

Royal



Gazette

Part II

Regulations under the Regulations Act

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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. 93/2008

Made: March 4, 2008

Filed: March 5, 2008

Extension of Certificates, Licenses and Permits Regulations

Order in Council 2008-82 dated March 4, 2008
Regulations made by the Governor in Council
pursuant to subsection 304(1) of the *Motor Vehicle Act*

The Governor in Council on the report and recommendation of the Minister of Service Nova Scotia and Municipal Relations dated February 12, 2008, and pursuant to subsection 304(1) of Chapter 293 of the Revised Statutes of Nova Scotia, 1989, the *Motor Vehicle Act*, is pleased to approve of the creation of the *Extension of Certificates, Licenses and Permits Regulations*, to extend permits and licenses under the *Motor Vehicle Act* in limited extenuating circumstances, in the manner set forth in Schedule "A" attached to and forming part of the report and recommendation, effective on and after March 4, 2008.

Schedule "A"

**Regulations Respecting the Extension of Certificates, Licenses and Permits
made by the Governor in Council under Section 304 of
Chapter 293 of the Revised Statutes of Nova Scotia, 1989,
the *Motor Vehicle Act***

Citation

1 These regulations may be cited as the *Extension of Certificates, Licenses and Permits Regulations*.

Registrar may order extension

2 The Registrar may order the extension of any certificate, license or permit issued under the *Motor Vehicle Act* and its regulations for a specified period, if the Registrar considers it necessary as a result of any of the following circumstances:

- (a) a natural disaster;
- (b) a system outage;
- (c) an act of God;
- (d) any temporary situation that the Registrar believes requires the extension of the certificate, license or permit for the purpose of carrying out the true intent, purpose and object of the Act.

N.S. Reg. 94/2008

Made: June 18, 2007

Approved: March 4, 2008

Filed: March 5, 2008

Chartered Accountants By-laws

Order in Council 2008-83 dated March 4, 2008

Amendment to by-laws made by the Institute of Chartered Accountants of Nova Scotia
and approved by the Governor in Council
pursuant to subsection 25(1) of the *Chartered Accountants Act*

The Governor in Council on the report and recommendation of the Minister of Service Nova Scotia and Municipal Relations dated February 12, 2008, and pursuant to clause 3(p) and Section 25 of Chapter 154 of the Acts of 1900, the *Chartered Accountants Act*, is pleased to approve the amendments made and approved by the membership of the Institute of Chartered Accountants of Nova Scotia at its annual meeting held on June 18, 2007, to the by-laws of the Institute of Chartered Accountants of Nova Scotia, in the manner set forth in Schedule "A" attached to and forming part of the report and recommendation, effective on and after March 4, 2008.

Schedule "A"**Resolved:**

That the Council of the Institute of Chartered Accountants of Nova Scotia be and it is hereby authorized to amend By-Laws 7, 33, 45, 47, 48, 49, 50 and 70 and the Definitions as follows:

2007

**A By-law to amend the By-laws of the Institute of Chartered Accountants
of Nova Scotia made pursuant to Section subsection 25(1) of Chapter 154
of the Statutes of [Statutes] Nova Scotia, 1900, as amended, [the] *Chartered Accountants Act***

1. Subsection 7C of the By-Laws of the Institute of Chartered Accountants of Nova Scotia which was replaced in 1986 (N.S. Reg. 217/86) is repealed.
2. Subsection 7D of the By-Laws of the Institute of Chartered Accountants of Nova Scotia which was replaced in 1983 (N.S. Reg. ~~83-1032~~ [201/83]) and later amended (N.S. Reg. ~~1998-601~~ [89/98]) is amended by renumbering subsection D as subsection C.
3. Subsection 7E of the By-Laws of the Institute of Chartered Accountants of Nova Scotia (N.S. Reg. 13/64), approved by the Governor in Council by Order in Council dated November 23, 1964 is amended by renumbering subsection E as subsection D.
4. Section 33 of the By-Laws of the Institute of Chartered Accountants of Nova Scotia which was replaced in 1994 (N.S. Reg. ~~94-818~~ [190/94]) is amended by the addition, immediately after subsection 33(7), of the following subsections:
 - 33 (8)** The Executive Director may delegate to the Director of Regulatory Affairs any responsibilities, tasks, duties, obligations, or information receiving or reporting functions imposed upon the Executive Director in any of Sections 34, 35, 36, 38 and 40 of the By-Laws of the Institute of Chartered Accountants of Nova Scotia.
 - (9)** For purposes of clarity, any act taken by or information received by or issued by the Director of Regulatory Affairs pursuant to Section 33(8) of the By-Laws of the Institute of Chartered

Accountants of Nova Scotia shall for the purposes of the *Chartered Accountants Act* and this By-Law be of the same force and effect as if undertaken, received or issued by the Executive Director of the Institute of Chartered Accountants of Nova Scotia in respect of Sections 34, 35, 36, 38 and 40.

5. The definition Section of the By-Laws of the Institute of Chartered Accountants of Nova Scotia (N.S. Reg. 13/64), approved by the Governor in Council by Order in Council dated November 23, 1964, is amended by the addition of the following definition, immediately after the definition of the words “Number and Gender”:

“Organization” includes [a] corporation, company, society, association, firm or similar body as well as any department or division of a government or a Crown corporation, agency, board or commission established by or pursuant to statute.

6. The definition Section of the By-Laws of the Institute of Chartered Accountants of Nova Scotia (N.S. Reg. 13/64), approved by the Governor in Council by Order in Council dated November 23, 1964, is further amended by the addition of the following definition, immediately after the definition of the words “Practicing Member”:

“Practicing Office” means an office of a member, firm or professional corporation engaged in the practice of public accounting.

7. Section 45 of the By-Laws of the Institute of Chartered Accountants of Nova Scotia (N.S. Reg. 13/64), approved by the Governor in Council by Order in Council dated November 23, 1964 as 44 and later amended and renumbered 45 and thereafter amended (N.S. Reg. ~~95-908~~[181/95]), is amended by striking out subsection (1) and adding the following subsection:

45 (1) Any person who is certified to be of good moral character and habits by a member and is recommended by

- (a) a partner or shareholder or the sole practitioner of a practicing office, or
- (b) a member of the Institute who has responsibility for the training and supervision of the person in an organization

that has been approved for the training of students pursuant to Bylaw 48 and who for the purpose of securing practical experience is employed to perform the duties of a student in such office may apply to the Council to be registered or reregistered as a student.

8. Section 47 of the By-Laws of the Institute of Chartered Accountants of Nova Scotia (N.S. Reg. 13/64), approved by the Governor in Council by Order in Council dated November 23, 1964 as 46 and later replaced (N.S. Reg. ~~77-1190~~ [119/77]) and renumbered 47 (~~N.S. Reg. 78-935~~ [O.I.C. 78-935]), is amended by striking out Section 47 and adding the following Section:

47 Every registered student shall as a prerequisite to admission to membership complete, in one or more practicing offices or organizations that has or have been approved pursuant to By-law 48 for the training of students, a period of practical experience of an amount and nature prescribed by the Council.

9. Section 48 of the By-Laws of the Institute of Chartered Accountants of Nova Scotia (N.S. Reg. ~~77-1190~~ [119/77]), which was added in 1977 as 47 and renumbered 48 (~~N.S. Reg. 78-935~~ [O.I.C. 78-935]) is amended by striking out Section 48 and adding the following Section:

- 48 (1)** Every practicing office who employs one or more students and every member who as an employee of an organization approved pursuant to Section 48(4)(b) of this bylaw has responsibility for the supervision and training of one or more students employed by the organization is responsible for giving such practical experience and instruction and for affording such opportunities as are necessary to enable the student to acquire the art, skill, science and knowledge of a chartered accountant.
- (2)** Every practicing office who employs one or more students and every member who as an employee of an organization approved pursuant to clause (4)(b) of this bylaw has responsibility for the supervision and training of one or more students employed by the organization shall maintain records showing, in reasonable detail, the disposition of each student's time while so engaged and the type of work allocated to him or her.
- (3)** The Council shall have the power to:
- (a)** make whatever investigation it deems necessary, including an inspection of the books and records of the practicing office, to satisfy itself that the practicing office is complying with the requirements of this bylaw; and
 - (b)** approve a practicing office as being qualified to provide proper practical experience and instruction.
- (4)** The Council shall have the power to:
- (a)** designate any person to make whatever investigation is deemed necessary in accordance with the policies and procedures adopted by the Council to determine whether an organization meets the standards prescribed by the Council to be qualified to employ students; and
 - (b)** upon review of a report made by the person pursuant to clause (a) above, approve an organization to employ students.

10. Section 49 of the By-Laws of the Institute of Chartered Accountants of Nova Scotia (N.S. Reg. ~~77-1190~~ [119/77]), which was added in 1977 as 48 and renumbered 49 (N.S. Reg. ~~78-935~~ [O.I.C. 78-935]) is amended by striking out Section 49 and adding the following section:

- 49 (†)** No person shall be registered or re-registered as a student,
- (a)** in the case of a person who has been offered employment with or is employed by a practicing office,
 - (i)** unless the Council has approved the office (such approval to be effected in advance of any offer or transfer of employment, as the case may be) as being qualified to provide the student with proper practical experience and instruction, or
 - (ii)** if as a result of such registration or re-registration the total number of students employed in such practicing office would exceed three for each member or for each eligible licensee, as the case may be, in such office, or such lesser number of students as may be set by the Council in particular cases; students who have completed the required period of prescribed practical experience and have written the Uniform Evaluation or the former Uniform Final Examination shall be excluded in determining the number of students permitted;

- (b) in the case of a person who has been offered employment with or is employed by an organization,
 - (i) unless the Council has approved the organization (such approval to be effected in advance of any offer or transfer of employment, as the case may be) as being qualified to provide the student with proper practical experience and instruction, or
 - (ii) if as a result of such registration or re-registration the total number of students employed in such organization would exceed the maximum number of students that the Council has determined may be employed with the organization; students who have completed the required period of prescribed practical experience and have written the Uniform Evaluation or the former Uniform Final Examination shall be excluded in determining the number of students permitted.
11. Section 50 of the By-Laws of the Institute of Chartered Accountants of Nova Scotia (N.S. Reg. 13/64), approved by the Governor in Council by Order in Council dated November 23, 1964 as 49 and renumbered 50 (N.S. Reg. ~~78-935~~ [O.I.C. 78-935]) is amended by striking out the words "Chartered Accountant" from the last line of that Section and replacing those words with the word "office."
12. Section 70 of the By-Laws of the Institute of Chartered Accountants of Nova Scotia (N.S. Reg. ~~95-908~~ [181/95]), which was added in 1995 and replaced in 2001 (N.S. Reg. ~~2001-439~~ [118/2001]) is amended by adding to subsection 70(2)(c) the words "or have reduced requirements" immediately after the words "who may be excepted";
13. Section 70 of the By-Laws of the Institute of Chartered Accountants of Nova Scotia (N.S. Reg. ~~95-908~~ [181/95]), which was added in 1995 and replaced in 2001 (N.S. Reg. ~~2001-439~~ [118/2001]) and amended (N.S. Reg. ~~2003-423~~ [173/2003]) is further amended by repealing subsection 70(3);
14. Section 70 of the By-Laws of the Institute of Chartered Accountants of Nova Scotia (N.S. Reg. ~~95-908~~ [181/95]), which was added in 1995 and replaced in 2001 (N.S. Reg. ~~2001-439~~ [118/2001]) is further amended by striking out subsection 70(4) and adding the following subsection:
- 70 (4)** Every member shall complete the following professional development hours:
- (a) Before January 1st, 2008 a minimum of twenty-five professional development hours in each calendar year;
 - (b) After January 1st, 2008,
 - (i) a minimum of twenty professional development hours in each calendar year and;
 - (ii) 120 professional development hours in the three-year period commencing January 1st, 2008 and in each successive three-year period thereafter, including at least sixty hours of verifiable study in each three-year period.

This is to certify that these amendments to the By-Laws of the Institute of Chartered Accountants of Nova Scotia of which the foregoing is a true copy were duly passed on June 18, 2007 by a majority of over 2/3 of those members present at a regularly called meeting of the members of the Institute of Chartered Accountants of Nova Scotia in accordance with the provisions of Section 25 of Chapter 154, S.N.S. 1900, the *Chartered Accountants Act*.

Given under the hands of the President and Secretary of the Institute of Chartered Accountants of Nova Scotia under the corporate seal of the said Institute the 10th day of October, A.D. 2007.

Sgd.: *Donald M. Flinn*
President
Institute of Chartered Accountants of Nova Scotia

Sgd.: *Gregory S. Simpson*
Secretary
Institute of Chartered Accountants of Nova Scotia

N.S. Reg. 95/2008

Made: March 4, 2008

Filed: March 5, 2008

Proclamation, S. 29, S.N.S. 2007, c. 45

Order in Council 2008-85 dated March 4, 2008
Proclamation made by the Governor in Council
pursuant to Section 29 of

An Act to Amend Chapter 293 of the Revised Statutes, 1989, the Motor Vehicle Act

The Governor in Council on the report and recommendation of the Minister of Transportation and Infrastructure Renewal dated February 13, 2008, and pursuant to Section 29 of Chapter 45 of the Acts of 2007, *An Act to Amend Chapter 293 of the Revised Statutes, 1989, the Motor Vehicle 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 Section 7 and clause (a) of Section 20 of Chapter 45 of the Acts of 2007, *An Act to Amend Chapter 293 of the Revised Statutes, 1989, the Motor Vehicle Act*, do come into force on and not before April 1, 2008.

PROVINCE OF NOVA SCOTIA

sgd: Mayann Francis

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 29 of Chapter 45 of the Acts of 2007, *An Act to Amend Chapter 293 of the Revised Statutes, 1989, the Motor Vehicle Act*, it is enacted as follows:

- 29** 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 Section 7 and clause (a) of Section 20 Chapter 45 of the Acts of 2007, *An Act to Amend Chapter 293 of the Revised Statutes, 1989, the Motor Vehicle Act*, do come into force on and not before April 1, 2008;

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 Section 7 and clause (a) of Section 20 of Chapter 45 of the Acts of 2007, *An Act to Amend Chapter 293 of the Revised Statutes, 1989, the Motor Vehicle Act*, do come into force on and not before April 1, 2008, 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 Her Honour
the Honourable Mayann E. Francis, Lieutenant
Governor of the Province of Nova Scotia.

AT Our Government House in the Halifax Regional
Municipality, this 4th day of March in the year of
Our Lord two thousand and eight and in the fifty-
seventh year of Our Reign.

BY COMMAND:

sgd: Cecil P. Clarke
Provincial Secretary
Minister of Justice and Attorney General

N.S. Reg. 96/2008

Made: January 31, 2008 and March 4, 2008

Filed: March 5, 2008

Summary Offence Tickets Regulations

Order in Council 2008-86 dated March 4, 2008

Amendment to regulations made by the Minister of Justice and by the Governor in Council
pursuant to Section 8 of the *Summary Proceedings Act*

The Governor in Council on the report and recommendation of the Minister of Justice and Attorney General dated January 31, 2008, and pursuant to Section 8 of Chapter 450 of the Revised Statutes of Nova Scotia, 1989, the *Summary Proceedings Act*, is pleased to amend Schedule 4 of the *Summary Offence Tickets Regulations*, N.S. Reg. 4/2001, made by the Governor in Council by Order in Council 2001-21 dated January 18, 2001, to include an offence respecting cellular phones under the *Motor Vehicle Act* as a summary offence ticket offence and set the out-of-court settlement amount for the offence, in the manner set forth in Schedule "A" attached to and forming part of the report and recommendation, effective on and after April 1, 2008.

Order

I, Cecil P. Clarke, Minister of Justice and Attorney General of Nova Scotia, hereby order and direct pursuant to Section 8 of Chapter 450 of the Revised Statutes of Nova Scotia, 1989, the *Summary Proceedings Act*, 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. 4/2001, as set forth in Schedule "A", is the amount of the out-of-court settlement set out opposite the description of that offence, and the out-of-court settlement amount includes the charge provided for in, and in accordance with, Sections 8 and 9 of the Act.

