having some new smiles and talent in the building, and welcome Anne Pryde, Jenn Spencer, Jen Graham, Amber Cantell, Tyler Schultz, Andrea Flowers and Cora Sproule.

How MemberSHIP Keeps EAC Afloat

I have heard the tall tales and history of the EAC more times than I care to count. That said, I am always amazed at the stories that have shaped this organization. Late night meetings, wacky media stunts, dedicated heroes in their own right, the resolve of critical environmental issues, and efforts that have laid the foundation for the seven active committees we have today.

One story-line in the web of EAC history stands out, and that is the importance of our membership. Since 1974, we have had consistent support from people who cared about EAC's efforts to protect the Nova Scotian environment. Despite the ebb and flow of activity within the organization, our members have always been there, in varying numbers – but nevertheless, representing core support for the centre. Currently, we are on the upswing with more than 900 members actively supporting our projects and initiatives. Things were not always so good. In the early 1990's, following the loss of our court case against the Nova Scotia government for allowing the Point Aconi coal fired generating station to be built, our financial re-

serves were non-existent. For a time, EAC ran on the backs of volunteers alone and membership fees that got us through, paying the rent and related bills. Membership got us through the dark times in the EAC history and continues to shine it's light for EAC core today.

Membership plays an important role as we approach the public and the government with 900 voices added to ours, as we call for a healthier, more sustainable Nova Scotia. People listen. In return, our commitment to members continues as our projects expand and successes accumulate, and challenges arise. We encourage more people to show their support for the work we are doing, further our provincial mandate and increase the volume of our calls for a brighter and sustainable future for our environment. Look for us in your neighbourhood this fall as we reach out to Nova Scotians during our membership canvass. September is Membership Month and we invite you to join us if you are not already a member and if you are, invite a friend to join.

VolunTEERS Save Us From TEARS

It was a morning in the EAC's new neighbourhood, with the sun soaking the overgrown gardens on the side of 2705 Fern Lane and shining in the windows of our new green-renovated office. As I walked into the building, Marine Issues Committee signs from their dragging campaign were scattered about the office and BTI archives were spread out in the board room as the 35th edition of our magazine came to fruition. Staff began to trickle into the office, the sound of printers, keyboards, coffee makers, telephones and discussions on the various projects and initiatives began. The membership bell was ringing faintly in the background... and the main phoneline was ringing off the hook. A usual day in the centre was about to assume and with chaos looming just around the corner.

Luckily volunteers came to save the day. Without volunteers, no signs would have greeted drivers crossing the bridge asking

them to Honk! For the High Seas, this issue of BTI would not have happened, our gardens (though overgrown) would not exist, there would be no flowers on the front desk, or cookies in the kitchen – actually, we wouldn't have a kitchen if it weren't for volunteers. Our volunteers help bring order to the office, answer phones in the mornings, and bring their much needed energy through contribution of tireless hours to help keep the EAC on its feet. Thank you - for your creative, thoughtful and essential support. Our days would end in tears if it weren't for our volunteers.

Heather McKibbon is EAC's Outreach Coordinator Extraordinaire. When she is not ringing the membership bell, or bringing EAC's information to the public, she can be found on theatre stages across the province.

Following the Green Bin: The Truth about Composting

In July 2006, EAC staff and members went on a field trip to the composting depot in Ragged Lake. We wanted to know where the green bins went. We discovered some interesting facts about the most common problems in the composting system.

- Plastic is the single biggest contaminant in compost.
- Frozen food boxes have plastic between the box board and cannot be composted.
- Tissue boxes can be composted, but the bit of plastic on the top cannot.
- "Biodegradable" plastic bags cannot be composted. These bags are NOT recommended for use in HRM's composting system and are simply a retail gimmick.
- Any food that arrives in plastic, paper or biodegradable liners will be thrown out and NOT composted.

The good news is, fruit fly season is almost over! For more information, see: www.halifax.ca/wrms/

Living Car-Free in the Country

by Phil Thompson

At the age of 55, I promised Sounds Like Canada's Shelagh Rogers that I would replace my old gas guzzler car with forms of active transportation and sustainable transportation. True to my word, I recently made the plunge from rust bucket to brand new kayak!

