

Royal



Gazette

Part II Regulations under the Regulations Act

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Contents

Act	Reg. No.	Page
Education Act		
Electoral Districts Order for the Cape Breton-Victoria Regional School Board	104/2012	329
Identification of Criminals Act		
Proclamation of Act, S. 8, S.N.S. 2011, c. 37–S. 3 and 6	108/2012	360
Insurance Act		
Automobile Insurance Fault Determination Regulations	106/2012	344
Municipal Elections Act		
Municipal Elections Act Forms–amendment	105/2012	335
Petroleum Products Pricing Act		
Prescribed Petroleum Products Prices	102/2012	326
Prescribed Petroleum Products Prices	107/2012	358
Summary Proceedings Act		
Summary Offence Tickets Regulations–amendment	103/2012	328
Wildlife Act		
Moose Hunting Regulations–amendment	109/2012	361

In force date of regulations: As of March 4, 2005*, the date a regulation comes into force is determined by subsection 3(6) of the *Regulations Act*. The date a regulation is made, the date a regulation is approved, the date a regulation is filed and any date specified in a regulation are important to determine when the regulation is in force.

*Date that subsections 3(6) and (7) and Sections 11 and 13 of the *Regulations Act* and amendments to the *Regulations Act* made by Chapter 46 of the Acts of 2004 were proclaimed in force.

N.S. Reg. 102/2012

Made: May 10, 2012

Filed: May 14, 2012

Prescribed Petroleum Products Prices

Order dated May 10, 2012
made by the Nova Scotia Utility and Review Board
pursuant to Section 14 of the *Petroleum Products Pricing Act*
and Sections 16 to 19 of the *Petroleum Products Pricing Regulations*

Order**NSUARB-GAS-W-12-19****In the Matter of the *Petroleum Products Pricing Act*****- and -****In the Matter of Prescribing Prices for Petroleum Products
pursuant to Section 14 of the *Petroleum Products Pricing Act* and
Sections 16 to 19 of the *Petroleum Products Pricing Regulations*****Before:** Peter W. Gurnham, Q.C., Chair**Order**

Whereas the purpose of the *Petroleum Products Pricing Regulations* is to ensure just and reasonable prices for specified petroleum products taking into consideration the objectives of preserving the availability of such products in rural areas, stabilizing prices of such products and minimizing the variances in prices of such products across the Province;

And whereas the Nova Scotia Utility and Review Board (“Board”) considered the manner in which it would proceed to set petroleum prices in its decision, 2006 NSUARB 108, issued on October 16, 2006;

And whereas the Board revised the retail margin and transportation allowance effective January 6, 2012, in its Decision 2011 NSUARB 181, issued on November 23, 2011;

And whereas the average of the average of the daily high and low reported product prices (in Canadian cents) for the week ended May 9, 2012, are:

Grade 1 Regular gasoline	77.0¢ per litre
Ultra-low-sulfur diesel oil	81.1¢ per litre

Now therefore the Board prescribes the benchmark prices for petroleum products to be:

Gasoline:	
Grade 1	77.0¢ per litre
Grade 2	80.0¢ per litre
Grade 3	83.0¢ per litre
Ultra-low-sulfur diesel oil	81.1¢ per litre

And now therefore the Board has determined, based on historical data regarding price changes and to achieve revenue neutrality, it is appropriate to apply, and the Board so orders, forward averaging corrections of:

Gasoline:	minus 1.2¢ per litre
Ultra-low-sulfur diesel oil:	minus 0.8¢ per litre

And now therefore the Board prescribes the prices for petroleum products as set forth in Schedule “A” effective on and after 12:01 a.m., May 11, 2012.

Dated at Halifax, Nova Scotia, this 10th day of May, 2012.

Sgd: *Elaine Wagner*
Clerk of the Board

Schedule "A"

**Prices Prescribed for Petroleum Products
under the *Petroleum Products Pricing Act* and the
Petroleum Products Pricing Regulations
effective on and after 12:01 a.m. on May 11, 2012**

Nova Scotia Petroleum Price Schedule								
Petroleum Prices in Cents/Litre					Self-Service Pump Prices		Full-Service Pump Prices	
(Pump Prices includes 15% HST)								
	Base Wholesale Price	Fed. Excise Tax	Prov. Tax	Wholesale Selling Price	Min	Max	Min	Max
Zone 1								
Regular Unleaded	82.3	10.0	15.5	107.8	129.5	131.6	129.5	999.9
Mid-Grade Unleaded	85.3	10.0	15.5	110.8	132.9	135.0	132.9	999.9
Premium Unleaded	88.3	10.0	15.5	113.8	136.4	138.5	136.4	999.9
Ultra-Low-Sulfur Diesel	86.8	4.0	15.4	106.2	127.7	129.7	127.7	999.9
Zone 2								
Regular Unleaded	82.8	10.0	15.5	108.3	130.1	132.1	130.1	999.9
Mid-Grade Unleaded	85.8	10.0	15.5	111.3	133.5	135.6	133.5	999.9
Premium Unleaded	88.8	10.0	15.5	114.3	137.0	139.0	137.0	999.9
Ultra-Low-Sulfur Diesel	87.3	4.0	15.4	106.7	128.2	130.3	128.2	999.9
Zone 3								
Regular Unleaded	83.2	10.0	15.5	108.7	130.5	132.6	130.5	999.9
Mid-Grade Unleaded	86.2	10.0	15.5	111.7	134.0	136.0	134.0	999.9
Premium Unleaded	89.2	10.0	15.5	114.7	137.4	139.5	137.4	999.9
Ultra-Low-Sulfur Diesel	87.7	4.0	15.4	107.1	128.7	130.8	128.7	999.9
Zone 4								
Regular Unleaded	83.3	10.0	15.5	108.8	130.6	132.7	130.6	999.9
Mid-Grade Unleaded	86.3	10.0	15.5	111.8	134.1	136.2	134.1	999.9
Premium Unleaded	89.3	10.0	15.5	114.8	137.5	139.6	137.5	999.9
Ultra-Low-Sulfur Diesel	87.8	4.0	15.4	107.2	128.8	130.9	128.8	999.9
Zone 5								
Regular Unleaded	83.3	10.0	15.5	108.8	130.6	132.7	130.6	999.9
Mid-Grade Unleaded	86.3	10.0	15.5	111.8	134.1	136.2	134.1	999.9
Premium Unleaded	89.3	10.0	15.5	114.8	137.5	139.6	137.5	999.9
Ultra-Low-Sulfur Diesel	87.8	4.0	15.4	107.2	128.8	130.9	128.8	999.9
Zone 6								
Regular Unleaded	84.0	10.0	15.5	109.5	131.4	133.5	131.4	999.9
Mid-Grade Unleaded	87.0	10.0	15.5	112.5	134.9	137.0	134.9	999.9
Premium Unleaded	90.0	10.0	15.5	115.5	138.3	140.4	138.3	999.9
Ultra-Low-Sulfur Diesel	88.5	4.0	15.4	107.9	129.6	131.7	129.6	999.9

N.S. Reg. 103/2012

Made: May 9, 2012

Filed: May 15, 2012

Summary Offence Tickets Regulations

Order dated May 9, 2012
made by the Minister of Justice
pursuant to Section 8 of the *Summary Proceedings Act*

Order

**Made under Section 8 of Chapter 450
of the Revised Statutes of Nova Scotia, 1989,
the *Summary Proceedings Act***

I, Ross Landry, Attorney General and Minister of Justice for the Province of Nova Scotia, pursuant to Section 8 of Chapter 450 of the Revised Statutes of Nova Scotia, 1989, the *Summary Proceedings Act*, hereby

- (a) amend Schedule 4 to the *Summary Offence Tickets Regulations*, N.S. Reg. 281/2011, made by order of the Attorney General and Minister of Justice dated October 4, 2011, to designate certain offences and remove certain offences under the *Motor Vehicle Act* as summary offence ticket offences and to make a housekeeping change, in the manner set forth in the attached Schedule "A"; and
- (b) order and direct that the penalty to be entered on a summons in respect of an offence set out in amendments to the schedules to the *Summary Offence Tickets Regulations*, N.S. Reg. 281/2011, as set forth in the attached Schedule "A", is the out-of-court settlement amount indicated by category letter in the out-of-court settlement column set out opposite the description for the offence, and includes the charge provided for in, and in accordance, with Sections 8 and 9 of the Act.

This Order is effective on and after September 1, 2012.

Dated and made May 9, 2012, at Halifax, Halifax Regional Municipality, Province of Nova Scotia.