This Order is effective on and after the making by the Governor in Council of the amendments to the *Summary Offence Tickets Regulations* set out in Schedule "A".

Dated and made January 31, 2008, at Halifax, Halifax Regional Municipality, Province of Nova Scotia.

Sgd.: *Cecil P. Clarke*
Honourable Cecil P. Clarke
Minister of Justice and Attorney General of Nova Scotia

Schedule "A"

**Amendment to the *Summary Offence Tickets Regulations*
made by the Governor in Council pursuant to Section 8 of Chapter 450
of the Revised Statutes of Nova Scotia, 1989, the *Summary Proceedings Act***

Schedule 4 of the *Summary Offence Tickets Regulations*, N.S. Reg. 4/2001, made by the Governor in Council by Order in Council 2001-21 dated January 18, 2001, is amended by adding the following item immediately after item 119:

| | | |
|---|---------|---|
| 119A. Using hand-held cellular telephone or text messaging on communication device while operating vehicle on highway | 100D(1) | B |
|---|---------|---|

N.S. Reg. 97/2008

Made: March 4, 2008

Filed: March 6, 2008

Polling Districts and Number of Councillors Order for the Halifax Regional Municipality

Order dated March 4, 2008
made by the Nova Scotia Utility and Review Board
pursuant to Section 369 of the *Municipal Government Act*

Order

NSUARB-MB-07-14

**Nova Scotia Utility and Review Board
in the Matter of the *Municipal Government Act***

- and -

In the matter of an application by **Halifax Regional Municipality** to confirm the number of councillors and to alter the boundaries of polling districts

- and -

In the matter of an application by the **Boundary Action Reversal Committee** to amend the boundary between Polling Districts #3 and #4

Before: Roland A. Deveau, Panel Chair
Wayne D. Cochrane, Q.C., Member
Murray E. Doehler, CA, P.Eng., Member

Order

Whereas an application was made by the Halifax Regional Municipality pursuant to s. 369 of the *Municipal Government Act* and the Board having issued its decision on November 22, 2007;

And whereas the Halifax Regional Municipality has undertaken to conduct a comprehensive review of the number and boundaries of polling districts in 2010;

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

1. The number of polling districts for the Halifax Regional Municipality is confirmed at 23;
2. The number of councillors is confirmed at 23;
3. The boundary changes to Polling Districts Nos. 2, 3, 4, 16, 19, 21, 22, and 23 are approved. In all other respects, the boundaries of the polling districts are confirmed.
4. The descriptions and maps of all polling districts are set out in Schedule "A", attached to and forming part of this Order;

It is further ordered that Halifax Regional Municipality conduct a study regarding the fairness and reasonableness of the number of councillors and polling districts and that it file a new application with the Board as to the number and boundaries of polling districts no later than December 31, 2010, which application will be the subject of a further hearing by the Board prior to the 2012 municipal election.

And it is further ordered that all provisions of the *Municipal Government 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 councillors of the Municipality in the year 2008 will be complied with as if the above-noted changes had been made on the first day of March, 2008, but for all other purposes, such changes shall take effect on the first day of the first meeting of the Council after the election of councillors for the year 2008.

Dated at Halifax, Nova Scotia this 4th day of March, 2008.

Sgd.: *Elaine Wagner*
Clerk of the Board

Schedule "A" Halifax Regional Municipality

District 1 Eastern Shore - Musquodoboit Valley

Beginning in Petpeswick Inlet;

thence northerly through Petpeswick Inlet to Long Cove;

thence westerly through Long Cove to the southernmost corner of PID 40691677;

thence northwesterly along the southwestern boundary of PID 40691677 and the northwestern prolongation thereof to the westernmost corner of PID 00334953 on the southern shore of Petpeswick Lake;

thence northerly through Petpeswick Lake to the easternmost corner of PID 00348474;

thence northwesterly along the eastern boundary of PID 00348474 and the northwestern prolongation thereof across Highway 7, and continuing northwesterly along the rear line of lots fronting on the eastern side of Long Bridge Lake and the prolongation thereof to the southern shore of Paces Lake;

thence westerly through Paces Lake to Bear Brook;

thence northerly through Bear Lake, Farquhars Lake and Moose Lake to Gibraltar Lake;

thence westerly to the head of Porters Lake;

thence westerly through the southern end of Lake Williams to Three Mile Lake;

thence northwesterly to the head of Three Mile Lake;

thence northeasterly to the southeastern corner of PID 00515239, also known as Aerotech Business Park;

thence northerly, easterly and northerly along the eastern boundary of PID 00515239 to the northernmost corner thereof;

thence northerly to the southeastern corner of PID 00526574, also known as Halifax International Airport;

thence northerly and westerly along the eastern and northern boundary of PID 00526574 and the western prolongation thereof to the centreline of Highway 102;

thence northerly along the centreline of Highway 102 to the Hants County boundary;

thence easterly along the Hants County boundary and the Colchester County boundary to the Guysborough County boundary;

thence southerly along the Guysborough County boundary to Ecum Secum Harbour;

thence generally southerly and westerly through the Atlantic Ocean, and including all offshore islands, to the point of beginning.

District 2 Waverley - Fall River - Beaver Bank

Beginning at the intersection of the Hants County boundary and the centreline of Highway 102;

thence southerly along the centreline of Highway 102 to the western prolongation of the northern boundary of PID 00526574, also known as Halifax International Airport;

thence easterly and southerly along the northern and eastern boundary of PID 00526574 to the southeastern corner thereof;

thence southeasterly to the northernmost corner of PID 00515239, also known as Aerotech Business Park;

thence southerly, westerly and southerly along the eastern boundary of PID 00515239 to the southeastern corner thereof;

thence southwesterly to the head of Three Mile Lake;

thence southerly through Three Mile Lake, Ernst Lake, Long Duck Lake and East Lake to Lake Major;

thence southerly through Lake Major to the eastern prolongation of the northern boundary of PID 40164683;

thence southwesterly along the eastern prolongation of the northern boundary of PID 40164683 and the northern boundary of PID 40164683 to the eastern corner of PID 40225146;

thence southeasterly and southwesterly along the eastern and southern boundary of PID 40225146 and PID 00276329 and the prolongation thereof to the centreline of Waverley Road;

thence northerly along the centreline of Waverley Road to the northeastern prolongation of the northwestern boundary of PID 00276444;

thence southwesterly and southeasterly along the said prolongation and the northwestern and southwestern boundaries of PID 00276444 to the centreline of Forest Hills Extension;

thence southwesterly along the centreline of Forest Hills Extension to the centreline of Highway 118;

thence westerly along the northern boundary of PID 41072539 to the former City of Dartmouth boundary;

thence northerly along said boundary to the centreline of the Canadian National Railway right-of-way;

thence southerly along said centreline of right-of-way to the southeasterly prolongation of the northeastern boundary of PID 40114084;

thence northwesterly along the said prolongation and along the northeastern boundary of PID 40114084 to the shore of Anderson Lake;

thence by a straight line to the centreline of the Canadian National Railway at the overhead bridge or near the head of the Bedford Grade;

thence northeasterly along the centreline of the Canadian National Railway to a point due south of the point on the northeastern boundary of PID 40749814, 100' easterly from the southwestern shore of Rocky Lake;

thence northwesterly through Rocky Lake along a line 100' easterly from and parallel to the southwestern shore of Rocky Lake to the centreline of Sucker Brook;

thence northwesterly along the centreline of Sucker Brook to the centreline of Bicentennial Highway;

thence northeasterly along the centreline of Bicentennial Highway to the southern prolongation of a line between the easternmost corner of PID 41026568 and the northernmost corner of PID 41022419;

thence northwesterly along a line between the easternmost corner of PID 41026568 and the northernmost corner of PID 41022419 and the prolongations thereof to the centreline of Cobequid Road;

thence westerly along the centreline of Cobequid Road to the southeasterly prolongation of the western boundary of PID 40048241 (Civic 846 Cobequid Road);

thence northwesterly along said prolongation and the western boundary of PID 40048241 and the northwesterly prolongation thereof to Second Lake;

thence westerly through Second Lake and along the western boundary of PID 40856197 to the centreline of the Canadian National Railway right-of-way;

thence westerly and northwesterly along the centreline of the Canadian National Railway right-of-way to a point east of the northernmost corner of PID 40485252;

thence westerly to the northernmost corner of PID 40485252 and continuing southerly and southwesterly to the westernmost corner thereof;

thence southwesterly and southeasterly along the rear lot line of lots fronting on Haddad Drive to the western boundary of PID 40818700, also known as Faith United Baptist Church (Civic 299 Stokil Drive);

thence southwesterly along the western boundary of PID 40818700 to the northernmost corner of PID 40819443 (Civic 207 Beaver Bank Road);

thence southerly and westerly along the eastern and southern boundary of PID 40819443 and the western prolongation thereof to the centreline of Beaver Bank Road;

thence southerly along the centreline of Beaver Bank Road to the centreline of Millwood Drive;

thence westerly along the centreline of Millwood Drive to the southern prolongation of the western boundary of PID 41114547;

thence northerly and northeasterly along the western boundary of PID 41114547 to the southern boundary of PID 41018235;

thence generally northwesterly, southwesterly, westerly and northeasterly along the southwestern, southern and western boundary of PID 41018235 to the southern boundary of PID 40015364;

thence westerly along the southern boundary of PID 40015364 to the southeastern corner of PID 40015125;

thence westerly and northeasterly along the southern and western boundary of PID 40015125 and the northeasterly prolongation thereof to the centreline of the Canadian National Railway right-of-way;

thence northwesterly along the centreline of the Canadian National Railway right-of-way to the Hants County boundary;

thence northeasterly along the Hants County boundary to the point of beginning.

District 3

Preston - Lawrencetown - Chezzetcook

Beginning at the entrance to Cole Harbour;

thence northerly through Cole Harbour to Broom Lake Brook, a watercourse flowing southerly from Broom Lake;

thence northerly along Broom Lake Brook to the northwestern corner of the southern portion of PID 00650762:

thence easterly along the northern boundary of the southern portion of PID 00650762, which also forms the southern boundary of a right-of-way, and continuing easterly along the southern boundary of said right-of-way to the eastern boundary of PID 40150567, also known as Nova Scotia Home for Coloured Children;

thence northerly along the eastern boundary of PID 40150567, said boundary also being the western boundary of a right-of-way, and the northern prolongation thereof to the centreline of Highway 7;

thence northeasterly along the centreline of Highway 7 to the southern prolongation of the eastern boundary of PID 40810202 (Civic 1191 Highway 7);

thence northwesterly along the western boundary of PID 40810202 (Civic 1191 Highway 7) and continuing northwesterly along the rear lot lines of lots fronting on the eastern side of Neilson Drive to the southeastern corner of PID 41095142;

thence northwesterly along the eastern boundary of PID 41095142 and continuing northwesterly along the rear lot lines of lots fronting on Cherry Brook Road to the northeast corner of PID 41095241;

thence northeasterly to the easternmost corner of PID 00623983;

thence northwesterly along the eastern boundary of PID 00623983 and the northwestern prolongation thereof, and continuing along the rear lot lines of lot fronting on Johnson Road, to the northwestern corner of PID 00653071;

thence easterly along the northern boundary of PID 00653071 to the southernmost corner of PID 40853392;

thence northwesterly along the western boundary of PID 40853392 to the southern boundary of PID 00653584;

thence generally northerly along the eastern boundary of PID 00653584 to Lake Major;

thence northerly through Lake Major to East Brook;

thence northeasterly through East Lake, Long Duck Lake and Ernst Lake to a point in Three Mile Lake due west of the northern shore of Little Sixmile Lake;

thence easterly through the southern end of Lake Williams to the head of Porters Lake;

thence northeasterly through Robert Lake, Knowlan Lake and Burnt Lake to Gibraltar Lake;

thence southerly through Moose Lake, Farquhars Lake, Bear Lake and Bear Brook to Paces Lake;

thence easterly through Paces Lake to the northeastern corner of PID 40381675;

thence southeasterly along the easterly boundary of PID 40381675 and continuing along the rear lot lines of lots fronting on the eastern side of Long Bridge Lake and the southeastern prolongation thereof to the easternmost corner of PID 00348474 on the shore of Petpeswick Lake;

thence southerly through Petpeswick Lake to the westernmost corner of PID 00334953;

thence southeasterly along the southwestern boundary of PID 00334953 and the prolongation thereof to the southernmost corner of PID 40691677;

thence easterly through Long Cove to Petpeswick Inlet;

thence southerly through Petpeswick Inlet to the Atlantic Ocean;

thence generally westerly, and including all offshore islands, to the point of beginning.

**District 4
Cole Harbour**

Beginning at the intersection of the centreline of Main Street and the centreline of Forest Hills Extension;

thence northerly along the centreline of Forest Hills Extension to the western prolongation of the northwestern boundary of PID 00315085;

thence northeasterly along the northwest boundary of PID 00315085 and the prolongations thereof to the centreline of Montague Road;

thence northeasterly to the westernmost corner of PID 00274225;

thence northeasterly, southeasterly, and southwesterly along the northwestern, northeastern and southeastern boundaries of PID 00274225 to the easternmost corner of PID 00274225;

thence northeasterly along the northern boundary of PID 40225591 and the prolongation thereof to Lake Major;

thence southerly through Lake Major to the eastern corner of PID 00653584;

thence generally southerly along the eastern boundary of PID 00653584 to PID 40853392;

thence westerly and southerly along the northern and western boundary of PID 40853392 to PID 00653071;

thence westerly and southeasterly along the northern and western boundary of PID 00653071 and continuing along the rear lot lines of lot fronting on Johnson Road and the prolongation thereof to the easternmost corner of PID 00623983;

thence southwesterly to the northeast corner of PID 41095241;

thence southeasterly along the rear lot lines of lots fronting on Cherry Brook Road to the southeastern corner of PID 41095142;

thence southeasterly along the rear lot lines of lots fronting on the eastern side of Neilson Drive and the prolongation thereof to the centreline of Highway 7;

thence southwesterly along the centreline of Highway 7 to the northern prolongation of the eastern boundary of PID 40150567, also known as Nova Scotia Home for Coloured Children;

thence southerly along the eastern boundary of PID 40150567, and the southern prolongation thereof to the southern boundary of a right-of-way, said boundary also being the northern boundary of the southern portion of PID 40150567;

thence southwesterly along the southern boundary of a right-of-way, said boundary also being the northern boundary of the southern portion of PID 40150567 and the northern boundary of the southern portion of PID 00650762 to Broom Lake Brook, a watercourse flowing southerly from Broom Lake;

thence southerly along Broom Lake Brook to Cole Harbour;

thence southeasterly through Cole Harbour to the centreline of the former railroad right-of-way currently known as the Salt Marsh Trail;

thence westerly and southwesterly along the centreline of said right-of-way to a watercourse flowing southerly from Morris Lake;

thence northerly along said watercourse to Morris Lake;

thence northerly along the eastern shore of Morris Lake to the northern boundary of Cole Harbour Indian Reserve Number 30;

thence northeasterly along the northern boundary of Cole Harbour Indian Reserve Number 30 to the centreline of Caldwell Road;

thence northerly along the centreline of Caldwell Road to the centreline of Cole Harbour Road;

thence easterly along the centreline of Cole Harbour Road to the centreline of Forest Hills Parkway;

thence northerly along the centreline of Forest Hills Parkway to the point of beginning.

