



**Give public say on rail redesign — group
Look at potential alternatives to \$200m project, citizens say**

**By TOM PETERS Staff Reporter
Sun. Feb 15 - 5:18 AM**

PUBLIC COMMENTS

Defender wrote:

As evidenced in the last few years ,Halterm is not sustainable in the long term , so why waste all that money ?

robb_66698 wrote:

public say??? now come-on that could never happen, mainly because no matter where you wanted to put the rails .. some group would be against it ,because of the way the city is layed out ,,if we want the jobs and revenue the port brings ya gotta put up with the trains

shakyweebles wrote:

Use rail cars to move all that outside the city and say to a place on the bihi with its own entrance and exit and then the trucks will not have to go downtown and it will be a hell of a lot cheaper than what they are proposing. But the biggest and best thing is less polution from all those trucks so the carbon footprint will go way down as well.

wsavary wrote:

I imagine the people who live near the cut in the south end, for example Beaufort and Pinehill and others in the vicinity are appalled at the notion of a steady stream of container traffic through there. The problem for them however is that the instant they speak up they will be labelled as "whiny south enders" by the many people who enjoy south-end-bashing. The benefit to Halifax however will be tremendous... just getting all those thundering stinking trucks off Lower Water Street and Hollis Street will be enough of a payoff. They really, really detract from the downtown touristy area. It's heavy industrial traffic in what could be quite a pleasant shopping district that retains some of its heritage character. (Let's not discuss Ben 'Bulldozer' MacRae at this time).

Keith P. wrote:

It is ridiculous to do such a thing just to accommodate Halterm. The business of the port has been declining for years and there is every reason to expect that will continue. Move Halterm out of the south end and consolidate it with Ceres or let them build a new facility in Shearwater. That will open up this prime piece of real estate for development -- imagine a beautiful residential development with a marina -- and eliminate the need for this foolish project.

downeaster70 wrote:

What a joke for a headline!!!! The only say the public has is how much more are you going to take out of my pockets to pay for this or any other GOVERNMENT project

eaglethorne wrote:

Here we go another study forget it. The best alternative is to kill the hold project and let all Container traffic go to Quebec and than it can all be truck back to Nova Scotia by Truck. I don't think the cost of products would go up do you. It's alternative that keep thing from happening in Nova Scotia, it people like the Brinton's that complain but have no better alternative, I think the last two studies have cost a wack of money so spent more, we have money coming out of our ying yang, humm humm. If you don't want the container terminal here just say so and stop wasting money. Maybe Shelburne ya thats it a terminal there, no Halifax would want it the cry babies.

9OH2 wrote:

Here is an idea. Why don't we complain for a decade before we decide what to do and then move forward when it is too late. That is the Haligonian way!

LIFE SUCKS wrote:

IS THAT 200 MILLION MINUS THE STUDY FEE.here we go again with studies, kelly,just ask the people who live here what the hell they think.would save you and in turn us,one helluva lot of cash.but i ferget,you'uns don't care how much money us local yakals have to lose.it doesn't come from your pocket.mine.like a lot of ordinary sane people in this country have already had our pockets picked clean by the various government thieves.what are you people gonna do when the trough runs dry,because nobody has any cash at all,and the whole country has to go on welfare.i'm no mind reader or seer,but i see a hellova lot of orange in the future,very,very near.the red,old white,and blue days are just about had it,these tired old do nothing,imagine nothing,act on nothing parties are fast becoming a dinosaur,extinct.and it is none too damn soon for self and millions of others across this land.as to the rail cuts,well city hall should try reading here for awhile,then they will get an idea of what's going on in the real world.open this forum up to ideas people,give kelly and whoever something to think about,if they know how,that is.let's hear your input,we have all day,and maybe,the c.h. can forward this topic to the ones involved.to save monety next time.

expatboy wrote:

KeithP has it right! Get rid of that eyesore that takes up valuable real estate and move it to Fairview. Speaking from someone that works downtown, it seems odd that Halifax Council once thought that the regular movement of container trucks through our downtown would be a good idea!

Feedback wrote:

I didn't realize that Halifax was a museum. All this time I thought it was a seaport. I even thought it was destined to be the largest seaport on the eastern seaboard with it's closest-to-Europe location and deep, ice free harbour. All it needed was better rail service such as the two rail company competition supporting New York. Instead we tear up the second set of tracks and focus on a museum environment. "Only in Nova Scotia." No wonder container lines leave here for Baltimore and New York. We're determined to fail.

MarkyMark wrote:

Leave it for what it was designed for - rail traffic.

If you want to remove trucks from streets on the Halifax Peninsula, then simply transfer their cargo onto trains somewhere out in the suburbs near a highway.

This silly catering to the trucking industry is pathetically short-sighted. Trucks don't pay property taxes for the right-of-way they use - the taxpayer gives that land over for free. Trucks don't pay tolls on publicly owned roads for their use, those roads are maintained by the taxpayer.

And if you increase the amount of freight traffic moving by train, then you make that infrastructure pay for itself, which would make commuter rail more viable. Move freight trains outside the commuting hours but make heavy use that rail cut with trains operating for at least 16 hours per day.

Put the double track back in from Windsor Junction to the VIA station and put the double track back in from Fairview through Richmond to where it ended by the casino. You already have those right of ways free and available. You would have people moving quickly on something other than roads. You would save on emissions per ton of cargo and on emissions per person.

Just a thought. Look at Boston and other cities constrained by geography - they make use of their rail corridors for RAIL first. Only when rail cannot be expanded any further, do you go to roads.