Sgd.: *Ross Landry*

Honourable Ross Landry,

Attorney General and Minister of Justice

Schedule "A"

**Amendment to the *Summary Offence Tickets Regulations*
made by the Attorney General and Minister of Justice
pursuant to Section 8 of Chapter 450
of the Revised Statutes of Nova Scotia, 1989,
the *Summary Proceedings Act***

- 1 Schedule 4 to the *Summary Offence Tickets Regulations*, N.S. Reg. 281/2011, made by order of the Attorney General and Minister of Justice dated October 4, 2011, is amended by striking out the heading "Offence Category" at the top of the right-hand column and substituting "Out of Court Settlement".
- 2 Schedule 4 of the regulations is further amended by striking out items 122 and 128 and substituting the following items:

128	Exceeding speed limit by between 1 and 15 km/h, inclusive, in school area	103(2A)(a)	C (double)
128A	Exceeding speed limit by between 16 and 30 km/h, inclusive, in school area	103(2A)(b)	D (double)
128B	Exceeding speed limit by 31 km/h or more in school area	103(2A)(c)	F (double)

N.S. Reg. 104/2012

Made: May 7, 2012

Filed: May 15, 2012

Electoral Districts Order for the Cape Breton-Victoria
Regional School Board

Order dated May 7, 2012
made by the Nova Scotia Utility and Review Board
pursuant to Section 43 of the *Education Act*

Order**NSUARB-SB-12-01****Nova Scotia Utility and Review Board****In the Matter of the *Education Act*****- and -**

In the matter of an application by the **Cape Breton-Victoria Regional School Board** to determine the number of school board members and the boundaries of the electoral districts

Before: David J. Almon, Member**Order**

The Board, having heard this application on March 21, 2012, and subsequently rendered its written decision on April 10, 2012;

It is hereby ordered that the application is approved as follows:

1. The number of electoral districts for the Cape Breton Victoria Regional School Board is increased from seven to fourteen;
2. The number of members for the Cape Breton Victoria Regional School Board is set at 14;
3. The proposed boundaries of the electoral districts are approved; and
4. The descriptions of all electoral districts are set out in Schedule "A", attached to and forming part of this Order;

And it is further ordered that all provisions of the *Education Act* and the *Municipal Elections Act* and any other Acts of the Province of Nova Scotia applying to the preparation for and holding of the regular election of school board members in the year 2012 will be complied with as if the above-noted changes had

been made on the first day of March 2012, but for all other purposes such changes shall take effect on the first day of the first meeting of the School Board after the election of school board members for the year 2012.

Dated at Halifax, Nova Scotia, this 7th day of May, 2012.

Sgd.: *Elaine Wagner*
Clerk of the Board

Schedule “A”

Electoral District 1

This District has a population of 10,017 and an area of 28 square kilometers.

It includes:

- the community of Sydney Mines;
- the neighbourhood of Tobin Road in North Sydney (the neighbourhood of Tobin Road includes the public street/road named Tobin Road beginning at its intersection with the Trans-Canada Highway eastward up to but not including 110 Tobin Road, and includes all streets and roads intersecting it between the Highway and 110 Tobin Road); and
- the communities of Florence, Little Pond, and Alder Point.

Electoral District 2

This District has a population of 9,068 and an area of 115 square kilometers.

It includes most of the community of North Sydney, all of the communities in that part of Boularderie Island within the Cape Breton Regional Municipality and communities in between.

More specifically, it includes:

- the community of North Sydney, with the exception of the neighbourhood of Tobin Road as described under District 1; and
- the communities of Little Bras D’Or, Bras D’Or, Mill Creek, Point Aconi, Millville, Groves Point, Hillside Boularderie, Southside Boularderie, and Dalem Lake.

Electoral District 3

This District has a population of 6,563 and an area of 540 square kilometers.

It includes all of the communities southwest of the community of North Sydney on the peninsula bounded by St. Andrews Channel and East Bay the Bras D’Or Lake and the southern boundaries of the communities of the Point Edward Peninsula.

This includes:

- the communities of Upper North Sydney, Leitches Creek, Balls Creek, Beechmont, Frenchvale, Upper Leitches Creek, Scotch Lake, Georges River, Long Island, Barrachois, Ironville, Boisdale, Beaver Cove, Shenacadie, Big Beach, Christmas Island, Grand Narrows, Pipers Cove, Benacadie, Castle Bay, Eskasoni, Islandview, Northside East Bay, MacAdams Lake, and Blacketts Lake;
- the southwestern part of the community of Coxheath which includes:

- both sides of the Coxheath Road beginning with 717 and all properties southwest of it to the boundary of the community of Blacketts Lake; and
- the Mountain Road, and any public streets/roads intersecting it.

Electoral District 4

This District has a population of 8,578 and an area of 54 square kilometers.

It includes:

- the communities on the Point Edward Peninsula, i.e., Point Edward, Edwardsville, Westmount, North West Arm;
- that part of the community of Coxheath northwest of the properties fronting along the Mountain Road up to the boundary it shares with Westmount, beginning with civic addresses 704 and 707 Coxheath Road;
- the community of Sydney River; and
- that part of the community of Prime Brook north of Highway 125.

Electoral District 5

This District has a population of 8,961 and an area of 8 square kilometers.

It includes:

- the North End/downtown Sydney peninsula bounded by Sydney Harbour to the mouth of the Wash Brook (a.k.a. Muggah Creek), along the Wash Brook (a.k.a. Muggah Creek) to Brookland Street, along the center line of Brookland Street to its intersection with the railroad, southwest along the railroad to Wentworth Park and through the Park to Sydney Harbour;
- that part of the community of Sydney southwest of George Street, south of Wentworth Park, east of Sydney Harbour, and sharing a boundary with the communities of Sydney River, Prime Brook, the First Nations community of Membertou, and the community of Mira Road;
- that part of the community of Mira Road northwest of Highway 125;
- the First Nations community of Membertou; and
- the sector of Cottage Road from its intersection with Canso Drive until it becomes Edgar Street, including all streets intersecting with this sector of Cottage Road (i.e., from Canso Drive up to and including Donna Drive).

Electoral District 6

This District has a population of 9,123 and an area of 6 square kilometers.

It is comprised of parts of the Sydney neighbourhoods of Ashby, the South End and the downtown neighbourhood and a part of the community of Grand Lake Road.

It is bounded by:

- Highway 125 to the east to its intersection with Grand Lake Road (i.e., the Road not the community);

- then along the center line of Grand Lake Road to Welton Street;
- then along the center line of Welton Street to Prince Street;
- then along the center line of Prince Street to the Wash Brook (a.k.a. Muggah Creek);
- then along the Wash Brook to Brookland Street;
- then along the center line of Brookland Street to its intersection with the railroad;
- then along the railroad to its intersection with George Street;
- then along the center line of George Street to the boundary shared with the community of Mira Road;
- then along the boundary shared with the community of Mira Road up to and including the boundary shared with the property at 662 Cottage Road;
- then along the southern boundary of this property to Cottage Road;
- then across Cottage Road to its intersection with the southwest corner of 682 Cottage Road;
- then along the northwest boundary of 682 Cottage Road to its rear property boundary;
- then in a northeasterly direction to a brook within the Baille Ard land assembly; and
- then following upstream along that brook to Highway.

Electoral District 7

This District has a population of 7,081 and a total area of 1,021 square kilometers.

It includes:

- the communities of Howie Center, Sydney Forks, Portage, East Bay, Ben Eoin, St. Andrews Channel, Big Pond, Big Pond Center, Middle Cape, Irish Vale, Irish Cove, Enon, Grand Mira North, Grand Mira South, Upper Grand Mira, ~~Grand Mira South~~, Gabarus Lake, Gabarus, French Road, Rock Elm, Huntington, Sandfield, Juniper Mountain, Big Ridge, Marion Bridge, Caribou Marsh, Dutch Brook, Mira Road, and that part of the community of Prime Brook south of Highway 125.

Electoral District 8

This District has a population of 7,178 and an area of 550 square kilometers.

It extends from the Glace Bay neighbourhood of Caledonia along the east coast to Louisbourg.

It includes:

- that sector of Dominion Street in the community of Glace Bay between its intersection with Highland Street east to its intersection with the railway right-of-way and all streets both north and south of it along this sector that either directly intersect it, or can only be accessed via a Street intersecting it along this sector;
- the sector of Brookside Street in the community of Glace Bay beginning with its intersection with Lake Road south to its intersection with Tower Road and Highway 255 and all streets on either side

of this sector of Brookside Street that either directly intersect it, or can only be accessed via a Street intersecting it along this sector;

- the communities of Tower Road, Port Caledonia, Donkin, Port Morien, Birch Grove, Black Brook, South Head, Homeville, Broughton, Round Island, Mira Gut, Albert Bridge, Catalone Gut, Catalone, Bateston, Main-a-Dieu, Little Lorraine, and Louisbourg.

Electoral District 9

This District has a population of 9,032 and an area of 35 square kilometers.

It includes:

- that part of the community of Glace Bay south of Main Street from the Harbour to its intersection with Wallace Road;
- south of Beechwood Court;
- south of 286 Phalen Road;
- east of its boundary shared with the community of Reserve Mines (i.e., east of 2434 Sydney Road, where Wilson Road becomes Dominion Street at the MacLeod Road intersection);
- that sector of Dominion Street from its intersection with MacLeod Road east to its intersection with Highland Street, and the Steeles Hill neighbourhood south of it;
- all of Highland Street and the streets north of Ninian Street west of the railway right-of-way;
- Dominion Street east of its intersection with the railway right-of-way to its intersection with Brookside Street;
- all of Brookside Street north of its intersection with Lake Road;
- all of the streets north of Lake Road and west and north of the railway right-of-way west and north of the Lake Road to the shore of Big Glace Bay Lake; and
- then along the shore of Big Glace Bay Lake and along the shore of the Atlantic Ocean to the point where Main Street meets the Harbour.

Electoral District 10

This District has a population of 9,446 and an area of 30 square kilometers.

It includes:

- the communities of Gardiner Mines and Dominion;
- that part of the community of Reserve Mines north of Haulage Road and north of 195 Main Street, including Centerville Street, Official Row, Atlantic Drive, Holland Street, Poland Street, Nicholson Drive, Belgium Street, Cross Street, and Neville Street;
- the Bridgeport, Number 2/Hub, and Sterling neighbourhoods of the community of Glace Bay;
- the sector of Phalen Road from its intersection with Beechwood Drive (beginning with 286 Phalen Road) north to its intersection with Main Street;

- all of Beechwood Drive and Beechwood Court;
- Deanna Drive and O'Neil's Lane;
- the sector of Main Street with the address ranges 974 up to and including 1130 and 955 up to and including 1115;
- all of the central Area neighbourhood of Glace Bay with the exception of the part south of the center line of Main Street; and
- that part of the Downtown area neighbourhood north of the center line of Main Street.