Thanks to Maggy Burns at the EAC's Steer Clean program, and the cooperation of David Adler at East Coast Outfitters, my son Jacob and I headed to Lower Prospect to see what kind of gas mileage a kayak gets on the road. Apparently, they do much better on the water. It was hard giving up the old '92 Lumina after many years as a family vehicle, passed from parents to children, maintained at considerable expense for 15 years, and used for, among other things, performance tours throughout Quebec and Ontario in winter loaded with guitars, musicians, poetry books and beer. A lifetime of memories with the ol' beater.

I began my 'no car odyssey' on June 30th, 2006 by driving to the Steer Clean drop-off point in Burnside. The rain was coming down so hard that I couldn't leave the car, which fortunately didn't leak from ABOVE. And so it began. My adventure without a car has been filled with obstacles and benefits and here's a report of the experience to date:

Obstacle #1: There is no access to Metro Transit between Musquodoboit Harbour and the city! Despite paying the same taxes as urban folks, there is no bus that runs on the 107 highway to link with the rest of the transit system, in an efficient and useful way. By choosing to live car-free in the country, I have lost reliable access to the city and hence have limited my job opportunities.

Benefit #1: I have met great people when I've taken the bus, taxi and hitchhiked. On one occasion an off duty taxi driver took me all the way to Porters Lake for a fair price. Another fellow met me where the bus line ends and recognized me from previous hitch hiking, and drove me all the way to Petpeswick. Finally my closest neighbour laughed as he saw me give up walking with my 100 pound bag and kindly drove me down the West Petpeswick road.

Obstacle#2: Although I have cycled

tens of thousands of miles in my twenties and thirties, those muscles in the back of my thighs are going to hurt for the first week as I begin cycling with groceries on my back. I've learned to take it easy, drink more water than beer and use all 21 gears.

Benefit #2: I've gotten stronger every week, more tanned, look and feel ten years younger, and can eat anything I want any time I want. Peaceful sleeps are a breeze. Naps are delightfully inevitable. Bugs don't usually catch me on a bike, as long as I keep my mouth closed. I still get to visit my friendly village gas station but only for compressed air for my tires (free) or cans of Five Alive (\$1). I enjoy yelling "fill 'er up" at the pop machine and by the pumps.

Obstacle #3: Drivers can be inattentive or irresponsible. I'm always reminding myself to stay alert. Ride on the shoulder if there is traffic coming the other way and especially when a logging truck is coming up behind me. I use alternate routes like side roads or bike paths when possible, and often feel it's safer to ride on the left so you can see what's coming. People don't like it but it's my life! I wear a helmet so the Tim Horton's cups and beer bottles just bounce off. I try not to hurt anyone in a road rage incident. I remind myself to be gentle with them. They know not what they do. Ivan Illich calculated that the average speed for cars, after factoring in the time spent working to make the payments, repairs, and sitting in them in rush hour traffic, divided into the distance travelled, is ONLY FIVE MILES PER HOUR!

Benefit #3: By learning to avoid traffic and find bike paths I feel closer to my community and to nature. I've found out what's really going on in my environment. Where does all the litter end up? Who's using pesticides beside a pristine waterway? Which neighbours have time to talk? What do they care about? What is the condition of the abandoned rail line I thought went all the way to the city? Is it flooded? Damaged by ATVs? Or seeded by property owners who don't understand rights of way?



aaron harpell

Obstacle #4: As my home is a 15 acre island surrounded by salt marsh in a tidal estuary, I need something that floats to get home. Bicycles don't. When I have lots of supplies to bring across, I use a motor to push a 12 foot aluminum boat against winds as high as 30 knots. Rowing is difficult and dangerous in high winds, and aluminum boats are poorly designed and inefficient for coastal waters.