Rodney continues to get it backwards. Must be something in his genes.

dj_herbal_T wrote:

A marina? Prime real-estate development? Please. The last thing we need right now is another band of self-interested south end bike riding NIMBYs clamoring for more places to dock their underwhelming little flotilla of sail-equipped flotsam and converted lobster boats. What would a collective of these people demonstrate to the community and future of the city other than a complete lack of understanding about the bigger picture? We're still dealing with the fallout a like minded collection of pompousness forced upon us with their foolish Heritage Property disaster. I say: good riddance to bad input. If the city is indeed interested in getting the most bang for it's buck, it will remove the cut-spanning bridges south of the rotary.....and leave it that way.

Little Jonny wrote:

It's been said a million time, but still falls on deaf ears. These heavy trucks are ruining the public highways. The cost is much greater in the long run to maintain these highways than to build a modern day rail across the entire province. Also take a look at what the cost is to our resources and environment to keep these trucks running. The theory of using more resources is not the answer, it may make profits up front, but in the long run it is costing the most in environmental values. Working smarter is the required practice of the modern day. Cut it down, put the heavy traffic back on the rails where it belongs. Think about the future of the province and the environment ahead of the all mighty dollar. The time has come to put the world in which we live ahead of the paper promise that has now failed the entire country twice already. The present human work practices promises a feast today but famon tomorrow. The clock is ticking, who ever has the say to what, where and how much better get their act together very soon. As another post already mentioned, Halifax use to advertise it's year-round workable harbour, one of the best in the world. The only thing missing is the modern day ability to manage it. Do not be suprised if the price is much, much higher than yesterday, by pouring money into the economy makes the price of goods and services to automatically go higher. This practice is manual created inflation instead of raising taxes, the two are the same.

muffy1979 wrote:

To KeithP....and others... "The thought of moving Halterm to Ceres" Both ports are owned by the Port of Halifax, but managed by two totally different shipping lines. Each port services certain Container Lines, however if we were in need of a bigger Container ship to come into the harbour, they would not fit under both bridges. If Ceres is operating at full capacity, there is no room for the traffic from Halterm, even though the traffic may not be there now, there is no indication that in the future it may not get busy again. If we were to combine Halterm and Ceres, Ceres would need to be expanded and too where is the question. There is no more land to beable to expand there now as it is. Of course it

would be great to have no trucks downtown, however the further we ship the containers the more expensive the trucking costs get which is passed onto the consumer directly.

HRM Resident wrote:

Rail is the way of the future once gas prices rise again. Why are we trying to accommodate trucks that will be economically inefficient in 5 years or less for long trips (not local deliveries).

Heatherdee wrote:

Let's go down the rail road.

johnfromhalifax wrote:

I don't understand the ad hominem attacks on people who speak out because they don't want their neighborhoods to change or their property taken from them. Who would want that? Who would expect it? In truth the people shouldn't have to speak out. It should be a given that the government would only do this when every other option is completely exhausted. Also, it's not about the south-end all you nasty bitter spiteful posters! The rail line travels through the back yards of a lot of decent middle class working folks through the west end and fairview. They love their friends, homes and families just like you (and the people who live in the south end). We are all the same. One difference; in the west end the rail line is at grade, there is no "cut" and these mature salt of the earth neighborhoods will be wrecked just like they did on Chebucto and propose to do on Bayers. We have the right to quiet enjoyment of our property just like anyone on Hollis St. Hollis has improved immensely over the last 20 years. There is a lot less truck traffic now, because business is down down at the port and many of Hollis other traditional problems have been cleaned up. That's great, let's keep working on it and thinking about it. But not at the expense of other neighborhoods. That's not fair or equitable and it is certainly not progress.

Odoyle wrote:

The answer has been in front of everyone's eyes for ever! Get rid of CN, make the rail lines in this province public property like the highways and lease the lines to private operators and subcontract maintenance. Then you have a chance we might actually see an Atlantic Gateway. Otherwise, watch and wait as Quebec ports finish us off using our own

federal taxpayer dollars. Don't think so? Who do you think subsidizes the icebreakers who keep the Seaway open for those winter ice blocked ports?

mishel24 wrote:

I know it might be pricey but it would long-lasting infrastructure and is working all over the world. Has ANYONE thought of TUNNELS?? We could use tunnels for lots of things, a third route between Dart and Halifax (in addition to the two bridges), A direct route to Halterm from the highway. It can be done.... VISION WE NEED VISION!!

wayne moores wrote:

Markie Mark, your ignorance of the trucking industry is stunning. You imply that trucks roll over the highways for free. Wrong. It is estimated that every long haul truck on the road pays apx. 50,000 a year in fees, fuel taxes to each jurisdiction it rolls through, tolls(they must always take the Cobiquid pass for instance). There is an old saying "If you bought it, a truck brought it".People constantly whining about trucks would be the first ones screaming if they went into a store and found it empty. How the hell do you think fresh produce gets here? Put on a train? Ya, right. CN would have it rotting at a siding somewhere. Does any rational person believe somebody(taxpayers I guess)is going to rebuild all the abandoned tracks that have been turned into hiking or ATV trails. Ask the people of Middleton, Paradise or a host of other communities in Nova Scotia if they want to see trains running though their backyards and downtowns again. Good luck getting all those competing interests on board with that idea. Also the notion that cargo traffic has been "declining for years" also has me puzzled. It's down this year as it is just about everywhere with the global turndown. Prior to that Halifax was doing very well, notwithstanding the constant attempt to sabotage the port in favour of Montreal by CN.Truth is central Canada never wanted Halifax to be a container port and wanted all traffic to go though Montreal. Funny, I thought we were a port city not a fossilized museam.