Electoral District 11

This District has a population of 10,069 and an area of 33 square kilometers.

It includes:

- the communities of New Waterford, Scotchtown, River Ryan, Lingan, and New Victoria.

[Electoral] District 12

This District has a population of 7,731 and an area of 120 square kilometers.

It includes:

- the Sydney neighbourhood of Whitney Pier;
- that part of the Sydney neighbourhood of Ashby north of the center line of Prince and Welton Streets;
- that part of the Downtown Sydney neighbourhood bounded by the center line of Prince Street to Inglis Street, the center line of Inglis Street to Coke Ovens Brook, along Coke Ovens Brook to the Tar Ponds of the Wash Brook, and along the Tar Ponds/Wash Brook to Prince Street;
- the community of Grand Lake Road with the exception of the neighbourhood west of Highway 125, south of the public street/road called Grand Lake Road east of Reeves Street, and north of Upper Prince Street; and
- the communities of South Bar, Victoria Mines, and Lingan Road.

Electoral District 13

This Electoral District is comprised of Polling Districts 1, 2, 3, 4 and 5 of the Municipality of the County of Victoria.

[Electoral] District 14

This Electoral District is comprised of Polling Districts 6, 7 and 8 of the Municipality of the County of Victoria.

N.S. Reg. 105/2012

Made: May 10, 2012

Filed: May 15, 2012

Municipal Elections Act Forms

Order dated May 10, 2012
made by the Minister of Service Nova Scotia and Municipal Relations
pursuant to Section 8 of the *Municipal Elections Act*

**In the matter of Section 167 of Chapter 300 of
the Revised Statutes of Nova Scotia, 1989,
the *Municipal Elections Act***

- and -

**In the matter of an amendment to the regulations
respecting *Municipal Elections Act* forms**

Order

I, John MacDonell, Minister of Service Nova Scotia and Municipal Relations for the Province of Nova Scotia, pursuant to Section 167 of Chapter 300 of the Revised Statutes of Nova Scotia, 1989, the *Municipal Elections Act*, hereby amend the regulations respecting *Municipal Elections Act* forms, N.S. Reg. 84/97, made by the Governor in Council by Order in Council 97-469 dated July 15, 1997, by

- (a) repealing Form 10A and substituting Form 10A as attached;
- (b) adding Form 17A as attached;
- (c) repealing Forms 18, 21, 23, 35 and 38 and substituting Forms 18, 21, 23, 35 and 38 as attached.

These amendments are effective on and after the date of this Order.

Dated and made at Halifax, Nova Scotia, May 10, 2012

Sgd. *John MacDonell*
Honourable John MacDonell
Minister of Service Nova Scotia and Municipal Relations

**Form 10A
Section 41A**

**Elector Application
for Certificate of Eligibility**

(This form is to be submitted to the Returning Officer before 5:00 p.m. on Friday, the eighth day before ordinary polling day.)

1. On this date I actually reside in Polling Division Number _____ of Polling District Number _____ of the Town/Municipality/Regional Municipality of _____.

2. I have been ordinarily resident in the municipality for a period of three months immediately preceding ordinary polling day in this election and continue to so reside.
3. I am a Canadian citizen and am of the full age of eighteen years, or will be on ordinary polling day.
4. I am not the Returning Officer, a person serving a sentence in a penal or reform institution, or a person convicted of bribery under the *Municipal Elections Act* in the 6 years preceding ordinary polling day.

Name of Elector (Please Print)	Address of Elector	Date of Birth of Elector	Consents to Name being added to Voters List*

(* write yes or no)

Signature of Elector/Applicant

**The Voters List may be used in future municipal, provincial or federal elections.
Dates of Birth will be removed from the final list of electors.**

**Form 17A
Section 70**

Oath (or Affirmation) of Official Agent

I, _____, the undersigned, swear (or solemnly affirm) that as the official agent for _____, a candidate in the election to be held in the Town/Municipality/Regional Municipality of _____ on the _____ day of _____, _____, I will not attempt, in any way, unlawfully to ascertain the candidate or candidates for whom a voter has voted or to aid in the unlawful discovery of the same, and I will keep secret all knowledge which may come to me of the persons for whom any voter has voted.

Sworn (or affirmed) at _____
in the County of _____
this _____ day of _____,
before me.

(Signature of Official Agent)

 Commissioner or other Authorized Official
Municipal Elections Act, subsection [clause] 146(1)(b)

 Print name and title

(A translation of this form is available in French.)

**Form 18
 Section 73**

**Declaration of Person
 Applying for a Transfer Certificate**

(This form [is] to be submitted to the Returning Officer before 5:00 p.m. on the Wednesday before ordinary polling day.)

1. I am the elector whose name appears as follows in the list of electors for Polling Station Number _____ in Polling District Number _____ in the Town/Municipality/ Regional Municipality of _____.

Number on List

Name

Address

2. During the election I will not vote at the polling station where my name appears on the list of electors unless I surrender the transfer certificate issued to me to the deputy returning officer of that polling station.

3. I have not voted at the advance poll.

I request a transfer certificate to be issued to me to permit me to vote at Polling Station Number _____ in Polling District Number _____ instead of the above polling station, because:

(place a check mark next to the applicable statement)

_____ I am a candidate, or

_____ I am an agent of a candidate who has appointed me to act at Polling Station Number _____, where I intend to vote on election day, or

_____ I am a deputy returning officer or poll clerk who has been appointed to act at a polling station other than where my name appears on the list of electors, or

_____ I am an assistant returning officer whose name appears on the list of electors for a polling station other than where the headquarters of the returning officer are situate, or

_____ I am prevented from voting at the above polling station because of physical disability.

Applicant

**Form 21
Section 76**

Application for a Proxy Vote

(This form is to be submitted to the Returning Officer before 5:00 p.m. on Friday, the eighth day before ordinary polling day.)

**Part 1
(To Be Completed by the Elector)**

I declare that:

1. I am number _____ on the list of electors of, or I have a certificate of eligibility number _____ for, Polling Division Number _____ in Polling District Number _____ of the Town/Municipality/Regional Municipality of _____.

2. I am applying to vote by proxy because
(place a check mark next to the applicable statement)

_____ I will be absent from the municipality on the advance poll days and on ordinary polling day.

OR

_____ I cannot attend at the polling station because of illness or physical disability.

3. I appoint as my proxy voter _____ who is
(give full name)

(place a check mark next to the applicable statement)

_____ an elector and whose number on the list of electors is _____ or his/her certificate of eligibility number is _____ for the Town/Municipality/Regional Municipality of _____.

OR

_____ related to me as _____,
(give relationship: child/grandchild/brother/sister/parent/grandparent/husband/wife) and who is an elector on the list of electors of, or has a certificate of eligibility number _____ for, the Town/Municipality/Regional Municipality of _____.

OR

(ONLY for residents of homes for the aged approved or nursing homes licensed under the *Homes for Special Care Act*)

_____ related to me as _____,
(give relationship: child/grandchild/brother/sister/parent/grandparent/husband/wife)
and who is eighteen years of age or will be on ordinary polling day.

I declare that the above statements have been read by me or read to me and are true.

I also understand that I cannot vote in person on ordinary polling day unless I cancel the proxy paper before five o'clock on the afternoon of Friday, the eighth day before ordinary polling day.

Dated at _____, this _____ day of _____, _____.

Signature of the Elector

Part 2

**Certificate of Proxy Voter
(To Be Completed by the Proxy Voter)**

I, _____, certify that:
(name of proxy voter)

1. To the best of my knowledge, information and belief, all the information contained on the above appointment of proxy voter is correct; and

2. **(Place a check mark next to the applicable statement)**

_____ I have not previously been appointed as proxy voter for any other elector during the pending election.

OR

_____ I have previously been appointed as proxy voter only for one other elector during the pending election, who is not related to me, and I am related to the elector to whom this appointment relates as _____.
(give relationship: child/grandchild/brother/sister/parent/grandparent/husband/wife)

OR

_____ I have previously been appointed as proxy voter during the pending election only for:

(name and full address)

who is/are related to me as follows: _____.
(give relationship: child/grandchild/brother/sister/parent/grandparent/husband/wife)

3. I am
(place a check mark next to the applicable statement)

_____ an elector on the list of electors or with a certificate of eligibility number _____ for the same municipality as the elector for whom I have been appointed as proxy voter.

OR

(ONLY for proxy voters for residents of homes for aged approved or nursing homes licensed under the Homes for Special Care Act)

_____ related to the elector for whom I have been appointed as proxy voter as

_____,
(give relationship: child/grandchild/brother/sister/parent/grandparent
/husband/wife)
and am of eighteen years of age or will be on ordinary polling day.

Dated at _____, this _____ day of _____, _____.

Signature of Proxy Voter

PLEASE READ THE FOLLOWING IMPORTANT NOTICES:

1. A person may act as proxy voter for one unrelated elector and any number of electors who are a child, grandchild, brother, sister, parent, grandparent, husband or wife of the proxy voter.
2. This form must be presented to the Returning Officer by the elector or proposed proxy voter in person before five o'clock on the afternoon of Friday the eighth day before ordinary polling day so that a Proxy Paper in Form 22 may be issued.
3. **APPOINTING A PROXY VOTER MEANS THAT THE ELECTOR CANNOT VOTE OTHER THAN BY PROXY. THIS APPLICATION FORM DOES NOT PERMIT AN ELECTOR TO VOTE ON ELECTION DAY.**

**Form 23
Section 68**

Directions to Electors

ATTENTION ELECTORS

Mark the ballot paper by placing a cross, an “X”, a check mark, or a line made with a pencil or pen in the circular space on the ballot paper at the right of the name of the candidate (or names of the candidates if more than one are to be elected) for whom you intend to vote.