Benefit #4: The 9.5 foot kayak (made by "Perception") which I obtained as part of the incentive provided by the Steer Clean program, is from East Coast Outfitters. It is the perfect \$400 solution; If I cross with light loads, perhaps 30 pounds, I can effortlessly paddle in difficult conditions. The kayak is energy efficient, stable, low in the water for minimal wind resistance, and builds arm muscles in the same way bikes grow thighs. I can meditate and drift in gentle breezes, enjoy birds and wildlife unstartled by noisy motors.

In my first month of car free living I've cycled 200 miles, kayaked 20, and only walked about 2. I've learned the benefits of car free living are not without inherent challenges and dangers, but in the long run, nothing is worse than being so afraid of everything that we stay in our homes, offices, and vehicles hiding from the natural world.

My favorite moment has been ranting at the gas station about "highway robbery" when gas prices went up last week. My purchase? Five litres of gas for my chain saw and 2.5 hp outboard motor! It cost \$7! A dollar a day for fuel. I can live with that. But we can't live without transit here in the country!

Phil is former VP of EAC and past chairman of the EIC. He is the founder of Salt-marsh Island Institute, a low-cost demonstration of off grid sustainable conservation & renewable energy, as well as a freelance writer and broadcaster for CBC.

Bike Lanes will Lower Obesity

by Dr. Chris Milburn

Cape Breton has nearly the highest obesity rate in the country, largely caused by high levels of sedentary behaviour. Like everywhere in North America, education programs encouraging physical activity over the last 30 years have done little to stem the rising tide of inactivity and obesity, and the chronic disease burdens which follow.

As physicians, the members of ADAPT (Association of Doctors for the Advancement of Physically-active Transportation) are working actively on the first steps in solving our obesity epidemic. It is clear to us that there has been an evolution of our built environment away from local stores, services, and jobs which could be reached by foot or bicycle. These have been slowly replaced by big box stores, massive supermarkets, and workplaces only reachable by private automobile. As no coincidence, during the time that this shift has occurred, the average activity level has fallen dramatically. And as people have stopped walking and biking, any thought of creating infrastructure to facilitate these activities has slipped from our consciousness.

It should therefore be obvious that all efforts should be made to engineer our communities back toward bike and pedestrian friendliness. It is clear from recent research that in areas where bicycling and walking facilities have been created, activity levels are higher and obesity levels lower.

There has been no work done in Cape Breton to create bicycle

and pedestrian infrastructure, and it is no coincidence that its rates of bicycle ownership, usage, and active transportation are far below the national average. It also follows that obesity rates in Cape Breton are amongst the highest in the country.

There is an opportunity to change this. The Sydney-Glace-Bay highway is a major commuter corridor in the CBRM, which connects the 2 largest communities in Cape Breton. Only about 20 kilometres apart, this is an eminently bikeable distance, even for an inexperienced cyclist. Perhaps more importantly, Cape Breton University lies halfway between Sydney and Glace Bay, meaning many of the over 4000 students (currently forced to drive or use inadequate bus service) would face a very reasonable bicycle commute of 10 kilometres from either community.

There are currently funds available through the federal government intended to pay for Green infrastructure programs exactly like a bike route on the Sydney-GB highway. Whether accessed from these federal funds, or paid for through provincial or municipal budgets, adding active transportation infrastructure will be a very smart investment in the future health of the Cape Breton community. The urban planner and highway engineer hold more power to change activity patterns, and thereby obesity rates, than any doctor ever will.

Chris Milburn is an emergency room physician in Cape Breton and regularly cycles to work. He is an active member of ADAPT.

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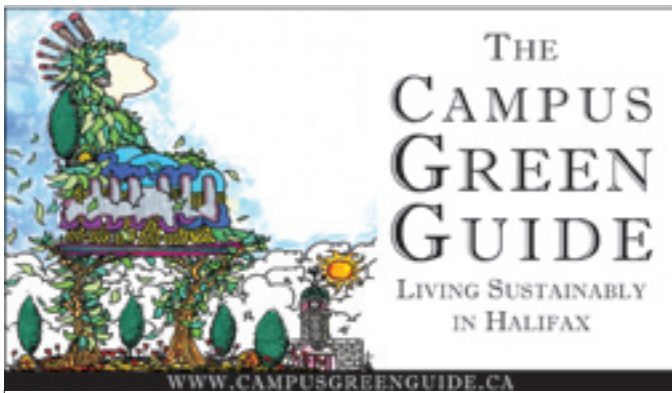
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ecoview