District 5 Dartmouth Centre

Beginning at the point of intersection of the centreline of the Canadian National Railway right-of-way and the southern prolongation of the centreline of Old Ferry Road;

thence southerly along the centreline of said right-of-way to the northern boundary of PID 00130492, also known as lands of the Canadian Coast Guard;

thence westerly along the northern boundary of PID 00130492 and the western prolongation thereof to the former City of Dartmouth boundary;

thence northerly and westerly along the former City of Dartmouth boundary to the centreline of the Angus L. Macdonald Bridge;

thence northeasterly along the centreline of the Angus L. Macdonald Bridge and the northeastern prolongation of the centreline of the Angus L. Macdonald Bridge to the centreline of Wyse Road;

thence southeasterly along the centreline of Wyse Road to the centreline of Thistle Street;

thence northeasterly along the centreline of Thistle Street to the centreline of Slayter Street;

thence northwesterly along the centreline of Slayter Street to the southwestern prolongation of the rear line of lots fronting on the northwestern side of Thistle Street;

thence northeasterly along the rear line of lots fronting on the northwestern side of Thistle Street to the southernmost corner of PID 00043794, also known as Brightwood Golf Country Club;

thence northeasterly, northwesterly and southwesterly along the southeastern, northeastern and northwestern boundaries of PID 00043794 and the southwestern prolongation thereof to the centreline of Woodland Avenue;

thence northeasterly along the centreline of Woodland Avenue to the centreline of Highway 111;

thence southeasterly along the centreline of Highway 111 to the southeastern prolongation of the northern boundary of PID 41208729, said boundary also being the northern limit of Woodside Industrial Park;

thence northwesterly along the northern boundary of PID 41208729 and PID 40771198, said boundary also being the northern limit of Woodside Industrial Park, to the northernmost corner thereof;

thence northwesterly along the rear line of lots fronting on the southwestern side of Gaston Road to the northernmost corner of PID 40290504;

thence southwesterly along the northwestern boundary of PID 40290504 and the southwestern boundary of PID 00632612 to the southernmost corner thereof;

thence northwesterly along the southwestern boundary of PID 00632612 to the westernmost corner thereof;

thence southwesterly and northwesterly along the rear line of lots fronting on the southern end and southeastern side of Regency Drive to the most southwestern corner of PID 40318149, also known as St. Clement's Church;

thence northwesterly and northerly along the southwestern and western boundary of PID 40318149 to the rear line of lots fronting on the southwestern side of Gaston Road;

thence northwesterly along the rear line of lots fronting on the southwestern side of Gaston Road to the westernmost corner of PID 40318081;

thence northeasterly along the northwestern boundary of PID 40318081 to the northernmost corner thereof;

thence northeasterly to the intersection of the centreline of Gaston Road and the centreline of Portland Street;

thence southwesterly along the centreline of Portland Street to the centreline of Old Ferry Road;

thence southwesterly along the centreline of Old Ferry Road and the southern prolongation thereof to the point of beginning.

District 6 East Dartmouth - the Lakes

Beginning at the intersection of the centreline of Braemar Drive and the centreline of Highway 111;

thence northerly along the centreline of Highway 111 to the centreline of Highway 118;

thence northeasterly along the centreline of Highway 118 to the centreline of Forest Hills Extension;

thence northeasterly along the centreline of Forest Hills Extension to the southwestern boundary of PID 00276444;

thence northwesterly and northeasterly along the southwestern and northwestern boundary of PID 00276444 and the northeastern prolongation thereof to the centreline of Waverley Road;

thence southerly along the centreline of Waverley Road to the western prolongation of the southern boundary of PID 00276329;

thence northeasterly along the southeastern boundary of PID 00276329 to the western boundary of PID 40225146;

thence northeasterly and northwesterly along the southern and eastern boundary of PID 40225146 to the westernmost corner of PID 40164683;

thence northeasterly along the northern boundary of PID 40164683 and the northeastern prolongation thereof to Lake Major;

thence southerly through Lake Major to the eastern prolongation of the northern boundary of PID 40225591;

thence southwesterly along the northern boundary of PID 40225591 and the eastern prolongation thereof to the easternmost corner of PID 00274225;

thence northwesterly and southwesterly along the northeastern and northwestern boundary of PID 00274225 and the southwestern prolongation thereof to the centreline of Montague Road;

thence southwesterly along the southeastern boundary of PID 00249706 and the prolongations thereof to the centreline of Forest Hills Parkway Extension (107 Bypass);

thence southerly along the centreline of Forest Hills Parkway Extension (107 Bypass) to the centreline of Main Street;

thence westerly along the centreline of Main Street to the centreline of Woodlawn Road;

thence southerly along the centreline of Woodlawn Road to the centreline of Mount Edward Road;

thence easterly along the centreline of Mount Edward Road to the centreline of Spring Avenue;

thence southerly along the centreline of Spring Avenue to the centreline of Portland Street;

thence westerly along the centreline of Portland Street to the centreline of Highway 111;

thence northerly along the centreline of Highway 111 to the point of beginning.

District 7
Portland - East Woodlawn

Beginning at the intersection of Cole Harbour Road and Caldwell Road;

thence southerly along the centreline of Caldwell Road to the northern boundary of Cole Harbour Indian Reserve Number 30;

thence southwesterly along the northern boundary of Cole Harbour Indian Reserve Number 30 to the eastern shore of Morris Lake;

thence northwesterly through Morris Lake to the northeastern corner of PID 00248526;

thence generally southwesterly and northwesterly along the northern and northwestern boundary of PID 00248526 to the southernmost corner of PID 41212473;

thence northwesterly along the southwestern boundary of PID 41212473 and PID 41240524 and the northwestern prolongation thereof to the centreline of Highway 111;

thence northerly along the centreline of Highway 111 to the centreline of Portland Street;

thence easterly along the centreline of Portland Street to the centreline of Spring Avenue;

thence northerly along the centreline of Spring Avenue to the centreline of Mount Edward Road;

thence westerly along the centreline of Mount Edward Road to the centreline of Woodlawn Road;

thence northerly along the centreline of Woodlawn Road to the centreline of Main Street;

thence easterly along the centreline of Main Street to the centreline of Forest Hills Parkway;

thence southerly along the centreline of Forest Hills Parkway to the centreline of Cole Harbour Road;

thence westerly along the centreline of Cole Harbour Road to the point of beginning.

District 8
Woodside - Eastern Passage

Beginning at the intersection of the centreline of the Canadian National Railway right-of-way and the prolongation southerly of the centreline of Old Ferry Road;

thence easterly along the centreline of Old Ferry Road to the centreline of Portland Street;

thence easterly along the centreline of Portland Street to the centreline of Gaston Road;

thence southeasterly to the northernmost corner of PID 40318081;

thence southwesterly along the northwestern boundary of PID 40318081 to the rear line of lots fronting on the southwestern side of Gaston Road;

thence southeasterly along the rear line of lots fronting on the southwestern side of Gaston Road to a northwestern corner of PID 40318149, also known as St. Clement's Church;

thence southerly and southeasterly along the western and southwestern boundary of PID 40318149 to the southernmost corner thereof;

thence southeasterly and northeasterly along the rear line of lots fronting on the southern end and southeastern side of Regency Drive to the westernmost corner of PID 00632612;

thence southeasterly along the southwestern boundary of PID 00632612 to the southernmost corner thereof;

thence northeasterly along the southeastern boundary of PID 00632612 and the northwestern boundary of PID 40290504 to the northernmost corner thereof;

thence southeasterly along the rear line of lots fronting on the southwestern side of Gaston Road to the northernmost corner of PID 40771198, said boundary being also the northern limit of Woodside Industrial Park;

thence southeasterly along the northern boundary of PID 40771198 and PID 41208729, said boundary being also the northern limit of Woodside Industrial Park, and the southeastern prolongation thereof to the centreline of Highway 111;

thence southwesterly along the centreline of Highway 111 to the northwestern prolongation of the southwestern boundary of PID 41240524;

thence southeasterly along the southwestern boundary of PID 41240524 and PID 41212473 to the northwestern boundary of PID 00248526;

thence northeasterly and easterly along the northwestern and northern boundary of PID 00248526 to the western shore of Morris Lake;

thence southeasterly through Morris Lake to the intersection of the eastern shore of Morris Lake and the northern boundary of Cole Harbour Indian Reserve Number 30;

thence southeasterly along the shore of Morris Lake to the watercourse south of Atholea Drive flowing southerly from Morris Lake;

thence southeasterly along said watercourse to the former railroad right-of-way currently known as the Salt Marsh Trail;

thence northeasterly and easterly along said right-of-way to Cole Harbour;

thence southerly, westerly and northerly through the Atlantic Ocean, including offshore islands, to the former City of Dartmouth boundary and following said boundary to the western prolongation of the northern boundary of PID 00130492, also known as lands of the Canadian Coast Guard;

thence easterly along the western prolongation of the northern boundary of PID 00130492, the northern boundary of PID 00130492 and the northeastern prolongation thereof to the centreline of the Canadian National Railway right-of-way;

thence northerly along the centreline of said right-of-way to the point of beginning.

District 8 includes McNab's Island, Lawlor's Island and Devil's Island.

District 9 **Albro Lake - Harbourview**

Beginning at the intersection of the centreline of Woodland Avenue and the centreline of Highway 118;

thence southwesterly along the centreline of Woodland Avenue to the southwestern prolongation of the northwestern boundary of PID 00043794, also known as Brightwood Golf Country Club;

thence northeasterly, southeasterly and southwesterly along the northwestern, northeastern and southeastern boundary of PID 00043794 to the southernmost corner thereof;

thence southwesterly along the rear line of lots fronting on the northwestern side of Thistle Street and the southwestern prolongation thereof to the centreline of Slayter Street;

thence southeasterly along the centreline of Slayter Street to the centreline of Thistle Street;

thence southwesterly along the centreline of Thistle Street to the centreline of Wyse Road;

thence northwesterly along the centreline of Wyse Road to the northeastern prolongation of the centreline of the Angus L. Macdonald Bridge;

thence southwesterly along the centreline of the Angus L. Macdonald Bridge to the former City of Dartmouth boundary;

thence northerly and easterly along the former City of Dartmouth boundary to the northern boundary of PID 41072539;

thence easterly along the northern boundary of PID 41072539 to the centreline of Highway 118;

thence southerly along the centreline of Highway 118 to the point of beginning.

District 10
Clayton Park West

Beginning at the intersection of the centreline of Bicentennial Drive with the western prolongation of the centreline of Main Avenue;

thence southeasterly along the centreline of Bicentennial Drive to the centreline of Highway 103;

thence southwesterly along the centreline of Highway 103 to the centreline of St. Margarets Bay Road;

thence northerly and westerly along the centreline of St. Margarets Bay Road to the southern prolongation of a western limit of PID 41101551, being also a western limit of the former City of Halifax and the present western limit of Halifax Business Park - Bayers Lake Area;

thence northerly along the various western boundaries of Halifax Business Park - Bayers Lake Area being also a western boundary of the former City of Halifax to the western prolongation of the southeastern boundary of PID 00323154, also known as lands of Sisters of Charity, said boundary also being the northern limit of Halifax Business Park - Bayers Lake Area;

thence northeasterly along the said southeastern boundary of PID 00323154 and the northeastern prolongation thereof to the centreline of Bicentennial Drive;

thence northerly along the centreline of the Bicentennial Drive to the northern prolongation of the eastern boundary of Mainland North Linear Park (PID 40541690);

thence southerly along the eastern boundary of Mainland North Linear Park (PID 40541690) to the centreline of Farnham Gate Road;

thence easterly along the centreline of Farnham Gate Road to the centreline of Dunbrack Street;

thence southerly along the centreline of Dunbrack Street to the centreline of Main Avenue;

thence southwesterly along the centreline of Main Avenue and the western prolongation thereof to the point of beginning.

District 11
Halifax North End

Beginning at the intersection of the centreline of Canadian Government Railway - Bedford Subdivision with the northeastern prolongation of the rear boundary of lots fronting on the northwest side of Vimy Avenue;

thence northeasterly to a point at Latitude 44° 41' 00" N, Longitude 63° 37' 33" W;

thence southeasterly to a point at Latitude 44° 40' 37" N, Longitude 63° 36' 35" W;

thence southeasterly to a point at Latitude 44° 40' 28" N, Longitude 63° 35' 58" W;

thence southeasterly to a point at Latitude 44° 39' 51" N, Longitude 63° 35' 09" W;

thence southeasterly on a line towards a point at Latitude 44° 39' 40" N, Longitude 63° 34' 29" W until it intersects the northeastern prolongation of the centreline of North Street;

thence southwesterly along said northeastern prolongation of the centreline of North Street and continuing southwesterly along the centreline of North Street to the centreline of Robie Street;

thence northwesterly along the centreline of Robie Street to the centreline of Young Street;

thence southwesterly along the centreline of Young Street to the centreline of Windsor Street;

thence northwesterly along the centreline of Windsor Street to the centreline of Bayers Road;

thence southwesterly and westerly along the centreline of Bayers Road to the centreline of Halifax Ocean Terminal Railway;

thence northerly along the centreline of Halifax Ocean Terminal Railway to the centreline of Canadian Government Railway - Bedford Subdivision near the Fairview Overpass;

thence northwesterly along the centreline of Canadian Government Railway - Bedford Subdivision to the point of beginning.

District 12 Halifax Downtown

Beginning at the intersection of the centreline of North Street and the centreline of Robie Street;

thence northeasterly along the centreline of North Street and the northeastern prolongation thereof to a line between a point at Latitude 44° 39' 51" N, Longitude 63° 35' 09" W and a point at Latitude 44° 39' 40" N, Longitude 63° 34' 29" W;

thence southeasterly to a point at Latitude 44° 39' 40" N, Longitude 63° 34' 29" W;

thence southerly to a point at Latitude 44° 38' 41" N, Longitude 63° 33' 21" W;

thence southerly on a line towards a point at Latitude 44° 37' 40" N, Longitude 63° 32' 53" W until it intersects a line perpendicular to the centreline of the southernmost portion of Barrington Street drawn from the southernmost endpoint of the centreline of Barrington Street;

thence westerly along said line perpendicular to Barrington Street to the southernmost endpoint of the centreline of Barrington Street;

thence northerly along the said centreline of Barrington Street to the centreline of Inglis Street;

thence southwesterly along the centreline of Inglis Street to the centreline of Victoria Road;

thence northwesterly along the centreline of Victoria Road to the centreline of Queen Street;

thence northerly along the centreline of Queen Street to the centreline of South Street;

thence westerly along the centreline of South Street to the centreline of Robie Street;

thence northerly along the centreline of Robie Street to the point of beginning.

District 13

Northwest Arm - South End

Beginning at the intersection of the centreline of Robie Street and the centreline of Quinpool Road;

thence southerly along the centreline of Robie Street to the centreline of South Street;

thence easterly along the centreline of South Street to the centreline of Queen Street;

thence southerly along the centreline of Queen Street to the centreline of Victoria Road;

thence southeasterly along the centreline of Victoria Road to the centreline of Inglis Street;

thence easterly along the centreline of Inglis Street to the centreline of Barrington Street;

thence southerly along the centreline of Barrington Street to the southernmost end point of the centreline of Barrington Street;

thence easterly on a line perpendicular to the said centreline of the southernmost portion of Barrington Street to a line between a point at Latitude 44° 38' 41" N, Longitude 63° 33' 21" W and a point at Latitude 44° 37' 40" N, Longitude 63° 32' 53" W;

thence southerly to a point at Latitude 44° 37' 40" N, Longitude 63° 32' 53" W;

thence southwesterly to a point at Latitude 44° 36' 39" N, Longitude 63° 33' 15" W;

thence westerly to a point at Latitude 44° 36' 37" N, Longitude 63° 33' 35" W;

thence northwesterly along the centreline of Northwest Arm to a point due south of the southeastern corner of Horseshoe Island Park;

thence due north to the southeast corner of Horseshoe Island Park;

thence northwesterly along the northeast boundary of Horseshoe Island Park and the prolongation thereof to the centreline of Quinpool Road;

thence easterly along the centreline of Quinpool Road to the point of beginning.

District 13 includes Sable Island.

District 14

Connaught - Quinpool

Beginning at the centre of the Armdale Rotary;

thence northeasterly along the centreline of Chebucto Road to the centreline of Halifax Ocean Terminal Railway;

thence northwesterly and northerly along the centreline of Halifax Ocean Terminal Railway to the centreline of Bayers Road;

thence easterly and northeasterly along the centreline of Bayers Road to the centreline of Windsor Street;

thence southeasterly along the centreline of Windsor Street to the centreline of Young Street;

thence northeasterly along the centreline of Young Street to the centreline of Robie Street;

thence southeasterly and southerly along the centreline of Robie Street to the centreline of Quinpool Road;

thence southwesterly along the centreline of Quinpool Road to the northwestern prolongation of the northeastern boundary of Horseshoe Island Park;

thence southeasterly along the northeastern boundary of Horseshoe Island Park to the southeast corner of Horseshoe Island Park;

thence due south to the centreline of Northwest Arm;

thence northwesterly along the centreline of Northwest Arm to the point of beginning.