Election for Councillor
Vote for no more than the number of
candidates to be elected as the case may be.

Examples: **Vote for one candidate; or**
 Vote for no more than two candidates; or
 Vote for no more than three candidates

John James JONES	<input type="radio"/>
Robert Simon SMITH	<input type="radio"/>
Sheila Elaine TURNER	<input type="radio"/>

Then fold and return to the Deputy Returning Officer.

A spoiled ballot may be exchanged for a new one.

WARNING: **It is an offence to mark the ballot paper so that you may be identified.**

**Form 35
Section 107**

Tally Sheet

For the Counting of Votes

To be used by the Deputy Returning Officer or the poll clerk and the candidates' agents at the counting of the votes cast for the various candidates on polling day. A cross or check mark of any kind will be made consecutively in the small squares under the name of the candidate, in the appropriate column, as each vote is called out by the Deputy Returning Officer.

	Column of Votes Cast for (name of Candidate)	Column of Votes Cast for (name of Candidate)	Column of Votes Cast for (name of Candidate)	Column of Votes Cast for (name of Candidate)	Column of Votes Cast for (name of Candidate)	Column of Votes Cast for (name of Candidate)	Column of Votes Cast for (name of Candidate)	
5								5
10								10
15								15
20								20
25								25
30								30
35								35
40								40
45								45
50								50
55								55
60								60
65								65
70								70
75								75
80								80
75 [85]								85
90								90
95								95
100								100
105								105
110								110

N.S. Reg. 106/2012

Made: May 15, 2012

Filed: May 16, 2012

Automobile Insurance Fault Determination Regulations

Order in Council 2012-168 dated May 15, 2012
Regulations made by the Governor in Council
pursuant to Section 138B of the *Insurance Act*

The Governor in Council on the report and recommendation of the Minister responsible for the *Insurance Act* dated April 12, 2012, and pursuant to Section 138B of Chapter 231 of the Revised Statutes of Nova Scotia, 1989, the *Insurance Act* and Section 8 of Chapter 235 of the Revised Statutes of Nova Scotia, 1989, the *Interpretation Act*, is pleased to make regulations to determine fault in relation to the automobile insurance direct compensation for property damage regime, in the form set forth in Schedule "A" attached to and forming part of the report and recommendation, effective on and after April 1, 2013.

Schedule "A"

**Regulations Respecting Automobile Insurance Fault Determination
Related to Direct Compensation for Property Damage
made by the Governor in Council under Section 138B of Chapter 231
of the Revised Statutes of Nova Scotia, 1989,
the *Insurance Act***

Interpretation and Application**Citation**

1 These regulations may be cited as the *Automobile Insurance Fault Determination Regulations*.

Definitions

2 (1) In these regulations,

"Act" means the *Insurance Act*;

"centre line" means any of the following:

- (i) a single or double, solid or broken line marked in the middle of the roadway,
- (ii) for a roadway without a line marked in the middle,
 - (A) if the roadway is unobstructed, the middle of the roadway measured from the curbs, or in the absence of curbs, from the edges of the roadway,
 - (B) if a portion of the roadway is obstructed by parked automobiles, snowbanks or other objects blocking traffic along the edge or edges of the roadway and two-way traffic past the obstructions is still possible without difficulty, the middle of unobstructed portion of the roadway,
- (iii) for a roadway with more lanes available for traffic in one direction than the other direction, the line dividing the lanes for traffic in different directions;

“chain reaction” means a series of successive impacts among 3 or more automobiles travelling in the same direction one behind the other in the same lane;

“collision” means

- (i) impact between 2 or more automobiles or parts of automobiles being detached without the involvement of the insured, or
- (ii) impact between an automobile and the load of another automobile;

“controlled access highway” means a highway designated as a controlled access highway under the *Public Highways Act*;

“damage” means any of the following:

- (i) damage caused to an insured automobile,
- (ii) loss of use of an insured automobile,
- (iii) loss of or damage to property owned by an insured while being transported in an insured automobile;

“highway” means highway as defined in the *Motor Vehicle Act*;

“intersection” means the area enclosed within the lateral boundary lines of 2 or more roadways, or 2 or more lanes in a parking lot, that join one another at an angle, and lines drawn at right angles across each of the roadways, or lanes in the parking lot, from the points where the lateral boundary lines intersect;

“private road or driveway” means a road or driveway not open to the use of the public for purposes of vehicular traffic;

“roadway” means that portion of a highway ordinarily used for vehicular travel, exclusive of the shoulder unless the shoulder is paved;

“traffic signal” means a manually, electrically or mechanically operated device by which traffic is alternately directed to stop and to proceed.

Application of regulations

- 3** (1) Except as provided in subsection (2), these regulations apply to all automobiles.
- (2) These regulations do not apply to an automobile exempted from registration under the *Motor Vehicle Act*, unless the automobile is insured by a motor vehicle liability policy.
- (3) References in these regulations to “automobile A”, “automobile B” and “automobile C” are for ease of reference to the automobiles that may be involved in an incident and have no meaning other than as labels applied to distinguish between the automobiles.
- (4) The diagrams in these regulations are merely illustrative of the situations described.

Degree of fault determined in accordance with regulations

- 4** An insurer must determine the degree of fault of an insured for loss or damage arising directly or indirectly from the use or operation of an automobile in accordance with these regulations.

Factors not included in degree of fault

5 The degree to which an insured is at fault in an incident must be determined without reference to any of the following:

- (a) the circumstances in which the incident occurs, including weather conditions, road conditions, visibility or the actions of pedestrians;
- (b) where the point of contact between the insured's automobile and any other automobile involved in the incident is located on the insured's automobile.

If more than one provision of these regulations applies

- 6 (1) Except as provided in subsection (2), if more than 1 provision of these regulations applies to an insured, the provision that attributes the least degree of fault to the insured is the one that applies.
- (2) If 2 provisions of these regulations apply to an incident involving 2 automobiles and an insured would be 100% at fault under one provision and not at fault under the other, the insured is 50% at fault for the incident.

Ordinary rules of law

- 7 (1) If an incident is not described in any of these regulations, the degree to which an insured is at fault must be determined in accordance with the ordinary rules of law.
- (2) If there is not enough information about an incident to determine the degree to which an insured is at fault, the degree of fault must be determined in accordance with the ordinary rules of law unless these regulations require otherwise.

Fault Determination**Automobiles travelling in the same direction and lane**

- 8 (1) This Section applies to an incident in which automobile A is struck from the rear by automobile B, and both automobiles are travelling in the same direction and in the same lane.
- (2) If automobile A is stopped or is in forward motion when the incident occurs, then:
- (a) the driver of automobile A is not at fault for the incident;
 - (b) the driver of automobile B is 100% at fault for the incident.

Diagram 8.2



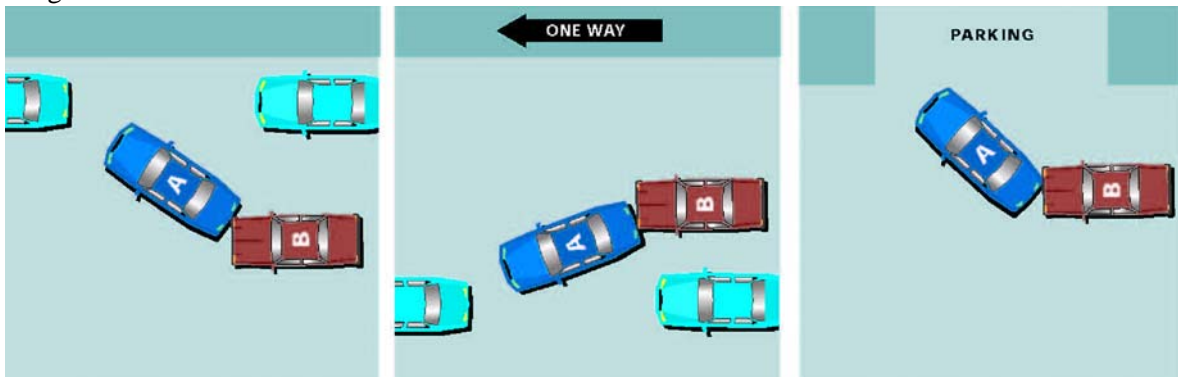
- (3) If the incident occurs when automobile A is turning, either to the right or to the left, in order to enter a side road, private road or driveway, then:
- (a) the driver of automobile A is not at fault for the incident;
 - (b) the driver of automobile B is 100% at fault for the incident.

Diagram 8.3



- (4) If the incident occurs when automobile A is in forward motion and is entering a parking place on either the right or the left side of the road, then:
- (a) the driver of automobile A is not at fault for the incident;
 - (b) the driver of automobile B is 100% at fault for the incident.