An Interview with Penny Cameron

by Laena Garrison

Penny Cameron is a long-time resident of Dartmouth. She has been commuting by bus and ferry to and from her work at The Prince George Hotel in Halifax for 20 years! Born in London, England, Penny grew up using the London transit system, so it was second nature for her to continue using transit here in Halifax. In earlier years, she took the bus back and forth work in Halifax from her home in Clayton Park. Now, Penny commutes by bus to and from the Prince George Hotel, where she is the Guest Services Coordinator. She finds the morning bus ride very calming – a chance for her to read and gather her thoughts. On her way home, she opts to take the ferry, and then transfers to the bus, or walks the rest of the way home. Penny lives mid-way between Woodside and downtown Dartmouth so has the option of taking either ferry. She says, “The walk is the perfect end to my day. I feel so much better than if I were just getting out of the car. I walk along the harbour and look straight across to Halifax. If I take the Woodside ferry, I can walk home via the Dartmouth Harbourfront Trail, which gives a spectacular view of Halifax.”

TRAX: *What do you like about commuting by bus and ferry?*

Penny: I don't have to change buses too many times, I don't live way out... it works perfectly for me. I never have to worry about the weather. When I'm at work and a snow storm is brewing, and people are thinking, 'oh my gosh, I better leave now', I don't have to worry. Even if the buses aren't running, the ferry is going. I often bump into people on the bus or ferry that I haven't seen in ages (Raymond Plourde of the Ecology Action Centre being one of them) and we have just enough time to catch up with one another. Going across the bridge, I love looking to Chebucto Head to see what the weather is doing. The sky can be beautiful. It is not as easy to do this in a car. And, on the ferry towards Dartmouth, I like to sit up top. The sea air races in on the Dartmouth side and smells divine – of salt, fog and sunshine. And, on the Woodside Ferry, you sometimes catch sight of the occasional seal and can view the oil rigs up close!

TRAX: *What would you say to others thinking of taking transit?*

Penny: The service here is very good in comparison to my experience with the British bus system – the buses in London were never on time. The personnel are friendly, and the bus drivers on my routes are very nice. I recommend calling Metro Transit for bus schedule information (490-4000). They are friendly and helpful and can tell you what time a bus passes by a particular stop.

TRAX: *Is there anything you would like Metro Transit to improve?*

Penny: The bus terminal at the bridge on the Dartmouth side by the Sportsplex needs much improvement. It is a dangerous place at night, the phones don't work, and the waiting areas don't shelter you. I'd like to see more rapid transit buses and better service to outlying areas like Eastern Passage. [Metro Transit] should be excellent because it's all we have.

TRAX: *Do you have a “most memorable bus moment”?*

Penny: One particularly cold winter, I lost a glove from my favorite pair. I spent most of the rest of the winter with one glove on one hand and the other hand in my pocket, believe it or not! One day, a fellow traveler came up to me on the bus holding my glove and said, “Is this yours? I've been looking for you on the bus all winter hoping I'd bump into you so I could give you your glove back!” It was several years ago, but I'd like to say a public “thank you” to her!!

beinggreen

People Who Make a Difference

by Sadie Beaton

As Velo Cape Breton proudly proclaims, "Cycling is smart, sexy and fun." Truly, pedaling your bike is an ideal way to boost health, reduce stress, and get to know your community, all while promoting environmentally friendly alternative transportation and recreation. However, because cars still rule the road, it is important to know that someone's got your back. And that is exactly what the Velo Cape Breton Cycling club does.

This non-profit, volunteer-run organization was founded in the spring of 2004 to promote bicycling on Cape Breton, and works tirelessly to provide support and instruction to cyclists, both novice and veteran. The enthusiasm and vision of this group has really caused a stir, with bike sales rising and an increased presence of cyclists on the Island's streets and roads. Their presence has also been noticeable off-road, with members working on various initiatives to help build infrastructure and support for this active and sustainable form of transport.