District 15 Fairview - Clayton Park

Beginning at the intersection of the centreline of Bicentennial Drive with the centreline of the southwestern prolongation of the centreline of Main Avenue;

thence northeasterly along the centreline of the southwestern prolongation of Main Avenue and continuing along the centreline of Main Avenue to the centreline of Dunbrack Street;

thence northerly along the centreline of Dunbrack Street to the centreline of Lacewood Drive;

thence easterly along the centreline of Lacewood Drive to the centreline of Vimy Avenue;

thence northeasterly along the centreline of Vimy Avenue to the southern prolongation of the western boundary of PID 00189324, also known as Centennial Arena;

thence northwesterly along the western boundary of PID 00189324 to the rear line of lots fronting on the northwestern side of Vimy Avenue;

thence northeasterly along the rear line of lots fronting on the northwestern side of Vimy Avenue and the prolongation thereof across Bedford Highway to the centreline of Canadian Government Railway - Bedford Subdivision;

thence southeasterly along the centreline of Canadian Government Railway - Bedford Subdivision to the centreline of Halifax Ocean Terminal Railway near the Fairview Overpass;

thence southeasterly and southerly along the centreline of Halifax Ocean Terminal Railway to the centreline of Chebucto Road;

thence southwesterly along the centreline of Chebucto Road to the centre of the Armdale Rotary;

thence northwesterly and northerly along the centreline of Joseph Howe Drive to the centreline of Bicentennial Drive;

thence westerly along the centreline of Bicentennial Drive to the point of beginning.

District 16
Rockingham - Wentworth

Beginning at the intersection of the centreline of Dunbrack Street and the centreline of Farnham Gate Road;

thence southeasterly along the centreline of Dunbrack Street to the centreline of Lacewood Drive;

thence easterly along the centreline of Lacewood Drive to the centreline of Vimy Avenue;

thence northeasterly along the centreline of Vimy Avenue to the southern prolongation of the western boundary of PID 00189324, also known as Centennial Arena;

thence northwesterly along the western boundary of PID 00189324 to the rear line of lots fronting on the northwestern side of Vimy Avenue;

thence northeasterly along the rear line of lots fronting on the northwestern side of Vimy Avenue and the prolongation thereof across Bedford Highway to the centreline of Canadian Government Railway - Bedford Subdivision;

thence northeasterly toward a point at Latitude 44° 41' 00" N, Longitude 63° 37' 33" W to a point 300' easterly from and parallel to the western shore of Bedford Basin;

thence northwesterly and northerly along a line 300' easterly from and parallel to the western shore of Bedford Basin to the eastern prolongation of the northern boundary of the Fernleigh property, said boundary being the northern limit of the former City of Halifax;

thence southwesterly along the said eastern prolongation of the northern boundary of the Fernleigh property to the shore of Bedford Basin, across Bedford Highway and continuing southwesterly along the northern limit of the former City of Halifax, being the northwestern boundary of PIDs 40313652 and 00288308, to the rear lot line of lots fronting on Rochdale Place;

thence generally southeasterly and southwesterly along the rear lot lines of lots fronting on Rochdale Place to the northern limit of the former City of Halifax, being the southwestern prolongation of the northwestern boundary of PID 00288308;

thence southwesterly along the northern limit of the former City of Halifax to the rear lot line of lots fronting on Worthington Place;

thence generally southerly and southwesterly along the rear lot lines of lots fronting on Worthington Place to the northern limit of the former City of Halifax, being the northwestern boundary of PID 00288316;

thence southwesterly along the northern limit of the former City of Halifax being the northwestern boundary of PIDs 00288316 and 00289165, and the southwestern prolongation thereof, across Bicentennial Drive, Kearney Lake Road and Kearney Lake to the eastern boundary of the NSPI Lakeside-Lucasville Road Transmission Line right-of-way;

thence southwesterly and southeasterly along the eastern boundary of the NSPI Lakeside-Lucasville Road Transmission Line right-of-way to the northwestern boundary of Lakeside Industrial Park;

thence northerly and northeasterly along the northwestern and northern boundary of Lakeside Industrial Park to the western boundary of Halifax Business Park - Bayers Lake area, being also a western boundary of the former City of Halifax to the western prolongation of the southeastern boundary of PID 00323154, also known as lands of Sisters of Charity, said boundary also being the northern limit of Halifax Business Park - Bayers Lake Area;

thence northeasterly along the said southeastern boundary of PID 00323154 and the northeastern prolongation thereof to the centreline of Bicentennial Drive;

thence northerly along the centreline of the Bicentennial Drive to the northern prolongation of the eastern boundary of Mainland North Linear Park (PID 40541690);

thence southerly along the eastern boundary of Mainland North Linear Park (PID 40541690) to the centreline of Farnham Gate Road;

thence easterly along the centreline of Farnham Gate Road to the point of beginning.

District 17 Purcell's Cove - Armdale

Beginning at the intersection of the centreline of Bicentennial Drive and the centreline of Northwest Arm Drive;

thence easterly along the centreline of Bicentennial Drive to the centreline of Joseph Howe Drive;

thence southerly along the centreline of Joseph Howe Drive to the centre of the Armdale Rotary;

thence southeasterly along the centreline of Northwest Arm to a point at Latitude 44° 36' 37" N, Longitude 63° 33' 35" W;

thence southwesterly following the former City of Halifax boundary to the point where the southeastern boundary of the William Russell Grant meets the shore of Halifax Harbour being the easternmost corner of PID 40091837;

thence southwesterly, southeasterly and southwesterly along the southeastern boundaries of PID 40091837 to the southernmost corner thereof;

thence southwesterly to the easternmost corner of PID 00337147 on the southeastern boundary of the William Russell Grant;

thence southwesterly following the former City of Halifax boundary along the southeastern boundary of the William Russell Grant, being the southeastern boundary of PID 00337147 to the southernmost corner thereof, near Duck Pond, said point being a corner of PID 40601023;

thence northwesterly along the northeastern boundary of PID 40601023 and PID 00284760, across Flat Lake, to the western shore of Colpitt Lake;

thence northerly along the western and northern shore of Colpitt Lake to the boundary between PID 00052407 and PID 00323147;

thence northeasterly and northwesterly along the southeastern and northeastern boundary of PID 00323147 to the western shore of Williams Lake;

thence northwesterly along the western shore of Williams Lake to the centreline of a brook at the westernmost end of Williams Lake marking the common boundary between lots fronting on Acorn Road and Willowdale Terrace;

thence westerly along the centreline of said brook to the rear line of lots fronting on the east side of Rainforth Avenue;

thence northwesterly along the said rear line of lots fronting on the east side of Rainforth Avenue and the prolongation northwesterly thereof to the centreline of Williams Lake Road;

thence southwesterly along the centreline of Williams Lake Road to the southern prolongation of the boundary between PID 41211426 and PID 00310342;

thence northerly along the southern prolongation of the boundary between PID 41211426 and PID 00310342, the boundary between PID 41211426 and PID 00310342 and the northern prolongation thereof to the northeastern prolongation of the northwestern boundary of PID 40883993 (Civic 48 Joyce Avenue);

thence southwesterly along the rear lot lines of lots fronting on the northwestern side of Joyce Avenue to the rear line of lots fronting on the east side of Aurora Avenue;

thence northerly along the rear line of lots fronting on the east side of Aurora Avenue to the centreline of the walkway between Towerview Drive and Seaview Avenue;

thence westerly along the centreline of the walkway between Towerview Drive and Seaview Avenue and the western prolongation thereof to the centreline of Seaview Avenue;

thence westerly along the centreline of Seaview Avenue to the centreline of Circle Drive;

thence southerly along the centreline of Circle Drive to the centreline of McMullen Road;

thence westerly along the centreline of McMullen Road to the centreline of Herring Cove Road;

thence northerly along the centreline of Herring Cove Road to the southeastern prolongation of the rear line of lots fronting on the southwest side of Punch Bowl Drive;

thence northwesterly along the rear line of lots fronting on the southwest side of Punch Bowl Drive to the southeastern boundary of PID 00313189;

thence southwesterly, southeasterly and southwesterly along the southeastern boundaries of PID 00313189 to the rear line of lots fronting on the west side of Penny Avenue;

thence southerly along the said rear line of lots fronting on the west side of Penny Avenue and the southern prolongation thereof to the centreline of Old Sambro Road;

thence southwesterly along the centreline of Old Sambro Road to the centreline of North West Arm Drive;

thence northerly along the centreline of Northwest Arm Drive to the point of beginning.

District 18
Spryfield - Herring Cove

Beginning in Halifax Harbour at the southern limit of the former City of Halifax;

thence southwesterly following the former City of Halifax boundary to the point where the southeastern boundary of the William Russell Grant meets the shore of Halifax Harbour being the easternmost corner of PID 40091837;

thence southwesterly, southeasterly and southwesterly along the southeastern boundaries of PID 40091837 to the southernmost corner thereof;

thence southwesterly to the easternmost corner of PID 00337147 on the southeastern boundary of the William Russell Grant;

thence southwesterly following the former City of Halifax boundary along the southeastern boundary of the William Russell Grant being the southeastern boundary of PID 00337147 to the southernmost corner thereof, near Duck Pond, said point being a corner of PID 40601023;

thence northwesterly along the northeastern boundary of PID 40601023 and PID 00284760, across Flat Lake, to the western shore of Colpitt Lake;

thence northerly along the western and northern shore of Colpitt Lake to the boundary between PID 00052407 and PID 00323147;

thence northeasterly and northwesterly along the southeastern and northeastern boundary of PID 00323147 to the western shore of Williams Lake;

thence northwesterly along the western shore of Williams Lake to the centreline of a brook at the westernmost end of Williams Lake marking the common boundary between lots fronting on Acorn Road and Willowdale Terrace;

thence westerly along the centreline of said brook to the rear line of lots fronting on the east side of Rainforth Avenue;

thence northwesterly along the said rear line of lots fronting on the east side of Rainforth Avenue and the prolongation northwesterly thereof to the centreline of Williams Lake Road;

thence southwesterly along the centreline of Williams Lake Road to the southern prolongation of the boundary between PID 41211426 and PID 00310342;

thence northerly along the southern prolongation of the boundary between PID 41211426 and PID 00310342, the boundary between PID 41211426 and PID 00310342 and the northern prolongation thereof to the northeastern prolongation of the northwestern boundary of PID 40883993 (Civic 48 Joyce Avenue);

thence southwesterly along the rear line of lots fronting on the northwestern side of Joyce Avenue to the rear line of lots fronting on the east side of Aurora Avenue;

thence northerly along the rear line of lots fronting on the east side of Aurora Avenue to the centreline of the walkway between Towerview Drive and Seaview Avenue;

thence westerly along the centreline of the walkway between Towerview Drive and Seaview Avenue and the western prolongation thereof to the centreline of Seaview Avenue;

thence westerly along the centreline of Seaview Avenue to the centreline of Circle Drive;

thence southerly along the centreline of Circle Drive to the centreline of McMullen Road;

thence westerly along the centreline of McMullen Road to the centreline of Herring Cove Road;

thence northerly along the centreline of Herring Cove Road to the southeastern prolongation of the rear line of lots fronting on the southwest side of Punch Bowl Drive;

thence northwesterly along the rear line of lots fronting on the southwest side of Punch Bowl Drive to the southeastern boundary of PID 00313189;

thence southwesterly, southeasterly and southwesterly along the southeastern boundaries of PID 00313189 to the rear line of lots fronting on the west side of Penny Avenue;

thence southerly along the said rear line of lots fronting on the west side of Penny Avenue and the prolongation southerly thereof to the centreline of Old Sambro Road;

thence southwesterly along the centreline of Old Sambro Road to the centreline of Northwest Arm Drive;

thence northerly along the centreline of Northwest Arm Drive to the centreline of Bicentennial Drive;

thence westerly along the centreline of Bicentennial Drive to the centreline of Highway 103;

thence southwesterly and westerly along the centreline of Highway 103 to the centreline of St Margarets Bay Road;

thence southeasterly along the centreline of St Margarets Bay Road to the centreline of Prospect Road;

thence southerly in a straight line to the easternmost corner of PID 40600728, also known as Exhibition Park;

thence southwesterly in a straight line to the easternmost corner of PID 00066142;

thence southerly in a straight line to the easternmost corner of PID 40260770;

thence southwesterly along the southeastern boundary of PID 40260770 to the southernmost corner thereof;

thence southerly to the most eastern corner of PID 00568329;

thence southwesterly along the southeastern boundary of PID 00568329 to the northeastern boundary of PID 00568337;

thence southeasterly and southwesterly along the northeastern and southeastern boundary of PID 00568337 to the southernmost corner thereof;

thence southwesterly along the southwestern prolongation of the southeastern boundary of PID 00568337 to a point due north of the northernmost corner of PID 00650184;

thence due south to the northernmost corner of PID 00650184;

thence southeasterly and southwesterly along the northwestern and southwestern boundary of PID 00650184 to the southernmost corner thereof, being also the easternmost point of PID 40306607;

thence westerly along the southern boundary of PID 40306607 to the northeastern corner of PID 00650143;

thence southerly and westerly along the eastern and southern boundary of PID 00650143 to the southernmost corner thereof;

thence southwesterly to the northernmost corner of PID 00385070;

thence southwesterly and southeasterly along the northwestern and southwestern boundary of PID 00385070, and continuing along the western, southwestern and southeastern boundary of PID 00385278 to the southwestern boundary of PID 00385245;

thence southeasterly along the southwestern boundary of PID 00385245 to the southernmost corner thereof;

thence southeasterly to the northernmost corner of PID 00650101;

thence southeasterly along the northeastern boundary of PID 00650101, also being the southwestern boundary of PID 00385005 to the northwestern boundary of PID 40033888;

thence northeasterly along a portion of the northwestern boundary of PID 40033888 to the northernmost corner thereof;

thence southeasterly along the northeastern boundary of PID 40033888 to the easternmost corner thereof;

thence southwesterly along the southeastern boundary of PID 40033888 to the southernmost corner thereof;

thence southeasterly to the southwestern corner of PID 00397935;

thence southeasterly to the northwestern corner of PID 40794703;

thence southerly along the southwestern boundary of PID 40794703 to Pennant Bay;

thence generally southwesterly, southerly, easterly and northerly through the Atlantic Ocean, and including all offshore islands, to the point of beginning.