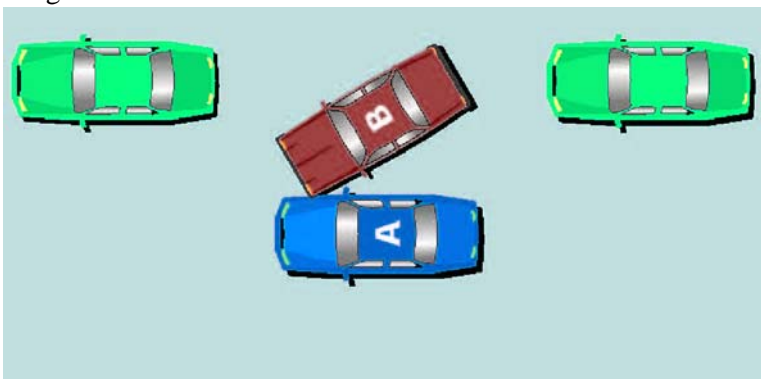
Diagram 8.4



Automobiles entering road from parking place, private road or driveway

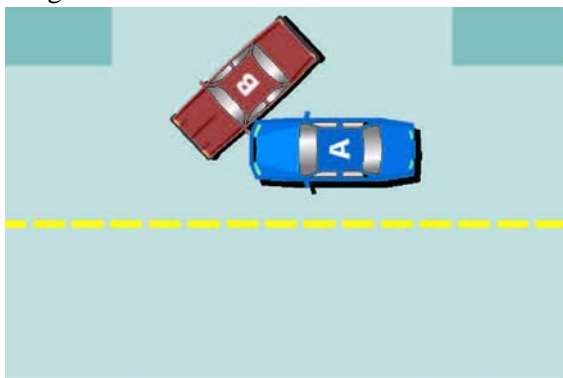
- 9 (1) This Section applies when automobile A collides with automobile B while automobile B is entering a road from a parking place, private road or driveway.
- (2) If the incident occurs when automobile B is leaving a parking place and automobile A is passing the parking place, then:
- (a) the driver of automobile A is not at fault for the incident;
 - (b) the driver of automobile B is 100% at fault for the incident.

Diagram 9.2



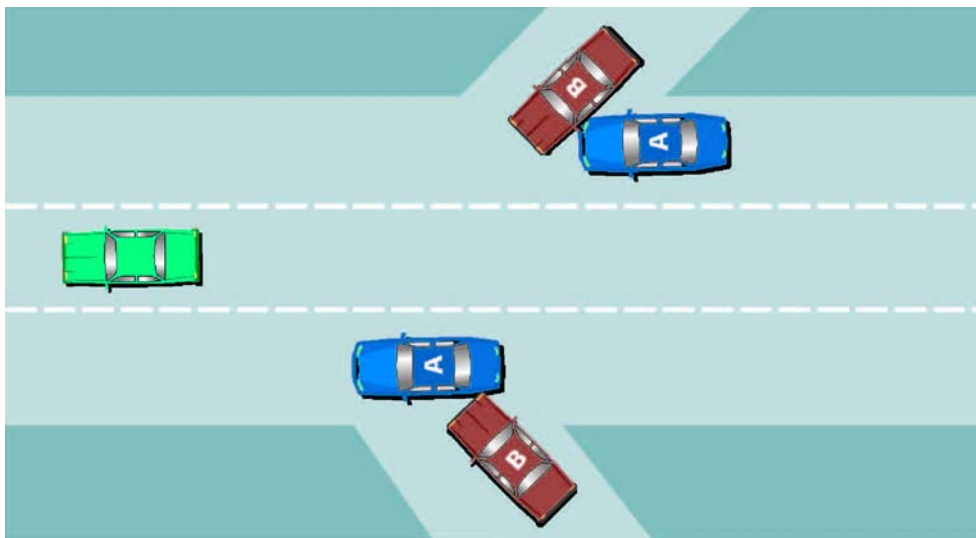
- (3) If the incident occurs when automobile B is entering a road from a private road or a driveway and automobile A is passing the private road or driveway, and there are no traffic signals or signs, then:
- (a) the driver of automobile A is not at fault for the incident;
 - (b) the driver of automobile B is 100% at fault for the incident.

Diagram 9.3

**Automobile entering controlled access highway**

- 10** If automobile A collides with automobile B on a controlled access highway while automobile B is entering the highway from an entrance lane, then:
- (a) the driver of automobile A is not at fault for the incident;
 - (b) the driver of automobile B is 100% at fault for the incident.

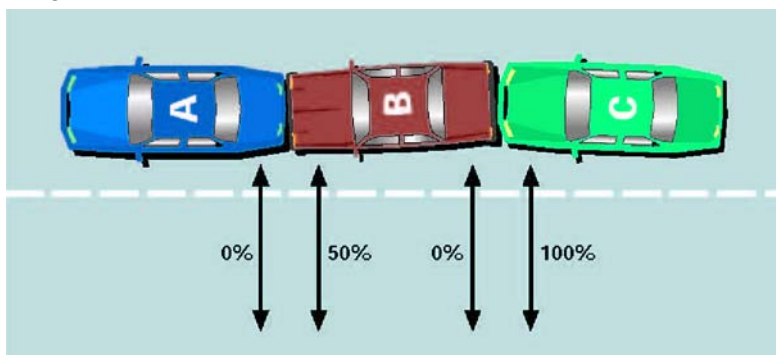
Diagram 10.1



Chain reactions

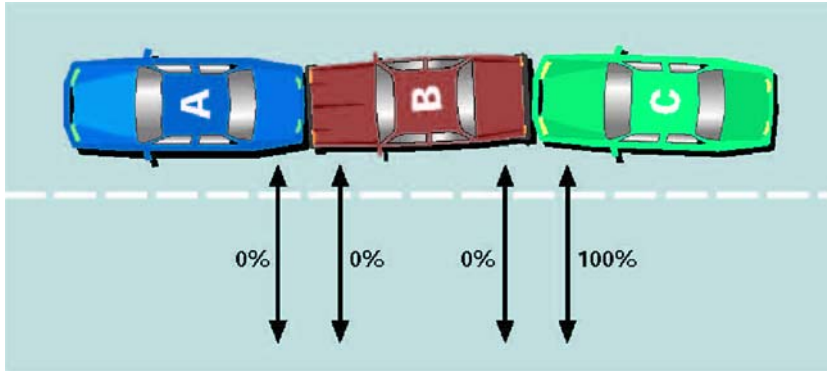
- 11 (1) This Section applies to chain reactions.
- (2) The degree of fault for each collision between 2 automobiles involved in a chain reaction is determined without reference to any related collisions involving either of the automobiles and another automobile.
- (3) If all automobiles involved in a chain reaction are in motion and automobile A is the leading automobile, automobile B is second and automobile C is the third automobile, then:
- (a) in the collision between automobiles A and B,
 - (i) the driver of automobile A is not at fault for the incident,
 - (ii) the driver of automobile B is 50% at fault for the incident; and
 - (b) in the collision between automobiles B and C,
 - (i) the driver of automobile B is not at fault for the incident,
 - (ii) the driver of automobile C is 100% at fault for the incident.

Diagram 11.3



- (4) If only automobile C in a chain reaction is in motion when the incident occurs, then:
- (a) in the collision between automobiles A and B, neither driver is at fault for the incident; and
 - (b) in the collision between automobiles B and C,
 - (i) the driver of automobile B is not at fault for the incident,
 - (ii) the driver of automobile C is 100% at fault for the incident.

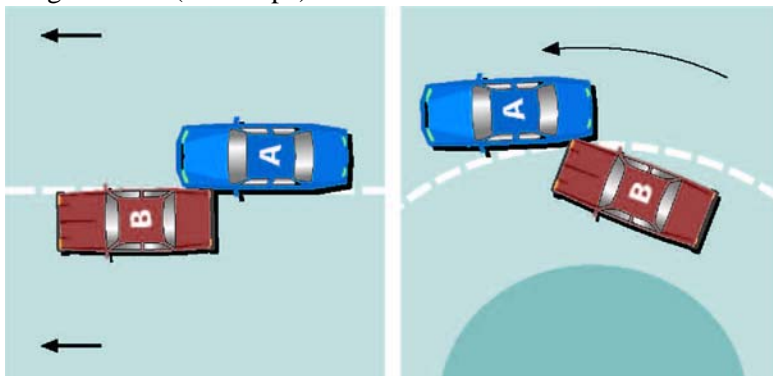
Diagram 11.4



Rules for automobiles travelling in the same direction in adjacent lane

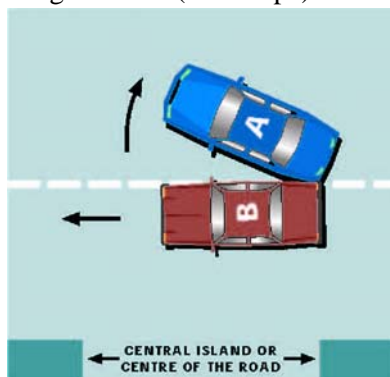
- 12 (1) This Section applies to an incident in which automobile A collides with automobile B, and both automobiles are travelling in the same direction and in adjacent lanes.
- (2) If neither automobile A nor automobile B changes lanes, and both automobiles are on or over the centre line when the incident occurs, then the driver of each automobile is 50% at fault for the incident.