The club has an amazing variety of activities available, with planned rides for people of all ages and abilities, as well as road cycling instruction sessions and multi-day camping tours. As one member describes, "we are not all marathon bikers." Ride lengths increase gradually over the season to allow new members to increase their stamina. As well, a number of instructional seminars are offered, to help cyclists build knowledge and confidence.

Britt Roscoe, an active bicycle commuter, credits the club with helping him navigate city driving. Long comfortable biking off road, like many folks he found the prospect of cycling through heavy traffic a little daunting. Velo's traffic training seminars, he says, "made me brave enough to feel quite comfortable with city driving." Now he feels confident cycling to work.

The organization is changing the way transportation is viewed by decision-makers in the region. For example, as Roscoe points out, in just three years growing public awareness about active and sustainable transportation has reached the attention of departments like Transportation and Public Works, who are beginning to understand the need to consider bicycles in their planning.

Each car commuting to work in Cape Breton that is replaced by a bicycle makes an important contribution to the health of the environment, as well as the health of residents. Also, the increased presence of cyclists in traffic raises awareness and makes it easier for new cyclists to join their ranks, and makes it more difficult for planners to ignore the importance of active and sustainable transportation in the region.

And, with the gorgeous scenery all over Cape Breton, there's no better place to hop on a bike and ride your cares away. One planned ride on October 8th coincides with the exciting, Celtic Colours International Festival, taking riders on a leisurely loop around the beautiful Saint Ann's Bay, with opportunities to stop and take in the view, and pop in at some of the many artisan's shops along the way. Three cheers for Velo Cape Breton: helping Islanders be even more smart, sexy and fun!



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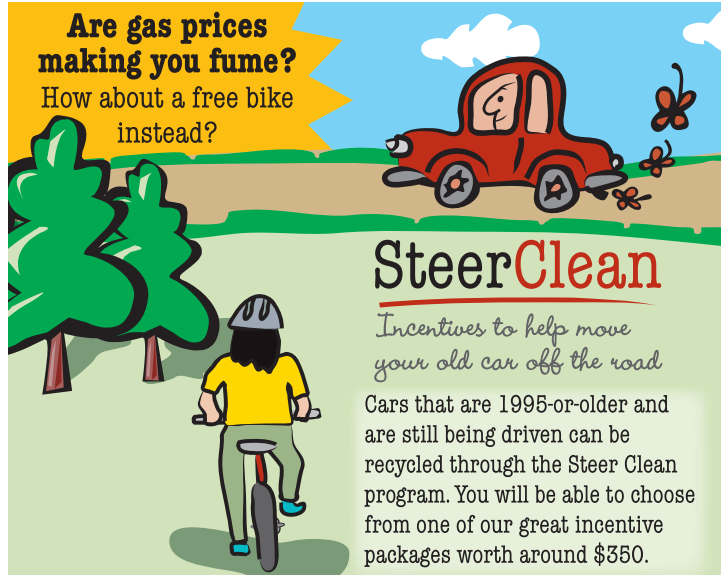
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Taking Stock: A Return to My Childhood

by Vivien Blamire

It started when I was a little girl. I was born in the late 1940's in Britain, when my parents, and the country itself, were recovering from WWII. Food rations began during the war years and continued well into the 1950's. Restricted access to sugar, fresh fruit and among other things meant that conservation was part of life. This attitude extended to picking up coal from the road, dropped by the coal delivery man. Walking to work, school, church and shopping was the norm. Longer distances were traveled by bus and train.

As a child, some of the rules in my house didn't make sense to me. Re-using aluminum foil, washing plastic bags, weekly baths, turning off lights upon leaving a room and closing the door at the same time were all part of life. My mother would remind me that it cost too much to heat all the rooms and we did not have money to burn.

Having never had a family car or home telephone until my early twenties, and starting married life in an apartment with no bathroom (we did have an outdoor toilet), made me appreciate these luxuries later in life. My children and grandchildren have never known life without the convenience of a telephone, a car, or a warm bedroom. Once luxuries, these conveniences are now taken for granted by most Canadians. Over the last 10 years, the frequent drilling from my childhood reemerged as part of my conscience.