District 19 Middle & Upper Sackville - Lucasville

Beginning at the intersection of the centreline of the Canadian National Railway right-of-way and the Hants County boundary;

thence southerly and easterly along the centreline of the Canadian National Railway right-of-way to the northeastern prolongation of the western boundary of PID 40015125;

thence southwesterly along the western boundary of PID 40015125 to the westernmost corner thereof;

thence easterly along the southern boundary of PID 40015125 to the westernmost corner of PID 40015364;

thence easterly along the southern boundary of PID 40015364 to the northwestern corner of PID 41018235;

thence southwesterly, southerly and generally easterly to the northwestern boundary of PID 41114547;

thence southwesterly and southerly along the northwestern and western boundary of PID 41114547 and the prolongation thereof to the centreline of Millwood Drive;

thence easterly along the centreline of Millwood Drive to the centreline of Beaver Bank Road;

thence northerly to the western prolongation of the southern boundary of PID 40819443 (Civic 207 Beaver Bank Road);

thence easterly along the southern boundary of PID 40819443 to the western boundary of PID 40818700, also known as Faith United Baptist Church (Civic 299 Stokil Drive);

thence northeasterly along the western boundary of PID 40818700 to the rear lot line of lots fronting on the south side of Haddad Drive;

thence northwesterly and northeasterly along the rear lot line of lots fronting on Haddad Drive to the westernmost corner of PID 40485252;

thence northerly along the western boundary of PID 40485252 to the northernmost corner thereof;

thence easterly to the centreline of the Canadian National Railway right-of-way;

thence southeasterly and easterly along the centreline of the Canadian National Railway right-of-way to its intersection with the northeastern prolongation of the centreline of Stokil Drive;

thence southwesterly along the northeastern prolongation of the centreline of Stokil Drive and the centreline of Stokil Drive to the northeastern prolongation of PID 40013435;

thence southwesterly, southeasterly and northeasterly along the western, southwestern and southeastern boundaries of PID 40013435 to the northernmost corner of PID 40013468;

thence southeasterly along the northeastern boundary of PID 40013468 to the northernmost corner of PID 40277246, being also on the rear line of lots fronting on the west side of Riverside Drive;

thence southwesterly along the rear line of lots fronting on the west side of Riverside Drive and the southwestern prolongation thereof to the centreline of Glendale Drive;

thence westerly along the centreline of Glendale Drive to the centreline of Beaver Bank Road;

thence southerly along the centreline of Beaver Bank Road and the southern prolongation thereof to the Sackville River;

thence southerly along the Sackville River to the northwestern boundary of PID 00648303;

thence southwesterly along the northwestern boundary of PID 00648303 to the northernmost corner of PID 41178773;

thence southwesterly along the northwestern boundary of PID 41178773 to the westernmost corner thereof, being also a corner of PID 00648303;

thence southwesterly and southeasterly along the northwestern and southwestern boundary of PID 00648303 to the northern boundary of PID 00422857;

thence southwesterly along the northwestern boundary of PID 00422857, PID 00423616 and PID 00423525 and the southwestern prolongation thereof to the centreline of Hammonds Plains Road;

thence northwesterly along the northeastern boundary of the Pockwock Water Main right-of-way owned by Halifax Water, formerly the Halifax Regional Water Commission, to the eastern boundary of PID 40203606;

thence northeasterly along the southeastern boundaries of PID 40203606, PID 40825564 and PID 40825572 to the easternmost corner of PID 40825572;

thence northwesterly along the northeastern boundary of PID 40825572 and a northeastern boundary of PID 40825549 to an angle therein;

thence northeasterly along an eastern boundary of PID 40825549 to McCabe Lake;

thence northerly through McCabe Lake and the Sackville River to the centreline of Highway 101;

thence northwesterly along the centreline of Highway 101 to the Hants County boundary;

thence northeasterly along the Hants County boundary to the point of beginning.

District 20 Lower Sackville

Beginning at the intersection of the southwestern prolongation of the centreline of Beaver Bank Road and the Sackville River;

thence northerly along the southwestern prolongation of the centreline of Beaver Bank Road and the centreline of Beaver Bank Road to the centreline of Glendale Drive;

thence easterly along the centreline of Glendale Drive to the southern prolongation of the rear line of lots fronting on the west side of Riverside Drive;

thence northerly along the rear line of lots fronting on the west side of Riverside Drive to the easternmost corner of PID 40013468;

thence northwesterly along the northeastern boundary of PID 40013468 to the southeastern boundary of PID 40013435;

thence southwesterly, northwesterly and northeasterly along the southeastern, southwestern and northwestern boundary of PID 40013435 and the northeastern prolongation thereof to the centreline of Stokil Drive;

thence northeasterly along the centreline of Stokil Drive and the northeastern prolongation thereof to the centreline of the Canadian National Railway right-of-way;

thence southeasterly along the centreline of the Canadian National Railway right-of-way to the northeastern prolongation of the northwestern boundary of PID 40856197;

thence southerly along the said northeastern prolongation and the northwestern and southwestern boundaries of PID 40856197 to Second Lake;

thence easterly through Second Lake to the northwestern prolongation of the western boundary of PID 40048241;

thence southeasterly along said prolongation and the western boundary of PID 40048241 and the southeastern prolongation thereof to the centreline of Cobequid Road;

thence easterly along the centreline of Cobequid Road to the northwestern prolongation of a line between the northernmost corner of PID 41022419 and the easternmost corner of PID 41026568;

thence southeasterly along a line between the northernmost corner of PID 41022419 and the easternmost corner of PID 41026568 and the prolongations thereof to the centreline of Bicentennial Highway;

thence southwesterly along the centreline of Bicentennial Highway to the centreline of Highway 101;

thence northwesterly along the centreline of Highway 101 to the Little Sackville River;

thence southerly to the Sackville River;

thence northwesterly along the Sackville River to the point of beginning.

District 21 Bedford

Beginning at the intersection of the western shore of Bedford Basin and the eastern prolongation of the northern boundary of the Fernleigh property, said boundary being the northern limit of the former City of Halifax;

thence southwesterly along the said eastern prolongation of the northern boundary of the Fernleigh property to the shore of Bedford Basin, across Bedford Highway and continuing southwesterly along the northern limit of the former City of Halifax, being the northwestern boundary of PIDs 40313652, 00288308, to the rear lot line of lots fronting on Rochdale Place;

thence generally southeasterly and southwesterly along the rear lot lines of lots fronting on Rochdale Place to the northern limit of the former City of Halifax, being the southwestern prolongation of the northwestern boundary of PID 00288308;

thence southwesterly along the northern limit of the former City of Halifax to the rear lot line of lots fronting on Worthington Place;

thence generally southerly and southwesterly along the rear lot lines of lots fronting on Worthington Place to the northern limit of the former City of Halifax, being the northwestern boundary of PID 00288316;

thence southwesterly along the northern limit of the former City of Halifax being the northwestern boundary of PIDs 00288316 and 00289165, and the southwestern prolongation thereof, across Bicentennial Drive and Kearney Lake Road to the centre of Kearney Lake;

thence northwesterly through the centre of Kearney Lake to the southernmost corner of PID 40054942;

thence northwesterly along the southwestern boundaries of PID 40054942 and PID 40729337 and the prolongation thereof to the centreline of Belle Street;

thence northeasterly along the centreline of Belle Street to the southeasterly prolongation of the southwestern boundary of PID 41075086;

thence northwesterly along the southwestern boundary of PID 41075086 to the westernmost corner thereof;

thence northwesterly to the southernmost corner of PID 00645382;

thence northwesterly along the southwestern boundaries of PID 00645382 and PID 40440778 to the westernmost corner thereof;

thence northeasterly along a portion of the northwestern boundary of PID 40440778 to the southernmost corner of PID 41055716;

thence northwesterly along the rear line of lots fronting on the southwestern side of Kearney Lake Road to the southwestern prolongation of the southwestern boundary of PID 41127721, being also the northwestern boundary of PID 00423525, also known as a Halifax Regional Municipality right-of-way;

thence northeasterly along said prolongation and continuing along the northwestern boundary of PID 00423525, PID 00423616, and PID 00422857 to the southwestern boundary of PID 00648303;

thence northwesterly and northeasterly along the southwestern and northwestern boundary of PID 00648303 to the westernmost corner of PID 41178773;

thence northeasterly along the northwestern boundary of PID 41178773 to the northernmost corner thereof, being also a corner of PID 00648303;

thence northeasterly along the northwestern boundary of PID 00648303 to the Sackville River;

thence southwesterly along the Sackville River to the southwestern boundary of Highway 101;

thence northerly to the centreline of Highway 101;

thence southeasterly along the centreline of Highway 101 to the centreline of Bicentennial Highway;

thence northeasterly along the centreline of Bicentennial Highway to the centreline of Sucker Brook;

thence southeasterly along the centreline of Sucker Brook to Rocky Lake;

thence southeasterly through Rocky Lake along a line 100' easterly from and parallel to the southwestern shore of Rocky Lake to the northeastern boundary of PID 40749814;

thence due south to the centreline of the Canadian National Railway;

thence southwesterly along the centreline of the Canadian National Railway to the overhead bridge or near the head of the Bedford Grade;

thence by a straight line to the intersection of the northeast boundary of PID 40114084 and the southern shore of Anderson Lake;

thence southeasterly along the northeastern boundary of PID 40114084 and the prolongation thereof to the centreline of the Canadian National Railway;

thence southwesterly along the centreline of the Canadian National Railway to the centreline of Anderson's Brook;

thence southwesterly following the centreline of Anderson's Brook to the shore of Bedford Basin;

thence westerly along the shore of Bedford Basin to the place of beginning.

**District 22
Timberlea - Prospect**

Beginning at the intersection of the centreline of Highway 103 and the centreline of St Margarets Bay Road;

thence southeasterly along the centreline of St Margarets Bay Road to the centreline of Prospect Road;

thence southerly in a straight line to the easternmost corner of PID 40600728, also known as Exhibition Park;

thence southwesterly in a straight line to the easternmost corner of PID 00066142;

thence southerly in a straight line to the easternmost corner of PID 40260770;

thence southwesterly along the southeastern boundary of PID 40260770 to the southernmost corner thereof;

thence southerly to the most eastern corner of PID 00568329;

thence southwesterly along the southeastern boundary of PID 00568329 to the northeastern boundary of PID 00568337;

thence southeasterly and southwesterly along the northeastern and southeastern boundary of PID 00568337 to the southernmost corner thereof;

thence southwesterly along the southwestern prolongation of the southeastern boundary of PID 00568337 to a point due north of the northernmost corner of PID 00650184;

thence due south to the northernmost corner of PID 00650184;

thence southeasterly and southwesterly along the northwestern and southwestern boundary of PID 00650184 to the southernmost corner thereof, being also the easternmost point of PID 40306607;

thence westerly along the southern boundary of PID 40306607 to the northeastern corner of PID 00650143;

thence southerly and westerly along the eastern and southern boundary of PID 00650143 to the southernmost corner thereof;

thence southwesterly to the northernmost corner of PID 00385070;

thence southwesterly and southeasterly along the northwestern and southwestern boundary of PID 00385070, and continuing along the western, southwestern and southeastern boundary of PID 00385278 to the southwestern boundary of PID 00385245;

thence southeasterly along the southwestern boundary of PID 00385245 to the southernmost corner thereof;

thence southeasterly to the northernmost corner of PID 00650101;

thence southeasterly along the northeastern boundary of PID 00650101, also being the southwestern boundary of PID 00385005, to the northwestern boundary of PID 40033888;

thence northeasterly along a portion of the northwestern boundary of PID 40033888 to the northernmost corner thereof;

thence southeasterly along the northeastern boundary of PID 40033888 to the easternmost corner thereof;

thence southwesterly along the southeastern boundary of PID 40033888 to the southernmost corner thereof;

thence southeasterly to the southwestern corner of PID 00397935;

thence southeasterly to the northwestern corner of PID 40794703;

thence southerly along the southwestern boundary of PID 40794703 to Pennant Bay;

thence generally westerly and northerly through the Atlantic Ocean, and including all offshore islands, to Woodens Cove between Frank George Island and Troop Island;

thence northeasterly along Woodens River through Arnolds Little Lake to Albert Bridge Lake and Millyard Lake, continuing along Gates Brook through Gates Lake to the southern prolongation of the centreline of Hubleys Lake Road;

thence northerly along the southern prolongation of the centreline of Hubleys Lake Road and the centreline of Hubleys Lake Road to the eastern prolongation of the southern boundary of PID 40055162;

thence westerly along the eastern prolongation of the southern boundary of PID 40055162 to the southwestern corner thereof;

thence northerly along the western boundary of PID 40055162 to the southeastern corner of PID 41258856 (Civic 274 Blackbear Circle);

thence northerly along the rear lot lines of lots fronting on the eastern side of Blackbear Circle to the northeastern corner of PID 41232778 (Civic 196 Blackbear Circle);

thence northerly to the southeastern corner of PID 41232786 (Civic 166 Blackbear Circle);

thence northerly along the rear lot lines of lots fronting on the eastern side of Blackbear Circle and the prolongation thereof to the centreline of Hubleys Road;

thence westerly along the centreline of Hubleys Road and the westerly prolongation thereof to the centreline of the former Canadian National Railway right-of-way (currently owned by NS Department of Natural Resources);

thence northwesterly along the centreline of the former Canadian National Railway right-of-way to the centreline of St Margarets Bay Road (Highway 3);

thence easterly along the centreline of St Margarets Bay Road (Highway 3) to the southern prolongation of the eastern boundary of PID 40229619;

thence northerly along the eastern boundary of PID 40229619 and the northern prolongation thereof to the centreline of Highway 103;

thence easterly along the centreline of Highway 103 to the brook from Upper Sheldrake Lake;

thence northeasterly along said brook through Upper Sheldrake Lake to Maple Lake;

thence easterly in a straight line to the eastern boundary of the NSPI Lakeside-Lucasville Road Transmission Line right-of-way, being also the northwestern limit of the former City of Halifax;

thence southerly and southeasterly along the eastern boundary of the NSPI Lakeside-Lucasville Road Transmission Line right-of-way to the northwestern boundary of Lakeside Industrial Park;

thence northerly and northeasterly along the northwestern and northern boundary of Lakeside Industrial Park to the western boundary of Halifax Business Park - Bayers Lake area, being also a western limit of the former City of Halifax;

thence easterly and southeasterly along the western boundary of Halifax Business Park - Bayers Lake area, being also a western limit of the former City of Halifax, to the centreline of Highway 103;

thence easterly along the centreline of Highway 103 to the point of beginning.

District 23 Hammonds Plains - St. Margarets

Beginning at the intersection of the centreline of Highway 101 and the Hants County boundary;

thence westerly along the Hants County boundary to the Lunenburg County boundary;

thence southeasterly along the Lunenburg County boundary to Hubbards Cove;

thence generally southerly and easterly, (including all offshore islands), between Frank George Island and Troop Island to Woodens Cove;

thence northeasterly along Woodens River through Arnolds Little Lake to Albert Bridge Lake and Millyard Lake, continuing along Gates Brook through Gates Lake to the southern prolongation of the centreline of Hubleys Lake Road;

thence northerly along the southern prolongation of the centreline of Hubleys Lake Road and the centreline of Hubleys Lake Road to the eastern prolongation of the southern boundary of PID 40055162;

thence westerly along the eastern prolongation of the southern boundary of PID 40055162 to the southwestern corner thereof;

thence northerly along the western boundary of PID 40055162 to the southeastern corner of PID 41258856 (Civic 274 Blackbear Circle);

thence northerly along the rear lot lines of lots fronting on the eastern side of Blackbear Circle to the northeastern corner of PID 41232778 (Civic 196 Blackbear Circle);

thence northerly to the southeastern corner of PID 41232786 (Civic 166 Blackbear Circle);

thence northerly along the rear lot lines of lots fronting on the eastern side of Blackbear Circle and the prolongation thereof to the centreline of Hubleys Road;

thence westerly along the centreline of Hubleys Road and the westerly prolongation thereof to the centreline of the former Canadian National Railway right-of-way (currently owned by NS Department of Natural Resources);

thence northwesterly along the centreline of the former Canadian National Railway right-of-way to the centreline of St Margarets Bay Road (Highway 3);

thence easterly along the centreline of St Margarets Bay Road (Highway 3) to the southern prolongation of the eastern boundary of PID 40229619;

thence northerly along the eastern boundary of PID 40229619 and the northern prolongation thereof to the centreline of Highway 103;

thence easterly along the centreline of Highway 103 to the brook from Upper Sheldrake Lake;

thence northeasterly along said brook through Upper Sheldrake Lake to Maple Lake;

thence easterly in a straight line to the eastern boundary of the NSPI Lakeside-Lucasville Road Transmission Line right-of-way, being also the northwestern limit of the former City of Halifax;

thence northeasterly along the northern limit of the former City of Halifax, being the northwestern boundary of PIDs 40313652, 00288308, 00288316 and 00289165, and the southwestern prolongation thereof, to the centre of Kearney Lake;

thence northwesterly through the centre of Kearney Lake to the southeasterly prolongation of the southwestern boundary of PID 40054942;

thence northwesterly along the southwestern boundaries of PID 40054942 and PID 40729337 and the prolongation thereof to the centreline of Belle Street;

thence northeasterly along the centreline of Belle Street to the southeasterly prolongation of the southwestern boundary of PID 41075086;

thence northwesterly along the southwestern boundary of PID 41075086 to the westernmost corner thereof;

thence northwesterly to the southernmost corner of PID 00645382;

thence northwesterly along the southwestern boundaries of PID 00645382 and PID 40440778 to the westernmost corner thereof;

thence northeasterly along a portion of the northwestern boundary of PID 40440778 to the southernmost corner of PID 41055716;

thence northwesterly along the rear line of lots fronting on the southwestern side of Kearney Lake Road and the northwestern prolongation thereof to the southwestern prolongation of the southeastern boundary of PID 41127721;

thence northeasterly along the southwestern prolongation of the southeastern boundary of PID 41127721 to the centreline of Hammonds Plains Road;

thence northwesterly along the northeastern boundary of the Pockwock Water Main right-of-way owned by Halifax Water, formerly the Halifax Regional Water Commission, to the eastern boundary of PID 40203606;

thence northeasterly along the southeastern boundaries of PID 40203606, PID 40825564 and PID 40825572 to the easternmost corner of PID 40825572;

thence northwesterly along the northeastern boundary of PID 40825572 and a northeastern boundary of PID 40825549 to an angle therein;

thence northeasterly along an eastern boundary of PID 40825549 to McCabe Lake;

thence northerly through McCabe Lake and the Sackville River to the centreline of Highway 101;

thence northwesterly along the centreline of Highway 101 to the point of beginning.