Diagram 12.2 (sideswipe)



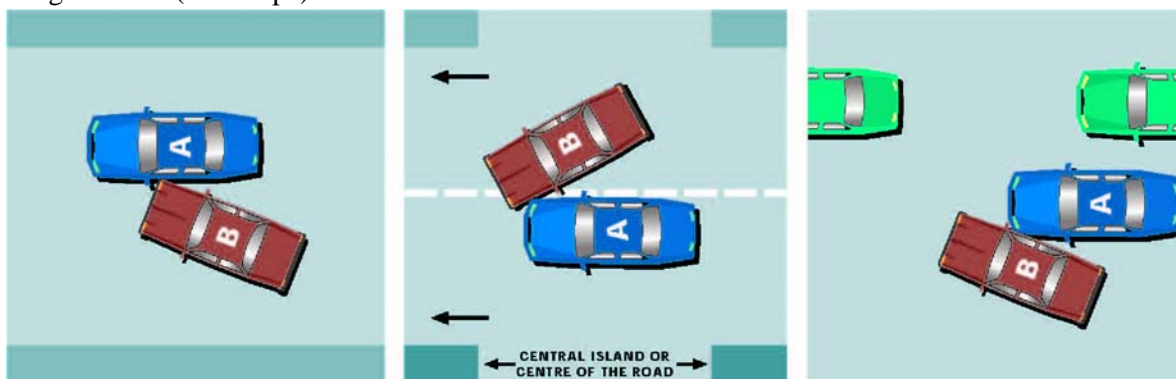
- (3) If the location on the road of automobiles A and B when the incident occurs cannot be determined, then the driver of each automobile is 50% at fault for the incident.

Diagram 12.3 (sideswipe)



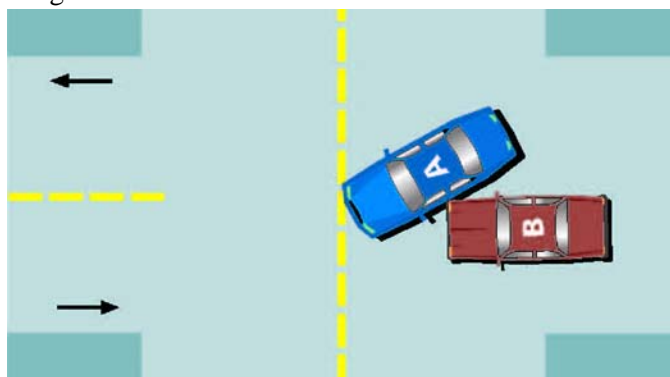
- (4) If the incident occurs when automobile B is changing lanes, then:
- (a) the driver of automobile A is not at fault for the incident;
 - (b) the driver of automobile B is 100% at fault for the incident.

Diagram 12.4 (sideswipe)



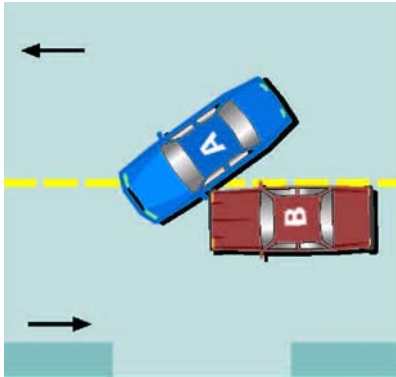
- (5) If the incident occurs when automobile A is turning left at an intersection and automobile B is overtaking automobile A to pass it, then:
- (a) the driver of automobile A is not at fault for the incident;
 - (b) the driver of automobile B is 100% at fault for the incident.

Diagram 12.5



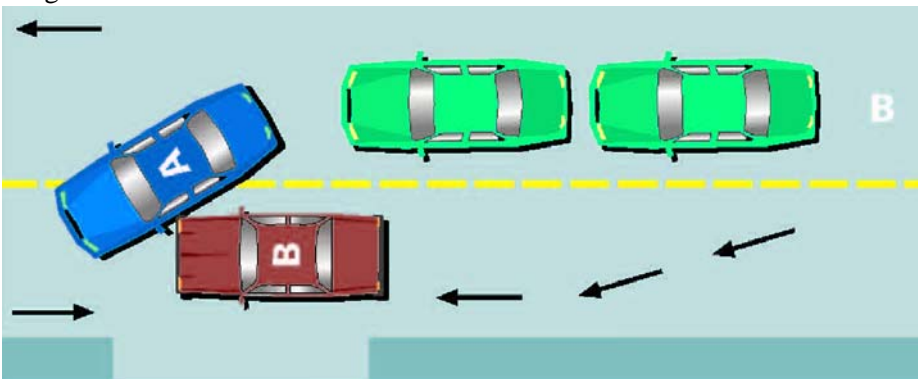
- (6) If the incident occurs when automobile A is turning left at a private road or a driveway and automobile B is overtaking automobile A to pass it, then:
- the driver of automobile A is 75% at fault for the incident;
 - the driver of automobile B is 25% at fault for the incident.

Diagram 12.6



- (7) If the incident occurs when automobile A is turning left at a private road or a driveway and automobile B is passing 1 or more automobiles stopped behind automobile A, then:
- the driver of automobile A is not at fault for the incident;
 - the driver of automobile B is 100% at fault for the incident.

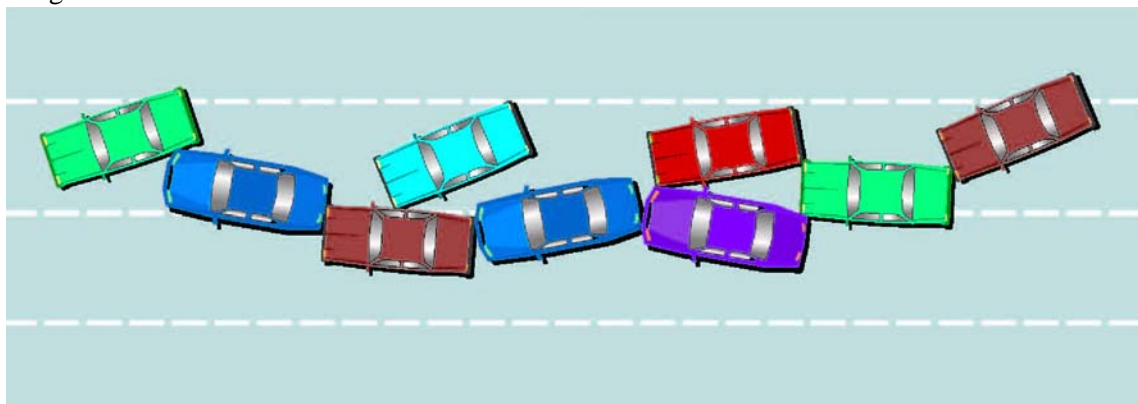
Diagram 12.7



Pile-ups

- 13 (1) This Section applies to pile-ups, which are defined as incidents involving a series of impacts among 3 or more automobiles travelling in the same direction and in adjacent lanes.
- (2) For each collision between 2 automobiles involved in a pile-up, the driver of each automobile is 50% at fault for the incident.

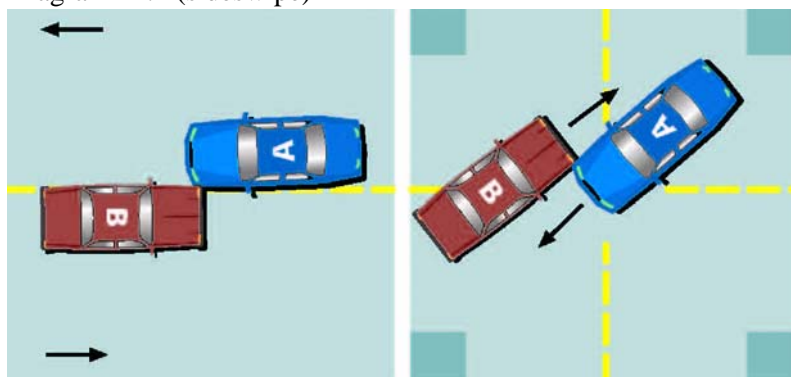
Diagram 13.2



Automobiles travelling in opposite directions

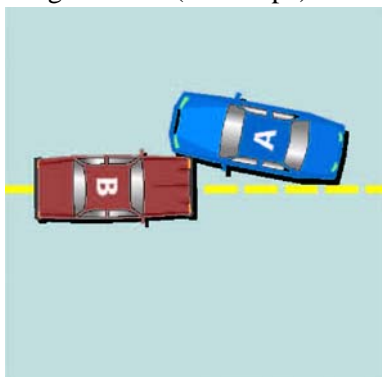
- 14** (1) This Section applies to an incident in which automobile A collides with automobile B, and the automobiles are travelling in opposite directions and in adjacent lanes.
- (2) If neither automobile A nor automobile B changes lanes and both automobiles are on or over the centre line when the incident occurs, then the driver of each automobile is 50% at fault for the incident.

Diagram 14.2 (sideswipe)



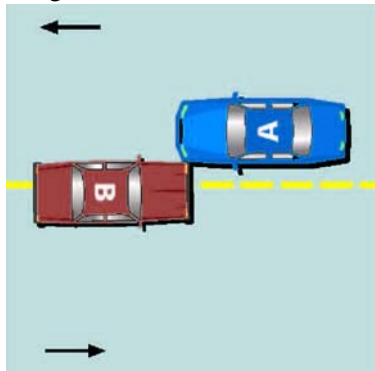
- (3) If the location on the road of automobiles A and B when the incident occurs cannot be determined, then the driver of each automobile is 50% at fault for the incident.

Diagram 14.3 (sideswipe)



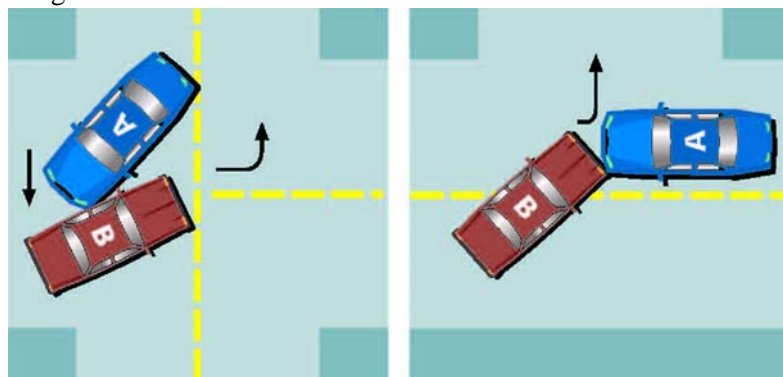
- (4) If only automobile B is over the centre line of the road when the incident occurs, then:
- the driver of automobile A is not at fault for the incident;
 - the driver of automobile B is 100% at fault for the incident.