In June, I saw Al Gore's documentary "An Inconvenient Truth". Its purpose, as I see it, is to make as many people as possible aware of global warming, its implications, and the urgency to individually and collectively make major changes in the way we live. During the time the movie was screened in Halifax, Nova Scotia was experiencing above average rainfall. I remember turning on the radio one morning to hear a woman from the Annapolis Valley bemoaning the fact that the fields were so wet, she and her husband could not plant fodder crops for their animals, or in fact let the animals out to graze – for the second year in a row. In July, news from relatives overseas related stories of the hottest summer in England in 30 years. A ban on watering gardens meant that many people had to forsake their prized gardens. Sales

of electrical fans were on the rise, with one source reporting a fan being sold every 2 seconds! Increases in electricity usage inspired fears of overloaded electrical grids and possible blackouts. The day I arrived in London's Heathrow airport to celebrate my mother's 90th birthday, was the hottest day of the summer at 38°C. Every day, national newspapers featured some article or other about the relentless effects of the sun's scorching rays.

According to Al Gore, nowhere on earth will be exempt from the rapid increase in earth's temperature. Can we predict life in Canada in the 2020s, 2050s and 2080s? What about future centuries? Will our coastal areas suffer from widespread flooding? Will Historic Properties here in Halifax and other coastal areas of Nova Scotia appear as they do today? How will our breadbasket provinces fair if climate change impacts not only productivity, but the ability to grow food crops at all? The fragile north is already experiencing changes far and above those predicted by scientists, with average temperatures already up several degrees, tundra melting and polar bears unable to find enough food.

Accompanying these predictions for the future, are discussions on what might be done to mitigate climate change. Emissions standards from automobiles, power plants and industry are constantly being scrutinized. The EU and China are aiming for higher emission standards than Canada, while US auto emission standards in 10 years time, will not be as high as Japan's are today.

Back to Britain – another newspaper purchased. The British International Motor Show special! "Small cars are the next big thing", the article claims. "One in three British car buyers chooses a small car" and "the big guns of the small car world will be taking centre stage at the show", it goes on to say. It's not surprising that British drivers are thinking more about smaller cars given that gas prices are almost double what we in Canada pay (about \$2.00 per litre in August 2006). In another newspaper article, Britain's Department of Transportation raises the idea of stiffer registration fees for gas guzzling vehicles, speed limit reductions, more toll

roads and charges levied against motorists who traveling on already congested routes. While these ideas have merit, the environmental organization, Friends of the Earth, would prefer to see the British government invest in public transportation, bicycle lanes and pedestrian access so people can leave their cars at home or not have one at all. Sound familiar?

I realize that I can't change everything in my life. My husband and I still drive a Honda CRV that we use to go to our summer cottage. I feel guilty about our fuel consumption, although we try to walk to places that are close by and are fortunate that the bus stop is just outside the door and the ferry to Halifax is a 20 minute walk. I would be delighted if with a legislated speed limit of 90kms on all major highways and establishment of tax incentives for purchasers of smaller, fuel efficient cars. Our next vehicle will certainly be one of these. Rather than complain about high fuel costs, perhaps we should put our efforts into insisting on more choices of fuel efficient cars. A recent initiative by General Motors to build a new version of the gas guzzling Camaro muscle car, popular in the 1960s and 1970s, didn't make me feel very positive. Have the head honchos at GM seen Al Gore's movie? I would like to see the Energuide for Homes Program re-instated.

Towards the end of the film, Gore poses an imaginary child's question, "If you knew what was happening then, why didn't you do something about it?" As our family did when I was a child, I continue to dry our clothes on the clothesline, even on mild winter days. I remember to turn off lights in rooms we are not using. If you happen to pass by my house, and see along with laundry, a small selection of plastic bags blowing in the wind, it is me trying to make a difference, however small that may be. It's not perfect, but it's a start and returns me to some of the efforts my family made when I was a child. Now I don't question why I should do these things.