N.S. Reg. 98/2008

Made: February 29, 2008

Filed: March 6, 2008

Spring Weight Restrictions Regulations

Order dated February 29, 2008
made by the Executive Director of Maintenance and Operations of the
Department of Transportation and Infrastructure Renewal
pursuant to Section 20 of the *Public Highways Act*

In the Matter of Section 20 of the *Public Highways Act*,

R.S.N.S. 1989, c. 371

Order

Pursuant to subsection 20(1) of Chapter 371 of the Revised Statutes of Nova Scotia, the *Public Highways Act*, Kevin Caines, the Executive Director [of] Maintenance and Operations of the Department of Transportation and Infrastructure Renewal hereby orders that:

- a) the Weight Restrictions set out below (hereafter referred to as “Spring Weight Restrictions”) shall apply to public highways in the zones shown for the time period indicated in Table A, and
- b) the roads set out in Appendix 1, attached hereto, are exempt from the Spring Weight Restrictions.

Table A

| Zone | Weight Restriction Period |
|--|---|
| Counties of: Yarmouth, Shelburne, Digby, Annapolis, Queens, Kings and Lunenburg | 12:01 am., Saturday, March 8, 2008 to 12:01 am., Monday, May 5, 2008 |
| Counties of: Halifax and Hants | 12:01 am., Saturday, March 8, 2008 to 12:01 am., Monday, May 5, 2008 |
| Counties of: Colchester, Cumberland, Pictou, Antigonish, Guysborough, Richmond, Inverness, Victoria and Cape Breton. | 12:01 am., Saturday, March 8, 2008 to 12:01 am., Monday, May 5, 2008 |

Spring Weight Restrictions

The maximum vehicle and axle weights permitted by this order are as follows:

- (A) Maximum single axle weight of 6,500 kg except single drive school and passenger buses, public utility service trucks, and fire-fighting trucks;
- (B) Maximum tandem or triple axle weight of 12,000 kg;
- (C) Maximum gross vehicle weight of 12,000 kg for single drive school and passenger buses, public utility service trucks, and fire fighting trucks that exceed 6,500 kg on a single axle;

Exemptions are as follows:

- (a) public utility service trucks while responding to emergency situations, where an emergency situation includes the restoration of services or the establishment of new services to occupied buildings.
- (b) fire-fighting trucks while responding to emergency situations, where an emergency situation includes attending actual fires, medical crises, motor vehicles accidents, and assisting in fire investigations.

For purposes of this Order, the following Definitions apply:

1. **“Single Axle”** means an axle which transfers the load carried by it approximately equally to the wheel or wheels attached to each end of the axle.
2. **“Tandem-Axle”** means an axle assembly containing two (2) consecutive axles whose centres are not less than 1.20 metres apart,
 - 2.1 attached to the vehicle in such a manner that the load on the axle group is equalized on the two (2) axles, and
 - 2.2 equipped with brakes on both axles.
3. **“Triple-Axle”** means an axle assembly of three (3) consecutive axles with the centres of no two (2) consecutive axles less than 1.20 metres apart, and
 - 3.1 attached to the vehicle in such a manner that the load on the axle group is equalized on three (3) axles, and
 - 3.2 equipped with brakes on all three axles.
4. **“Gross Vehicle Weight”** means the sum of the individual axle weights of all axles of the vehicle or combination of vehicles.

Dated and made at Halifax, Nova Scotia, this 29th day of Feb. 2008.

Sgd.: *Kevin Caines*
Kevin Caines, P. Eng.
Executive Director, Maintenance & Operations
Nova Scotia Department of Transportation & Infrastructure Renewal

X Denotes Addition to previous year's report
 XX Denotes Revision to previous year's report

Feb 12, 2008

APPENDIX I
The highways outlined in the following list are NOT subject to the
Spring Weight Restrictions

| Road Name | | Description |
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| HIGHWAY 101 | | JCT. TRUNK 2 & TRUNK 7 AT BEDFORD TO STARRS ROAD AT YARMOUTH. |
| HIGHWAY 101 | | (CONNECTORS) TO TRUNK 1 AT BEAVERBANK, HFX. CO. LINE, FALMOUTH, HANTSPORT, GREENWICH, Highbury (NEW MINAS), BERWICK, AYLESFORD, KINGSTON, WILMOT, MIDDLETON, LAWRENCETOWN, DEEP BROOK, SMITHS COVE, LITTLEBROOK & METEGHAN, CONNECTOR TO ROUTE 201 AT CARLETON CORNER (BRIDGETOWN) WEST |
| HIGHWAY 102 | | JCT. TCH 104 AT TRURO TO HALIFAX INCLUDING PRINCEPORT & MCCLURES MILLS CONNECTORS TO TRURO, CONNECTOR ROAD TO HALIFAX INTERNATIONAL AIRPORT, BAYERS LAKE INTERCHANGE CONNECTOR ROAD TO BAYERS LAKE INDUSTRIAL PARK 0.31 KM |
| HIGHWAY 103 | | EXIT 7 CONNECTOR AT EAST RIVER TO TK 3 AND TK 3 EASTERLY TO CIVIC NO. 1043 AT SIMMS SETTLEMENT A DISTANCE OF 6.1 KM EAST OF HWY 103 |
| HIGHWAY 103 | | JCT. 102 AT HALIFAX TO JCT. OF HARDSCRATCH ROAD NEAR YARMOUTH, INCLUDING CONNECTORS TO TRUNK 3 AT HUBBARDS, EAST RIVER, OAKLAND LAKE, BRIDGEWATER, LIVERPOOL WEST, SHELBURNE, PUBNICO & OAK PARK ROAD BETWEEN TRUNK 3 AT BARRINGTON & HIGHWAY 103, 246.0 KM |
| TCH 104 | | NEW BRUNSWICK BORDER TO JCT. TCH 105 AT PORT HASTINGS |
| TCH 104 | | TRUNK 4 INTERCHANGE NEAR PORT HAWKESBURY TO TRUNK 4 AT RIVER TILLARD, 37.8 KM |
| TCH 105 | | JCT. TCH 104 AT PORT HASTINGS TO NORTH SYDNEY FERRY DOCK, 144.3 KM |
| TCH 106 | | JCT. TCH 104 AT WESTVILLE TO CARIBOU FERRY INCLUDING THE PICTOU ROTARY & MT. WILLIAM INTERCHANGE RAMPS & CONNECTOR TO PICTOU, 25.5 KM |
| HIGHWAY 107 | | DARTMOUTH BY-PASS FROM TRUNK 7 AT WESTPHAL TO AKERLEY BOULEVARD, INCLUDING INTERCHANGES AT HIGHWAY 118 & MONTAGUE ROAD |
| HIGHWAY 107 | | LITTLE SALMON RIVER TO JCT. TRUNK 7 AT MUSQUODOBOIT HARBOUR INCLUDING CONNECTOR TO TRUNK 7 AT PORTERS LAKE & EAST CHEZZETCOOK ROAD |
| HIGHWAY 111 | | DARTMOUTH CIRCUMFERENTIAL HIGHWAY FROM VICTORIA ROAD INTERCHANGE TO PLEASANT STREET INCLUDING THE FOLLOWING INTERCHANGES - BURNSIDE DRIVE, WOODLAND AVENUE, MIC MAC BLVD., MIC MAC PARCLO, PORTLAND ST |
| HIGHWAY 118 | | DARTMOUTH TO JCT. HIGHWAY 102 AT MILLER LAKE INTERCHANGE AND CONNECTOR TO TRUNK 2 AT MILLER LAKE |
| HIGHWAY 125 | | JCT. TCH 105 NEAR NORTH SYDNEY TO JCT. TRUNK 4 AT GRAND LAKE & CONNECTOR TO ROUTE 305 AT BALLS CREEK, 28.6 KM |
| HIGHWAY 142 | | FROM INTERSECTION TCH 104 WESTBOUND RAMPS AT EXIT 5 INTERCHANGE AT SALT SPRINGS STATION SOUTHWESTERLY TO TRUNK 2 IN SPRINGHILL, 6.2 KM |
| HIGHWAY 162 | | JCT. TCH 105 AT LITTLE BRAS D'OR TO N.S.P.C. POWER PLANT INCLUDING CONNECTOR TO PRINCE MINE, 9.2 KM |
| TRUNK 1 | | FROM PATTON ROAD (NORTH END AT HRM CORE BOUNDARY) WESTERLY TO HIGHWAY 101 CONNECTOR ROAD (EXIT 3) AT MOUNT UNIACKE, 4.2 KM |
| TRUNK 1 | | FROM HIGHWAY 101 CONNECTOR ROAD (EXIT 3) AT MOUNT UNIACKE WESTERLY TO THE MOUNT UNIACKE BUSINESS PARK ENTRANCE, 1.8 KM |
| TRUNK 1 | | FROM JUNCTION ROUTE 215 AT NEWPORT CORNER WESTERLY TO WINDSOR TOWN LINE (EASTERN BOUNDARY), 12.7 KM |
| TRUNK 1 | X | FROM JCT OF ROUTE 215 AT NEWPORT CORNER EASTERLY TO 460 METRES EAST OF COLLIER ROAD EAST, 6.1 KM |
| TRUNK 1 | | FROM WINDSOR TOWN LINE (WESTERN BOUNDARY) WESTERLY TO FALMOUTH CONNECTOR, 1.5 KM |
| TRUNK 1 | | ALL SECTIONS FROM JCT. HIGHWAY 101 AT HORTONVILLE INTERCHANGE TO YARMOUTH |
| TRUNK 1 | | JCT. OF RICHMOND ROAD SOUTHERLY TO JCT. LAKE DARLING ROAD 2.4 KM |

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| TRUNK 1 | | JCT. OF HIGHWAY 101 RAMPS AT EXIT 28 EASTERLY TO JCT. OF CHEMIN P'TIT PARADIS, 0.5 KM |
| TRUNK 1 | | FROM PESAQUID LAKE BRIDGE TO TOWN ROAD FALMOUTH, 1.0 KM |
| TRUNK 2 | | FROM AMHERST SOUTH TOWN LINE JUST NORTH OF TCH 104 (AT NORTH END OF WESTBOUND OFFRAMP AT EXIT 4 INTERCHANGE) SOUTHERLY TO INTERSECTION SMITH ROAD (AUTH 408) AT UPPER NAPPAN, 1.9 KM |
| TRUNK 2 | | FROM PARRSBORO NORTH TOWN LINE NORTHERLY, NORTHEASTERLY AND NORTHWESTERLY THROUGH THE TOWN OF SPRINGHILL TO INTERSECTION LITTLE FORKS ROAD (AUTH 426) AT LITTLE FORKS, 53.9 KM |
| TRUNK 2 | | FROM TRUNK 4 AT GLENHOLME WESTERLY AND NORTHWESTERLY TO MILLER'S EXCAVATION 1990 LTD. PIT, 1.3 KM |
| TRUNK 2 | | FROM TRURO WEST TOWN LINE AT CEMETERY WESTERLY TO INTERSECTION MEADOW DRIVE (AUTH 418)/ROUTE 236 IN LOWER TRURO, 0.8 KM |
| TRUNK 2 | | FROM JCT. HIGHWAY 102 AND TRUNK 2 AT ONSLOW WESTERLY TO HOYT'S TRUCKING, 2.8 KM |
| TRUNK 2 | | FROM INTERSECTION ROUTE 289 IN BROOKFIELD NORTHERLY TO INTERSECTION WHIDDEN ROAD (AUTH 568), 1.0 KM |
| TRUNK 2 | | FROM INTERSECTION ROUTE 289 IN BROOKFIELD SOUTHERLY 0.7 KM |
| TRUNK 2 | | FROM EXIT 7 AT ENFIELD NORTHERLY TO JCT. TRUNK 2 AND COMMO ROAD, 30.4 KM (ALSO, MAIN STREET TOWN OF STEWIACKE, FROM INT. HIGHWAY 102 SOUTHBOUND RAMPS AT EXIT 11 INTERCHANGE EASTERLY TO TRUNK 2, 0.8 KM |
| TRUNK 2 | | FROM SUNNYLEA ROAD (HALIFAX REGIONAL MUNICIPALITY CORE BOUNDARY) IN WELLINGTON TO EXIT 7 OF HIGHWAY 102 AT ENFIELD, 10.3 KM |
| TRUNK 3 | | JCT. OF HIGHWAY 103 AND TRUNK 3 AT SHELDRAKE INTERCHANGE (EXIT 4) TO YARMOUTH |
| TRUNK 3 | | HALIFAX COUNTY, FROM INTERSECTION OF TRUNK 3 AND ROUTE 333 WESTERLY TO HALIFAX REGIONAL MUNICIPALITY CORE BOUNDARY, 1.7 KM |
| TRUNK 3 | | FROM INTERSECTION OF ROUTE 213 (HAMMONDS PLAINS ROAD) WESTERLY TO INTERSECTION OF ROUTE 333, 0.34 KM |
| TRUNK 4 | | FROM JCT. TCH 104 AT EXIT 29 WESTERLY TO JCT. LAGGAN ROAD, 4.5 KM |
| TRUNK 4 | | JCT. TCH 104, EXIT 31A WESTERLY TO BRIERLY BROOK GYPSUM QUARRY, 3.2 KM |
| TRUNK 4 | | FROM ROUTE 311 AT BIBLE HILL NORTHEASTERLY TO INTERSECTION TCH 104 WESTBOUND OFF RAMP AT EXIT 17 INTERCHANGE AT VALLEY CROSS ROAD, 6.3 KM |
| TRUNK 4 | | FROM JCT. OF HIGHWAY 104 AND TRUNK 4, EAST OF BIBLE HILL EASTERLY TO MINGO ROAD AT KEMPTOWN 11.5 KM |
| TRUNK 4 | xx | FROM HWY 104 CONNECTOR EXIT 19 AT SALT SPRINGS WESTERLY TO HWY 104 CONNECTOR EXIT 18A AT MOUNT THOM, 15.7 KM |
| TRUNK 4 | | FROM INTERSECTION MINGO ROAD (AUTH 651) NEAR KEMPTOWN SOUTHWESTERLY TO A PRIVATE ROADWAY ON THE NORT[H]WEST SIDE OF TRUNK 4, 3.6 KM |
| TRUNK 4 | | FROM WEST RIVER STATION OVERPASS AT SALT SPRINGS TO COWAN STREET (AUTH 644), 17.0 KM |
| TRUNK 4 | | FROM INTERSECTION TCH 104 SOUTHEAST BOUND RAMPS AT EXIT 7 INTERCHANGE AT THOMSON STATION EASTERLY TO INTERSECTION TRUNK 2/TCH 104 EASTBOUND ONRAMP AT EXIT 12 INTERCHANGE AT MASSTOWN, 52.4 KM |
| TRUNK 4 | | FROM THE JCT. OF BEAVER MEADOW ROAD TO THE MILL ROAD, 2.7 KM |
| TRUNK 4 | | JCT. TCH 104 AT MONASTERY TO EAST TRACADIE ROAD, 2.3 KM |
| TRUNK 4 | | ANTIGONISH COUNTY, FROM THE END OF THE EXEMPTION AT MILL ROAD TO GRAVEL PIT ROAD, 0.6 KM |
| TRUNK 4 | | JCT. TCH 104 AT AULDS COVE TO FRANKVILLE ROAD AT HAVRE BOUCHER, 8.8 KM |
| TRUNK 4 | | JCT. TCH 104 & TCH 105 AT PORT HASTINGS TO BARBERTON ROAD, 12.0 KM |
| TRUNK 4 | | JCT. TCH 104 AT RIVER TILLARD TO JCT. ROUTE 247, 5.1 KM |
| TRUNK 4 | | SYDNEY TO JCT. MEADOWS ROAD AT SYDNEY FORKS, 8.0 KM |
| TRUNK 4 | | FROM SYDNEY TOWN LINE EASTERLY TO GLACE BAY TOWN LINE, 14.5 KM |
| TRUNK 6 | | FROM AMHERST TOWN LINE EASTERLY TO INTERSECTION ROUTE 307 AT WALLACE, 62.9 KM |