Diagram 14.4



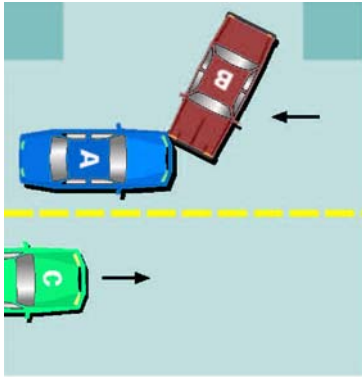
- (5) If the incident occurs when automobile B turns left into the path of automobile A, then:
- the driver of automobile A is not at fault for the incident;
 - the driver of automobile B is 100% at fault for the incident.

Diagram 14.5



- (6) If automobile B is leaving a parking place or is entering the road from a private road or driveway and automobile A is overtaking to pass another automobile when the incident occurs, then:
- the driver of automobile A is not at fault for the incident;
 - the driver of automobile B is 100% at fault for the incident.

Diagram 14.6



Automobiles in intersection without traffic signals or signs

- 15** (1) This Section applies to an incident in which automobile A collides with automobile B at an intersection that does not have traffic signals or traffic signs.
- (2) If automobile A enters the intersection before automobile B, then:
- the driver of automobile A is not at fault for the incident;
 - the driver of automobile B is 100% at fault for the incident.
- (3) If automobiles A and B enter the intersection at the same time and automobile A is to the right of automobile B when in the intersection, then:
- the driver of automobile A is not at fault for the incident;
 - the driver of automobile B is 100% at fault for the incident.
- (4) If it cannot be determined whether automobile A or B entered the intersection first, then the driver of each automobile is 50% at fault for the incident.

Automobiles in intersection with traffic signs

- 16** (1) This Section applies to an incident in which automobile A collides with automobile B at an intersection with traffic signs.
- (2) If the incident occurs when the driver of automobile B fails to obey a stop sign, yield sign or a similar sign or flares or other signals on the ground, then:
- the driver of automobile A is not at fault for the incident;
 - the driver of automobile B is 100% at fault for the incident.
- (3) If the driver of each automobile fails to obey a stop sign, the driver of each automobile is 50% at fault for the incident.
- (4) If it cannot be determined who failed to obey a stop sign, then the driver of each automobile is 50% at fault for the incident.

- (5) If automobile A arrives at an all-way stop intersection first and stops, then:
 - (a) the driver of automobile A is not at fault for the incident;
 - (b) the driver of automobile B is 100% at fault for the incident.
- (6) If both automobiles arrive at an all-way stop intersection at the same time and stop, with automobile A to the right of automobile B, then:
 - (a) the driver of automobile A is not at fault for the incident;
 - (b) the driver of automobile B is 100% at fault for the incident.
- (7) If it cannot be determined who arrived at an all-way stop intersection first, then the driver of each automobile is 50% at fault for the incident.

Automobiles at intersection with traffic signals

- 17** (1) This Section applies to an incident in which automobile A collides with automobile B at an intersection with traffic signals.
- (2) If the driver of automobile B fails to obey a traffic signal, then:
 - (a) the driver of automobile A is not at fault for the incident;
 - (b) the driver of automobile B is 100% at fault for the incident.
 - (3) If it cannot be determined whether the driver of either automobile failed to obey a traffic signal, then the driver of each automobile is 50% at fault for the incident.
 - (4) If the traffic signals at an intersection are inoperative, then the degree to which each of the drivers is at fault is determined in accordance with these regulations as if the intersection were an all-way stop intersection.

Rules for automobiles in parking lots

- 18** (1) The following definitions apply in this Section:
- “feeder lane” means a road in a parking lot other than a thoroughfare;
- “thoroughfare” means a main road for passage into, through or out of a parking lot.
- (2) This Section applies to an incident in which automobile A collides with automobile B in a parking lot.
 - (3) The degree to which a driver is at fault in an incident that occurs on a thoroughfare is determined in accordance with these regulations as if the thoroughfare were a roadway.
 - (4) If the incident occurs when automobile A is leaving a feeder lane and fails to yield the right of way to automobile B on a thoroughfare, then:
 - (a) the driver of automobile A is 100% at fault for the incident;
 - (b) the driver of automobile B is not at fault for the incident.

- (5) If the incident occurs when automobile A is leaving a parking space and fails to yield the right of way to automobile B on a feeder lane or a thoroughfare, then:
- (a) the driver of automobile A is 100% at fault for the incident;
 - (b) the driver of automobile B is not at fault for the incident.

Automobiles that are parked

- 19** (1) Except as provided in subsection (2), if automobile A is parked when automobile B collides with it, then:
- (a) the driver of automobile A is not at fault for the incident;
 - (b) the driver of automobile B is 100% at fault for the incident.
- (2) If automobile A is illegally parked, stopped or standing when automobile B collides with it and the incident occurs outside a city, town, village or rural community, then:
- (a) the driver of automobile A is 100% at fault for the incident;
 - (b) the driver of automobile B is not at fault for the incident.

Driver fails to obey specified sign or direction

- 20** The driver of automobile A is 100% at fault and the driver of automobile B is not at fault for an incident in which automobile A collides with automobile B when the driver of automobile A fails to obey any of the following:
- (a) a peace officer's direction;
 - (b) a do not enter sign;
 - (c) a prohibited passing sign;
 - (d) a prohibited turn sign.

Backing up, making U-turn or opening door

- 21** The driver of automobile A is 100% at fault and the driver of automobile B is not at fault for an incident that occurs when:
- (a) automobile A is backing up;
 - (b) automobile A is making a U-turn; or
 - (c) the driver of, or a passenger in, automobile A opens the automobile door or leaves the door open.

Driver charged with a driving offence

- 22** (1) For the purposes of these regulations, any one of the following that occurs as a result of an incident constitutes a driving offence:
- (a) a driver is charged with operating an automobile while their ability to operate the automobile was impaired by alcohol or a drug;

- (b) a driver is charged with driving while their blood alcohol level exceeded the limits permitted by law;
 - (c) a driver is charged with an indictable offence related to the operation of an automobile;
 - (d) a driver is asked to provide a breath sample and they are charged with failing or refusing to provide the sample;
 - (e) a driver is charged with exceeding the speed limit by 25 or more kilometres per hour.
- (2) The degree to which an insured is at fault in an incident is determined in accordance with the ordinary rules of law and not in accordance with these regulations if all of the following apply:
- (a) the driver of automobile A involved in the incident is charged with a driving offence;
 - (b) the driver of automobile B is wholly or partly at fault, as otherwise determined under these regulations, for the incident.

N.S. Reg. 107/2012

Made: May 17, 2012

Filed: May 23, 2012

Prescribed Petroleum Products Prices

Order dated May 17, 2012
made by the Nova Scotia Utility and Review Board
pursuant to Section 14 of the *Petroleum Products Pricing Act*
and Sections 16 to 19 of the *Petroleum Products Pricing Regulations*

Order**NSUARB-GAS-W-12-20****In the Matter of the *Petroleum Products Pricing Act*****- and -**

**In the Matter of Prescribing Prices for Petroleum Products
pursuant to Section 14 of the *Petroleum Products Pricing Act* and
Sections 16 to 19 of the *Petroleum Products Pricing Regulations***

Before: Kulvinder S. Dhillon, P. Eng., Member**Order**

Whereas the purpose of the *Petroleum Products Pricing Regulations* is to ensure just and reasonable prices for specified petroleum products taking into consideration the objectives of preserving the availability of such products in rural areas, stabilizing prices of such products and minimizing the variances in prices of such products across the Province;

And whereas the Nova Scotia Utility and Review Board (“Board”) considered the manner in which it would proceed to set petroleum prices in its decision, 2006 NSUARB 108, issued on October 16, 2006;

And whereas the Board revised the retail margin and transportation allowance effective January 6, 2012, in its Decision 2011 NSUARB 181, issued on November 23, 2011;

And whereas the average of the average of the daily high and low reported product prices (in Canadian cents) for the week ended May 16, 2012, are:

Grade 1 Regular gasoline	77.3¢ per litre
Ultra-low-sulfur diesel oil	79.6¢ per litre

Now therefore the Board prescribes the benchmark prices for petroleum products to be:

Gasoline:	
Grade 1	77.3¢ per litre
Grade 2	80.3¢ per litre
Grade 3	83.3¢ per litre
Ultra-low-sulfur diesel oil	79.6¢ per litre

And now therefore the Board has determined, based on historical data regarding price changes and to achieve revenue neutrality, it is appropriate to apply, and the Board so orders, forward averaging corrections of:

Gasoline:	minus 1.5¢ per litre
Ultra-low-sulfur diesel oil:	minus 1.0¢ per litre

And now therefore the Board prescribes the prices for petroleum products as set forth in Schedule “A” effective on and after 12:01 a.m., May 18, 2012.

Dated at Halifax, Nova Scotia, this 17th day of May, 2012.