Vivien Blamire is an EAC volunteer, one of the many we could not do without. EAC will be traveling around Nova Scotia this fall, showing "An Inconvenient Truth" in schools and communities near you.

Scenes from our Street Party

As part of our 35th Anniversary and to celebrate our new home and neighbourhood, EAC hosted a street party on Fern Lane in July. Flamenco dancers, fish burgers, face painting and fun were among the activities enjoyed by over 400 people throughout the day.



Streets are for people - Fern Lane was car free and people full on July 16th.



A party is not a party without a dunk tank.



Thank you to Big Life for making our beautiful cake!

Community Support is Greatly Appreciated

EAC is extremely lucky, and grateful to those who organize fundraising events and share the proceeds with the Centre. We would like to thank, and say a fond farewell to the **Halifax Burlesque Society** who donated some of their funds to the Centre. **The Dump and Run**, at Dalhousie University also donated proceeds to EAC and to LETS. And, a heartfelt thank you to the **volunteers** of our Annual Garden Party. Once again, it was a lovely afternoon and all proceeds will go to the core operations of EAC.

Harvest Festival Thanks the following sponsors for supporting our 3rd Annual Festival at Victoria Park on September 10th: **Wilson's Biofuel, Nova Scotia Dept. of Agriculture & Fisheries, Little Foot, Yurts, Just Us! Coffee Roasters, ACORN, Organic Agriculture Centre of Canada, Rural Delivery, Halifax Regional Municipality, Hammerhead Design, Music Stop, Terroir, Home Grown Organic Foods.**

EAC Annual Award Winners 2006

Sunshine Award:

Metro Transit for their successful launch of the Sackville and Cole Harbour Metro-Link routes.

Tarred Duck Award:

Federal Department of Fisheries and Oceans for its failure to support a moratorium on trawling on the high seas, until an effective governance regime can be established.

The Bubby Mooers Award:

Susanna Fuller for her extraordinary efforts in the renovation of the EAC's new green office building.

The Tooker Gomberg Award:

The Deep Sea Conservation Coalition & The Living Oceans Society for their creative national campaign on the impacts of dragging.

THE ROARING TWENTIES RECYCLED
THE EAC'S 35TH BIRTHDAY SOIREE

featuring music by **GYPSOPHILIA**

Garrison Brewery
 1149 Marginal Road, Halifax

September 29, 2006
 8pm – 12am

PERIOD COSTUME OR CREATIVE BLACK TIE

Prohibition Liquor Auction
 1 free cocktail with ticket
 \$55 per ticket
 a portion of the ticket is tax deductible

call 442-0202 for tickets or
 visit ecologyaction.ca/35ann

The Paper House The Coast CREDIT UNION NOVA SCOTIA Ecology Action Centre

35th Anniversary event proceeds will support the EAC and its new home. The Fern Lane Capital Campaign is seeking 100 friends giving \$1000 each. To contribute to our Capital Campaign contact Maggy Burns at 442-0202.

Recent NS Successes:

- **Launch of Seachoice Consumer Guide as part of Sustainable Seafood Canada Coalition**
- **Organization of 3rd Annual Harvest Festival**
- **Establishment of Atlantic Canada Energy Coalition**

The Ecology Action Centre Needs Your Help

Please fill out this membership form and return to the EAC.

CONTACT INFO:

Name: _____

Phone: _____

Address: _____

Email (for monthly e-newsletter): _____

Memberships and donations are tax deductible.
 Thank you for your support.

TYPE OF MEMBERSHIP:

Monthly Contribution:
 \$5 \$10 \$20 Other: \$ _____

Annual Contribution:
 \$40 Regular \$60 Contributing/Family
 \$120 Supporting/Sustaining
 \$20 Student/Senior/Unwaged Other \$ _____

PAYMENT METHOD:

Cash Cheque VISA Mastercard

Name on the card: _____

Card #: _____

Expiry Date: _____

Signature: _____

Date: _____

Ecology Action Centre 2705 Fern Lane Halifax, Nova Scotia Ecology B3K 4L3