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| TRUNK 6 | | FROM INTERSECTION LAKE ROAD (AUTH 573) AT TATAMAGOUCHE SOUTHWESTERLY AND NORTHEASTERLY TO PICTOU CO. LINE AT BRULE, 13.6 KM |
| TRUNK 6 | | FROM INTERSECTION TCH 104 EASTBOUND ONRAMP AT EXIT 3 INTERCHANGE AT WEST AMHERST NORTHEASTERLY TO AMHERST WEST TOWN LINE, 1.1 KM |
| TRUNK 6 | | FROM PICTOU NORTH TOWN LINE JUST NORTHWEST OF PICTOU ROTARY NORTHWESTERLY TO INTERSECTION MEADOWVILLE STATION ROAD (AUTH 786) AT TONEY RIVER, 16.1 KM |
| TRUNK 7 | | BEDFORD BY-PASS TO DARTMOUTH CITY LINE |
| TRUNK 7 | | FROM HIGHWAY 107 CONNECTOR AT PORTERS LAKE WESTERLY TO ALPS ROAD |
| TRUNK 7 | | JCT. HIGHWAY 107 AT PORTERS LAKE TO JCT. HIGHWAY 104 AT ANTIGONISH |
| TRUNK 7 | | FROM JCT. MINESVILLE ROAD EASTERLY TO WESTERN END OF PARKER LANE, 5.7 KM |
| TRUNK 8 | | FROM TRUNK 1 AT ANNAPOLIS ROYAL SOUTHERLY TO TRUNK 3 AT LIVERPOOL, 112.5 KM |
| TRUNK 10 | | MIDDLETON TOWN LINE TO BRIDGEWATER TOWN LINE |
| TRUNK 12 | | KENTVILLE TOWN LINE TO JCT. TRUNK 3 AT CHESTER BASIN, 37.5 KM |
| TRUNK 14 | | JCT. TRUNK 3 AT CHESTER TO WINDSOR TOWN LINE, 24.8 KM |
| TRUNK 14 | | JCT TRUNK 1 AT GARLANDS CROSSING EASTERLY TO JCT TRUNK 2 AT MILFORD, 66.4 KM |
| TRUNK 16 | | JCT. TRUNK 4 AT MONASTERY TO CANSO TOWN LINE, 76.5 KM |
| TRUNK 19 | | JCT. TCH 104 (PORT HASTINGS) TO JCT. ROUTE 219, 93.8 KM |
| TRUNK 22 | | FROM SYDNEY TOWN LINE NORTHEASTERLY TO LOUISBOURG TOWN LINE, 30.5 KM |
| TRUNK 28 | | DOMINION [DOMINION] TOWN LINE WESTERLY TO JCT. LINGAN ROAD, 5.8 KM |
| ROUTE 201 | | JCT. TRUNK 10 AT NICTAUX TO PENNY'S PIT, 1.1 KM |
| ROUTE 201 | | BRIDGETOWN TO ANNAPOLIS, 21.1 KM |
| ROUTE 201 | | JCT. BRIDGE STREET TO C.F.B. GREENWOOD, 0.5 KM |
| ROUTE 202 | | JCT. TRUNK 14 AT CHEESE FACTORY CORNER TO JCT. ROUTE 354 AT GORE |
| ROUTE 202 (LAKELANDS SOUTH RAWDON ROAD) | | FROM TRUNK 1 TO TRUNK 14, 15.6 KM, HANTS COUNTY |
| ROUTE 203 | | JCT. HIGHWAY 103 TO THE HODGSON ROAD, APPROX. 21 KM |
| ROUTE 203 | | FROM JCT HIGHWAY 103 NORTHERLY TO BLACK BULL RESOURCES MINE ENTRANCE, 43.2 KM |
| ROUTE 203 | | FROM ROUTE 340 AT CARLTON SOUTHEASTERLY TO CARLTON RIVER BRIDGE, 0.3 KM |
| ROUTE 204 | | FROM OXFORD TOWN LINE NORTHERLY TO THE ENTRANCE TO TIGER TIMBER, 0.4 KM |
| ROUTE 206 | | FROM JCT. OF ROUTE 320 AT MARTINIQUE TO JCT. OF WESTSIDE PETIT DE GRAT ROAD, 17.9 KM |
| ROUTE 206 | | FROM BOUDREAUVILLE ROAD TOWARDS LITTLE ANSE, 2.0 KM |
| ROUTE 207 | XX | JCT. STELLA DRIVE TO DTIR BASE |
| ROUTE 208 | | FROM JCT OF ROUTE 325 IN LUNENBURG CO WESTERLY TO THE JCT OF TRUNK 8 IN QUEENS COUNTY, 17.6 KM |
| ROUTE 209 | | FROM TRUNK 2 AT PARRSBORO WESTERLY TO DOTPW BASE, 2.3 KM |
| ROUTE 210 | | JCT. ROUTE 325 WESTERLY TO JCT. OF TRUNK 8, 34.30 KM |
| ROUTE 211 | | JCT. ROUTE 316 TO JCT. TRUNK 7 AT STILLWATER, 36.3 KM |
| ROUTE 213 | | FROM WESTWOOD BOULEVARD (HRM CORE BOUNDARY) WESTERLY TO JCT TRUNK 3 AT UPPER TANTALLON, 2.7 KM |
| ROUTE 213 (HAMMONDS PLAINS ROAD) | | FROM HIGHWAY 103 SOUTHERLY TO TRUNK 3, 2.2 KM |
| ROUTE 214 | | JCT. TRUNK 2 TO JCT. TRUNK 14. |
| ROUTE 215 | | BARITE MINES ROAD TO ROAD TO WALTON WHARF, 2.0 KM |
| ROUTE 215 | | JCT. TRUNK 1 TO JCT. LYNCH ROAD |
| ROUTE 215 | | JCT. HIGHWAY 102 TO TRUNK 2 AT SHUBENACADIE |

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| ROUTE 215 | | FROM JCT TRUNK 14 AT BROOKLYN NORTHERLY TO JCT ROUTE 236 AT UNION CORNER, 1.0 KM |
| ROUTE 217 | | JCT. ROUTE 303 TO EAST FERRY, 46.4 KM |
| ROUTE 219 (SHORE ROAD) | | JCT. TRUNK 19 AT DUNVEGAN TO JCT. CABOT TRAIL AT MARGAREE HARBOUR, 20.8 KM |
| ROUTE 221 | | FROM JCT. OF ROUTE 359 AT CENTREVILLE [CENTREVILLE] WESTERLY TO JCT. OF ROCKWELL MOUNTAIN ROAD, 2.7 KM |
| ROUTE 223 | | (VICTORIA COUNTY) FROM LITTLE NARROWS FERRY WESTERLY, 1.5 KM |
| ROUTE 224 | | FROM JCT. TRUNK 7 AT SHEET HARBOUR WESTERLY TO JCT ROUTE 277 AT GAYS RIVER, 80.4 KM |
| ROUTE 236 | | FROM INTERSECTION TRUNK 2/MEADOW DRIVE (AUTH 418) AT LOWER TRURO SOUTHWESTERLY TO THOMPSON'S TRANSFER CO. LTD. FREIGHT TERMINAL, 2.6 KM |
| ROUTE 236 | | FROM JCT ROUTE 215 AT UNION CORNER WESTERLY TO INTERSECTION SCOTCH VILLAGE STATION ROAD, 4.9 KM |
| ROUTE 239 | | JCT. ROUTE 305 AT BALLS CREEK TO ENTRANCE OF POINT EDWARD INDUSTRIAL PARK, 8.0 KM |
| ROUTE 247 | | FROM TRUNK 4 AT ST. PETERS TO JCT. OF ST. PETERS-FORCHU ROAD AT LOWER L'ARDOISE |
| ROUTE 252 | | JCT. HIGHWAY 105 AT WHYCOCOMAGH TO JCT. ROSEBURN ROAD |
| ROUTE 255 | | GLACE BAY TO MCASKILL'S BRIDGE, 2.7 KM |
| ROUTE 256 | | FROM ROUTE 376 AT LYONS BROOK SOUTHWESTERLY AND NORTHWESTERLY TO INTERSECTION CAMPBELL HILL ROAD (AUTH 765) NEAR SCOTSBURN, 8.8 KM |
| ROUTE 276 | | JCT. TRUNK 7 TO JCT. ROUTE 316, 5.3 KM |
| ROUTE 277 | | JCT. OF DUTCH SETTLEMENT ROAD TO THE LOGAN ROAD IN DUTCH SETTLEMENT, 3.1 KM |
| ROUTE 289 | | FROM BLAIKIES LUMBER MILL AT UPPER STEWACKE EASTERLY TO THE JCT. OF ROUTE 336 AT EASTVILLE |
| ROUTE 289 | | FROM NEW GLASGOW SOUTHWEST TOWN LINE SOUTHWESTERLY TO WESTVILLE NORTHEAST TOWN LINE, 2.5 KM |
| ROUTE 289 | | FROM WESTVILLE SOUTHWEST TOWN LINE SOUTHWESTERLY TO COLCHESTER COUNTY LINE, 24.1 KM |
| ROUTE 289 | | JCT. TRUNK 2 BROOKFIELD TO BLAIKIES LUMBERMILL AT UPPER STEWACKE |
| ROUTE 289 | | FROM PICTOU CO. LINE SOUTHWESTERLY AND WESTERLY TO FUNDY COMPOST UNLIMITED AT PLEASANT VALLEY, 56.7 KM |
| ROUTE 289 (AUTH 422) | | FROM HIGHWAY 102 TO FUNDY COMPOSTING AND TO BROOKFIELD LUMBER COMPANY PROPERTY 2.4 KM WESTERLY |
| ROUTE 302 | | FROM TRUNK 2 AT SOUTHAMPTON TO ROY HOEG BROTHERS LUMBER LTD. MILL AT SOUTH ATHOL, 6.3 KM |
| ROUTE 303 | | JCT. HIGHWAY 101 AT CONWAY TO DIGBY FERRY TERMINAL, 7.5 KM |
| ROUTE 305 | | JCT. TRUNK 4 AT SYDNEY RIVER TO JCT. OF FRENCHVALE ROAD CONNECTOR, 7.9 KM |
| ROUTE 305 | | JCT. LITTLE POND ROAD TO SYDNEY MINES TOWN LINE, 1.1 KM |
| ROUTE 305 | | LEITCHES CREEK INTERCHANGE ON HIGHWAY 125 TO MAIN ENTRANCE OF SUPERIOR PROPANE BULK PLANT AT LEITCHES CREEK, 0.6 KM |
| ROUTE 306 (OLD SAMBRO ROAD) | | FROM HALIFAX REGIONAL MUNICIPALITY CORE BOUNDARY AT IRVING STATION TO RDM RECYCLING CIVIC 1275, 3.8 KM |
| ROUTE 307 | | FROM JCT. TRUNK 6 SOUTHERLY TO QUARRY ROAD, 0.46 KM |
| ROUTE 308 | | FROM INTERSECTION OF HIGHWAY 103 ON RAMP (EXIT 33) AT TUSKET NORTHERLY TO INTERSECTION OF SLOCUMB CRESCENT, 0.30 KM |
| ROUTE 309 (PORT LATOUR RD) | | FROM THE JUNCTION OF SHORE ROAD AT PORT CLYDE SOUTHWESTERLY TO THE INTERSECTION OF LYLES ROAD, ULTRAMAR STORAGE TANKS, 0.6 KM |
| ROUTE 311 | | FROM INTERSECTION TRURO ROAD (AUTH 567) AT NORTH RIVER SOUTHERLY TO TRURO NORTH TOWN LINE AT BRIDGE OVER SALMON RIVER, 7.6 KM |
| ROUTE 316 | | JCT. COUNTRY HARBOUR WHARF ROAD AT STORMONT TO JCT. ROUTE 211, 5.5 KM |
| ROUTE 316 | | JCT. ROUTE 276 TO SCOTIA PALLETS, 1.3 KM |

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| ROUTE 316 | | GUYSBOROUGH COUNTY, FROM ROUTE 211 AT ISAAC'S HARBOUR EASTERLY TO GOLDBORO WHARF, 5.0 KM |
| ROUTE 320 | | FROM TCH 104 AT LOUISDALE TO JCT. OF ROUTE 206 AT MARTINIQUE, 5.3 KM |
| ROUTE 321 | | FROM INTERSECTION TCH 104 WESTBOUND RAMPS AT EXIT 6 INTERCHANGE AT OXFORD SOUTHWESTERLY TO INTERSECTION JUNGLE ROAD (AUTH 688) AT OXFORD JUNCTION, 3.2 KM |
| ROUTE 324 | | JCT. ROUTE 325 AT BLOCKHOUSE TO JCT. ROUTE 332, 9.4 KM |
| ROUTE 325 | | MAHONE BAY TOWN LINE TO BRIDGEWATER, 11.3 KM |
| ROUTE 325 | | FROM JCT OF BRIDGEWATER TOWN LINE NORTHWESTERLY TO ROUTE 208, 26.0 KM |
| ROUTE 327 | | JCT. HIGHWAY 125, SOUTHERLY 2.4 KM |
| ROUTE 329 | | FROM TRUNK 3 AT EAST RIVER SOUTHERLY TO DEEP COVE ROAD, 9.4 KM |
| ROUTE 330 | | JCT. TRUNK 3 TO CLARKS HARBOUR. |
| ROUTE 331 | | JCT. TRUNK 10 AT COOKS BRIDGE TO BRIDGEWATER TOWN LINE, 1.0 KM |
| ROUTE 331 | | JCT. HIGHWAY 103 AT EXIT 17 TO JCT. TRUNK 3 AT MILL VILLAGE, 1.2 KM |
| ROUTE 332 | | JCT. BLUE ROCKS TO THE JCT. OF THE LAHAVE RIVER FERRY CROSSING, 22.1 KM |
| ROUTE 333 | | JCT. TRUNK 3 TO DOW & DUGGAN HOMES, 8.4 KM |
| ROUTE 334 | | JCT. TRUNK 3 TO END OF PAVEMENT |
| ROUTE 335 | | JCT. TRUNK 3 TO D'ENTREMONT ROAD |
| ROUTE 336 | | FROM ROUTE 289 AT EASTVILLE SOUTHEASTERLY, SOUTHWESTERLY AND SOUTHEASTERLY TO HALIFAX CO. LINE AT DEAN, 12.5 KM |
| ROUTE 336 | | FROM HALIFAX COUNTY LINE TO JCT. ROUTE 224 |
| ROUTE 340 | | JCT. HIGHWAY 101 AT OHIO TO TRUNK 1 AT HEBRON |
| ROUTE 340 | | FROM HIGHWAY 101 OVERPASS AT HEBRON NORTHERLY TO VALLEY CRESCENT ROAD, 14.4 KM |
| ROUTE 340 | | FROM TRUNK 1 AT WEYMOUTH SOUTHWESTERLY TO PRIME BROTHERS FARMS, 19.8 KM |
| ROUTE 340 | | JCT. OF TOWNSHIP LINE ROAD NORTHERLY TO ENTRANCE TO LEWIS SAWMILL LTD., 0.6 KM |
| ROUTE 340 | | FROM THE JCT OF TRUNK 1 AT HEBRON NORTHEASTERLY TO ROUTE 203 AT CARLTON, 20.3 KM |
| ROUTE 341 | | FROM ROUTE 359 TO MERLE'S ULTRAMAR, 0.3 KM |
| ROUTE 344 | | JCT. TCH 104 AT AULD'S COVE TO MULGRAVE, 5.4 KM |
| ROUTE 347 | | FROM NEW GLASGOW EAST TOWN LINE SOUTHEASTERLY TO INTERSECTION MARSH ROAD (AUTH 553) AT COALBURN, 3.4 KM |
| ROUTE 348 | | FROM NEW GLASGOW SOUTH TOWN LINE SOUTHERLY TO INTERSECTION PLYMOUTH PARK ROAD (AUTH 584) AT PLYMOUTH, 2.6 KM |
| ROUTE 349 | | FROM VILLAGE STREET TO LEDCOR INDUSTRIES CIVIC 2031, 0.24 KM |
| ROUTE 354 | | JCT. TRUNK 14 SOUTHERLY TO DOT&C BASE |
| ROUTE 354 | | JCT. ROUTE 202 TO JCT. CROSS (FINDLAY) ROAD |
| ROUTE 357 | | FROM TRUNK 7 IN MUSQUODOBOIT HARBOUR NORTHERLY TO JCT. OF ROUTE 224 IN MIDDLE MUSQUODOBOIT, 38.5 KM |
| ROUTE 358 | | JCT. TRUNK 1 AT GREENWICH TO SAXON STREET NEAR CANNING, 8.5 KM |
| ROUTE 359 | | FROM KENTVILLE TOWN LINE TO CENTREVILLE, 5.7 KM |
| ROUTE 360 | | JCT. TRUNK 1 NORTHERLY TO SHELL BULK STORAGE TANK, (1.6 KM NORTH OF HIGHWAY 101), 4.3 KM |
| ROUTE 362 | | MIDDLETON TOWN LINE TO 0.7 KM NORTH OF JCT. ROUTE 221, 4.2 KM |
| ROUTE 366 | | FROM INTERSECTION TIDNISH-LINDEN ROAD (AUTH 456) AT LINDEN NORTHERLY TO FRANK FOSTER'S FARM IN EAST LINDEN, 1.5 KM |
| ROUTE 366 | X | FROM INTERSECTION TRUNK 6 AT EAST AMHERST NORTHERLY TO CHAPMAN SETTLEMENT ROAD, 31.2 KM |
| ROUTE 368 | | FROM TRUNK 4 AT MAHONEY'S CORNER NORTHEASTERLY TO TRUNK 6 AT HEAD OF WALLACE BAY, 20.2 KM |