Sgd: *Elaine Wagner*
Clerk of the Board

Schedule “A”

**Prices Prescribed for Petroleum Products
under the *Petroleum Products Pricing Act* and the
Petroleum Products Pricing Regulations
effective on and after 12:01 a.m. on May 18, 2012**

Nova Scotia Petroleum Price Schedule								
Petroleum Prices in Cents/Litre					Self-Service Pump Prices		Full-Service Pump Prices	
					(Pump Prices includes 15% HST)			
	Base Wholesale Price	Fed. Excise Tax	Prov. Tax	Wholesale Selling Price	Min	Max	Min	Max
Zone 1								
Regular Unleaded	82.3	10.0	15.5	107.8	129.5	131.6	129.5	999.9
Mid-Grade Unleaded	85.3	10.0	15.5	110.8	132.9	135.0	132.9	999.9
Premium Unleaded	88.3	10.0	15.5	113.8	136.4	138.5	136.4	999.9
Ultra-Low-Sulfur Diesel	85.1	4.0	15.4	104.5	125.7	127.8	125.7	999.9
Zone 2								
Regular Unleaded	82.8	10.0	15.5	108.3	130.1	132.1	130.1	999.9
Mid-Grade Unleaded	85.8	10.0	15.5	111.3	133.5	135.6	133.5	999.9
Premium Unleaded	88.8	10.0	15.5	114.3	137.0	139.0	137.0	999.9
Ultra-Low-Sulfur Diesel	85.6	4.0	15.4	105.0	126.3	128.3	126.3	999.9

Zone 3								
Regular Unleaded	83.2	10.0	15.5	108.7	130.5	132.6	130.5	999.9
Mid-Grade Unleaded	86.2	10.0	15.5	111.7	134.0	136.0	134.0	999.9
Premium Unleaded	89.2	10.0	15.5	114.7	137.4	139.5	137.4	999.9
Ultra-Low-Sulfur Diesel	86.0	4.0	15.4	105.4	126.7	128.8	126.7	999.9
Zone 4								
Regular Unleaded	83.3	10.0	15.5	108.8	130.6	132.7	130.6	999.9
Mid-Grade Unleaded	86.3	10.0	15.5	111.8	134.1	136.2	134.1	999.9
Premium Unleaded	89.3	10.0	15.5	114.8	137.5	139.6	137.5	999.9
Ultra-Low-Sulfur Diesel	86.1	4.0	15.4	105.5	126.8	128.9	126.8	999.9
Zone 5								
Regular Unleaded	83.3	10.0	15.5	108.8	130.6	132.7	130.6	999.9
Mid-Grade Unleaded	86.3	10.0	15.5	111.8	134.1	136.2	134.1	999.9
Premium Unleaded	89.3	10.0	15.5	114.8	137.5	139.6	137.5	999.9
Ultra-Low-Sulfur Diesel	86.1	4.0	15.4	105.5	126.8	128.9	126.8	999.9
Zone 6								
Regular Unleaded	84.0	10.0	15.5	109.5	131.4	133.5	131.4	999.9
Mid-Grade Unleaded	87.0	10.0	15.5	112.5	134.9	137.0	134.9	999.9
Premium Unleaded	90.0	10.0	15.5	115.5	138.3	140.4	138.3	999.9
Ultra-Low-Sulfur Diesel	86.8	4.0	15.4	106.2	127.7	129.7	127.7	999.9

N.S. Reg. 108/2012

Made: May 22, 2012

Filed: May 23, 2012

Proclamation, S. 8, S.N.S. 2011, c. 37

Order in Council 2012-171 dated May 22, 2012

Proclamation made by the Governor in Council

pursuant to Section 8 of the

Identification of Criminals Act

The Governor in Council on the report and recommendation of the Minister of Service Nova Scotia and Municipal Relations dated May 2, 2012, and pursuant to Section 8 of Chapter 37 of the Acts of 2011, the *Identification of Criminals Act*, and subsection (7) of Section 3 of Chapter 235 of the Revised Statutes, 1989, the *Interpretation Act*, is pleased to order and declare by proclamation that Sections 3 and 6 of Chapter 37 of the Acts of 2011, the *Identification of Criminals Act*, do come into force on and not before May 22, 2012.

PROVINCE OF NOVA SCOTIA

sgd: **J. J. Grant**

G/S

ELIZABETH THE SECOND, by the Grace of God,
of the United Kingdom, Canada and Her Other
Realms and Territories, Queen, Head of the
Commonwealth, Defender of the Faith.

TO ALL TO WHOM THESE PRESENTS SHALL COME, OR WHOM THE SAME MAY IN ANY WISE
CONCERN,

GREETING:

A PROCLAMATION

WHEREAS in and by Section 8 of Chapter 37 of the Acts of 2011, the *Identification of Criminals Act*, it is enacted as follows:

- 8** This Act comes into force on such day as the Governor in Council orders and declares by proclamation.

AND WHEREAS it is deemed expedient that Sections 3 and 6 of Chapter 37 of the Acts of 2011, the *Identification of Criminals Act*, do come into force on and not before May 22, 2012;

NOW KNOW YE THAT WE, by and with the advice of the Executive Council of Nova Scotia, do by this Our Proclamation order and declare that Sections 3 and 6 of Chapter 37 of the Acts of 2011, the *Identification of Criminals Act*, do come into force on and not before May 22, 2012, of which all persons concerned are to take notice and govern themselves accordingly.

IN TESTIMONY WHEREOF We have caused these our Letters to be made Patent and the Great Seal of Nova Scotia to be hereunto affixed.

WITNESS, Our Trusty and Well Beloved His Honour Brigadier-General, the Honourable J. J. Grant (Retired), Lieutenant Governor of the Province of Nova Scotia.

AT Our Government House in the Halifax Regional Municipality, this 22nd day of May in the year of Our Lord two thousand and twelve and in the sixty-first year of Our Reign.

BY COMMAND:

sgd: Ross Landry
Provincial Secretary
Minister of Justice and Attorney General

N.S. Reg. 109/2012

Made: May 22, 2012

Filed: May 23, 2012

Moose Hunting Regulations

Order in Council 2012-176 dated May 22, 2012
Amendment to regulations made by the Governor in Council
pursuant to subsection 113(1) of the *Wildlife Act*

The Governor in Council on the report and recommendation of the Minister of Natural Resources dated May 14, 2012, and pursuant to subsection 113(1) of Chapter 504 of the Revised Statutes of Nova Scotia, 1989, the *Wildlife Act*, is pleased to amend the *Moose Hunting Regulations*, N.S. Reg. 90/88, made by the Governor in Council by Order in Council 88-405 dated April 20, 1988, to increase the maximum number of companion licensees from 2 to 4, allow for a moose hunting licence and companion licence to serve as storage permits and

make changes to Zone 5, in the manner set forth in Schedule “A” attached to and forming part of the report and recommendation, effective on and after May 22, 2012.

Schedule “A”

**Amendment to the Moose Hunting Regulations
made by the Governor in Council under subsection 113(1)
of Chapter 504 of the Revised Statutes of Nova Scotia, 1989,
the Wildlife Act**

- 1 Section 2 of the *Moose Hunting Regulations*, N.S. Reg. 90/88, made by the Governor in Council by Order in Council 88-405 dated April 20, 1988, is amended by
 - (a) striking out “stamp” in clause (aa) and substituting “licence”;
 - (b) re-lettering clause (ab) as clause (ac) and adding the following clause immediately after clause (aa):
 - (ab) “companion moose hunting licence” means a valid base licence which has affixed to it a valid companion moose hunting stamp;
- 2 Subsection 4A(1) of the regulations is amended by striking out “2” and substituting “4”.
- 3 (1) Subsection 5(1) of the regulations is amended by
 - (a) striking out “the early season is” in clause (a); and
 - (b) striking out “the late season is” in clause (b).(2) Subsection 5(1A) is amended by striking out “Zone 1” and substituting “Zones 1 and 5”.
- (3) Section 5 is further amended by repealing subsection (1B) and substituting the following subsection:

(1B) In Moose Management Zone 5, there shall be the following open seasons for hunting moose:

 - (a) the period from the second Monday in October to the following Saturday in any year;
 - (b) the period from the third Monday in October to the following Saturday in any year.
- 4 Subsection 8(1) of the regulations is amended by striking out “and Section 7 has been complied with, the Department shall issue to the moose hunting licence holder two copies of a storage permit authorizing that person to possess the carcass until July 31st of the year next following” and substituting “, the moose hunting licence and companion moose hunting licences issued to the persons who killed the moose shall serve as valid storage permits authorizing those persons to possess meat from the carcass until July 31 of the year next following”.
- 5 (1) Schedule A to the regulations is amended by striking out the heading “Moose Management Zone 1” and all the text under that heading and substituting the following:

Moose Management Zone 1

Moose Management Zone 1 includes certain lands within Nova Scotia and is more particularly described as follows:

Beginning at a point where the northern boundary of The Cape Breton Highlands National Park meets the ordinary high water mark (OHWM) of the northern shoreline of Neils Harbour;

Thence, in a generally westerly direction following the northern boundary of the said Park across the northern peninsula of Cape Breton Island to the OHWM of the Gulf of St. Lawrence at the mouth of the MacKenzie River;

Thence, in a northerly direction along the OHWM of the Gulf of St. Lawrence to Cape St. Lawrence;

Thence, in an easterly direction along the OHWM of the Cabot Strait and Bay St. Lawrence to Money Point;

Thence, in a southerly direction along the OHWM of Aspy Bay, Cabot Strait and Neils Harbour to the Point of Beginning. Together with all inshore and offshore islands, and including all harbours, bays, coves, rivers and inlets.

Saving and excepting all lands located in Moose Management Zone 5.

- (2) Schedule A is further amended under the heading "Moose Management Zone 5" by striking out "is located in Zone 1 and".