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| ROUTE 374 | | FROM STELLARTON SOUTH TOWN LINE SOUTHERLY TO GUYSBOROUGH/PICOU COUNTY LINE AT TRAFALGAR, 31.4 KM |
| ROUTE 374 | | FROM GUYSBOROUGH/PICOU COUNTY LINE TO JCT. OF TRUNK 7, SHEET HARBOUR |
| ROUTE 376 | | FROM PICTOU WEST TOWN LINE AT HALIBURTON BRIDGE SOUTHWESTERLY TO INTERSECTION ROUTE 256 AT LYONS BROOK, 4.6 KM |

| County | Road Name | Description |
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| ANNAPOLIS | BROOKLYN STREET | JCT. HIGHWAY 101 TO TRUNK 1 AT MIDDLETON, 1.4 KM |
| ANNAPOLIS | BURNS HILL ROAD (AUTH 611) | FROM INTERSECTION OF WALDEC LINE ROAD NEAR CORNWALLIS NORTHERLY TO TRACC ENTRANCE, 0.30 KM |
| ANNAPOLIS | CAPE ROAD | JCT. TRUNK 8 AT LEQUILLE TO DOT&C BASE, 0.3 KM |
| ANNAPOLIS | ELLIOTT ROAD | JCT. HIGHWAY 101 TO TRUNK 1 AT LAWRENCETOWN, 1.7 KM |
| ANNAPOLIS | MARY JANE RILEY ROAD (AUTH 612) | FROM THE HALL PIT LOCATED ON THE WEST SIDE OF THE MARY JANE RILEY ROAD NORTH OF HIGHWAY 101 AT CORNWALLIS, NORTHERLY TO THE INTERSECTION OF THE WALDEC LINE ROAD, 0.8 KM |
| ANNAPOLIS | MARY JANE RILEY ROAD (AUTH 612) | FROM INTERSECTION OF HIGHWAY 101 ON RAMP (EXIT 23A) NEAR CORNWALLIS NORTHERLY TO INTERSECTION OF WALDEC LINE ROAD, 1.30 KM |
| ANNAPOLIS | QUEENS [QUEEN] STREET | BRIDGETOWN TOWN LINE TO ROUTE 201, 1.0 KM |
| ANNAPOLIS | RICE ROAD | JCT. ROUTE 201 AT CARLETON CORNER TO V.J. RICE CONCRETE LTD, 1.5 KM |
| ANNAPOLIS | VICTORIA ROAD | JCT. HIGHWAY 101 TO TRUNK 1 AT WILMOT, 1.3 KM |
| ANNAPOLIS | WALDEC LINE ROAD (AUTH 487) | FROM THE INTERSECTION OF THE MARY JANE RILEY ROAD NEAR CORNWALLIS WESTERLY TO INTERSECTION OF BURNS HILL ROAD, 0.30 KM |
| ANTIGONISH | BEAVER MEADOW ROAD | JCT. HIGHWAY 104 (EXIT 30) AT JAMES RIVER TO TRUNK 4, 0.5 KM |
| ANTIGONISH | BEECH HILL ROAD | FROM JCT. HIGHWAY 104 SOUTHERLY TO SOIL REMEDIATION PLANT SITE, 7.35 KM |
| ANTIGONISH | EAST TRACADIE ROAD | JCT. TRUNK 4 TO HIGHWAY DEPOT, 0.5 KM |
| ANTIGONISH | FRANKVILLE ROAD | JCT. TCH 104 TO TRUNK 4 AT HAVRE BOUCHER, 0.7 KM |
| ANTIGONISH | GRAVEL PIT ROAD | FROM TRUNK 4 TO THE ASPHALT PLANT, 0.6 KM |
| CAPE BRETON | ALDER POINT ROAD | FROM JCT. TCH 105 AT LITTLE BRAS D'OR TO END, 7.4 KM |
| CAPE BRETON | COW BAY ROAD | FROM SYDNEY CITY LINE TO END OF PAVEMENT, 1.0 KM |
| CAPE BRETON | FRENCHVALE ROAD | JCT. HIGHWAY 125 TO JCT. ROUTE 305, 0.6 KM |
| CAPE BRETON | GARDINER ROAD | JCT. TRUNK 4 TO TRUNK 28, 3.9 KM |
| CAPE BRETON | HALFWAY ROAD | JCT. TCH 105 TO SYDNEY MINES, 0.5 KM |
| CAPE BRETON | INDUSTRIAL DRIVE | JCT. TRUNK 4 (GRAND LAKE ROAD) TO COW BAY ROAD, 0.6 KM |
| CAPE BRETON | KELTIC DRIVE CONNECTOR | JCT. SYDPORT ROAD TO KELTIC DRIVE (ROUTE 305), 0.5 KM |
| CAPE BRETON | LEWIS DRIVE | JCT. TRUNK 4 TO CNR CROSSING, 0.2 KM |
| CAPE BRETON | LINGAN BEACH ROAD | JCT. LINGAN ROAD TO NEW WATERFORD TOWN LINE 1.0 KM |
| CAPE BRETON | LINGAN ROAD | JCT. TRUNK 28 TO LINGAN BEACH ROAD 3.5 KM |
| CAPE BRETON | LITTLE POND ROAD | JCT. ROUTE 305 TO TORONTO ROAD, 1.8 KM |
| CAPE BRETON | OLD AIRPORT ROAD | JCT. TRUNK 4 AT RESERVE TO STRIP MINE ENTRANCE, 0.1 KM |
| CAPE BRETON | OLD TRUNK 5, MILLVILLE | JCT. TCH 105 TO HILLY ACRES FARM, 1.6 KM |
| CAPE BRETON | MAIN STREET, LITTLE BRAS D'OR | JCT. ALDER POINT ROAD TO RAILROAD TRACKS, 0.3 KM |
| CAPE BRETON | MEADOWS ROAD | JCT. TRUNK 4 TO JCT. MORLEY ROAD, 6.4 KM |
| CAPE BRETON | MORLEY ROAD | JCT. MEADOWS ROAD TO KELLY ROCK LIMITED QUARRY, GLEN MORRIS, 0.7 KM |

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| CAPE BRETON | SHORE ROAD (PITT STREET) | | FROM ROUTE 305 NORTHEASTERLY 0.75 KM |
| CAPE BRETON | SYDPORT ACCESS ROAD | | JCT. HIGHWAY 125 TO SYDPORT AT MARINE DR., 5.0 KM |
| CAPE BRETON | TORONTO ROAD | | JCT. LITTLE POND ROAD TO STRIP MINE ENTRANCE, 0.3 KM |
| COLCHESTER | BELMONT ROAD (AUTH 620) | | FROM INTERSECTION PLAINS ROAD (AUTH 662) NEAR CROWE'S MILLS NORTHEASTERLY TO INTERSECTION ONSLOW MOUNTAIN ROAD (AUTH 612) AT BELMONT, 2.1 KM |
| COLCHESTER | BROOKSIDE ROAD (AUTH 605) | | FROM TRUNK 4/SALMON RIVER ROAD (AUTH 484) AT VALLEY CROSS ROAD NORTHWESTERLY TO TCH 104 WESTBOUND ONRAMP AT EXIT 17 INTERCHANGE, 0.4 KM |
| COLCHESTER | COLLEGE ROAD (AUTH 482) | | FROM SALMON ROAD (AUTH 484) AT VALLEY SOUTHWESTERLY TO INTERSECTION BURRIS DRIVE, 1.0 KM |
| COLCHESTER | DAKOTA DRIVE (AUTH 931) | | FROM PLAINS ROAD (AUTH 662) AT DEBERT NORTHERLY TO END OF LISTING (INCLUDING LOOP AT NORTH END), 2.4 KM |
| COLCHESTER | DUNLAP AVENUE (AUTH 419) | | FROM TRUNK 2 AT LOWER TRURO SOUTHERLY TO END OF LISTING AT MIDLAND COURIER, 0.1 KM |
| COLCHESTER | EAST FOLLY MOUNTAIN ROAD (AUTH 648) | | FROM PLAINS ROAD (AUTH 662) AT DEBERT NORTHERLY TO INTERSECTION STAPLES BROOK ROAD (AUTH 627), 1.6 KM |
| COLCHESTER | EAST PRINCE STREET | | FROM TRURO TOWN LINE EASTERLY TO GASPER CROSS, 1.2 KM |
| COLCHESTER | EAST QUEEN STREET (AUTH 488) | | FROM TRURO EAST TOWN LINE EASTERLY TO INTERSECTION EAST PRINCE STREET (AUTH 481) AT SALMON RIVER, 2.1 KM |
| COLCHESTER | FIELD'S ROAD (AUTH 431) | | FROM ROUTE 289 AT PLEASANT VALLEY SOUTHWESTERLY TO END OF LISTING AT LAFARGE CANADA INC. CEMENT PLANT, 0.7 KM |
| COLCHESTER | GASPER CROSS | | FROM EAST PRINCE STREET NORTHERLY TO CNR TRACKS, 0.19 KM |
| COLCHESTER | OLD GREENFIELD ROAD (AUTH 496) | | FROM JCT. OF VALLEYDALE ROAD TO ENTRANCE OF GILLIS TRUCKING, 0.2 KM |
| COLCHESTER | HUDSON STREET (AUTH 929) | | FROM PLAINS ROAD (AUTH 662) IN DEBERT WESTERLY TO MASSTOWN ROAD (AUTH 640), 1.5 KM |
| COLCHESTER | LANCASTER CRESCENT (AUTH 932) | | FROM PLAINS ROAD (AUTH 662) IN DEBERT TO PLAINS ROAD (LOOP ON THE NORTHEAST SIDE OF PLAINS ROAD), 2.2 KM |
| COLCHESTER | MCCLURE'S MILLS CONNECTOR ROAD (AUTH 909) | | FROM INTERSECTION HIGHWAY 102 SOUTHBOUND OFFRAMP AT EXIT 13 INTERCHANGE AT TRURO HEIGHTS NORTHEASTERLY TO TRURO WEST TOWN LINE, 0.4 KM |
| COLCHESTER | MCCLURE'S MILLS ROAD (AUTH 405) | | FROM TRURO HEIGHTS ROAD AT LOWER TRURO SOUTHEASTERLY TO TRURO WEST TOWN LINE, 1.2 KM |
| COLCHESTER | MCELMON ROAD (AUTH 650) | | FROM INTERSECTION TCH 104 EASTBOUND RAMPS AT EXIT 13 INTERCHANGE NORTHEASTERLY TO PLAINS ROAD (AUTH 662) NEAR DEBERT, 1.6 KM |
| COLCHESTER | MINGO ROAD (AUTH 651) | | FROM TRUNK 4 NEAR KEMPTOWN NORTHWESTERLY TO COLCHESTER MUNICIPAL BALEFILL FACILITY, 1.0 KM |
| COLCHESTER | OLD HIGHWAY 102 | | FROM TRUNK 2 JUST NORTH OF STEWIACKE NORTHERLY TO LOGAN DRILLING LTD., 0.2 KM |
| COLCHESTER | ONSLow ROAD (AUTH 595) | | FROM HIGHWAY 102 EASTBOUND ONRAMP AT EXIT 14A INT. AT ONSLOW NORTH / SOUTHEASTERLY TO ROUTE 311 AT UPPER ONSLOW, 3.8 KM |
| COLCHESTER | PARK STREET (AUTH 482) | | FROM TRURO TOWN LINE AT PARK STREET BRIDGE OVER SALMON RIVER NORTHEASTERLY TO STELLA-JONES WOOD SUPPLY YARD, 0.3 KM |
| COLCHESTER | PLAINS ROAD (AUTH 662) | | FROM INTERSECTION MCELMON ROAD (AUTH 650) NEAR BELMONT NORTHWESTERLY TO INTERSECTION EAST FOLLY MOUNTAIN ROAD (AUTH 648) AT DEBERT, 4.1 KM |
| COLCHESTER | SALMON RIVER ROAD (AUTH 484) | | FROM INTERSECTION TRUNK 4/BROOKSIDE ROAD (AUTH 605) AT VALLEY CROSS ROADS SOUTHEASTERLY TO INTERSECTION COLLEGE ROAD (AUTH 482), 1.7 KM |
| COLCHESTER | STEVENS ROAD | | JCT. OF TRUNK 4 TO LAFARGE REPAIR SHOP, 0.2 KM |

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| COLCHESTER | STEVEN'S CROSS ROAD (AUTH 512) | | FROM TRUNK 4 NEAR KEMPTOWN SOUTHEASTERLY TO INTERSECTION TCH 104 EASTBOUND RAMPS AT EXIT 18 INTERCHANGE, 0.5 KM |
| COLCHESTER | TRURO HEIGHTS ROAD (AUTH 468) | | FROM ROUTE 236 AT LOWER TRURO SOUTHEASTERLY TO LOUNSBURY INDUSTRIAL LTD., 1.0 KM |
| COLCHESTER | VALLEY ROAD (AUTH 486) | | FROM SALMON RIVER ROAD AT VALLEY SOUTHEASTERLY TO SPARKLING SPRINGS WATER PLANT, 1.3 KM |
| COLCHESTER | VALLEYDALE ROAD (AUTH 497) | | FROM VALLEY ROAD (AUTH 486) AT VALLEY SOUTHERLY TO OLD GREENFIELD ROAD (AUTH 496), 0.3 KM |
| CUMBERLAND | CANAAN ROAD (AUTH 522) | | FROM JCT. WEST BROOK ROAD (AUTH 524) AT NEW CANAAN EASTERLY TO INTERSECTION CANAAN MOUNTAIN ROAD (AUTH 634), 0.5 KM |
| CUMBERLAND | CANAAN MOUNTAIN ROAD (AUTH 634) | | FROM CANAAN ROAD (AUTH 522) SOUTHEASTERLY TO SHAW RESOURCES' SAND PIT, 1.5 KM |
| CUMBERLAND | CROWLEY ROAD (AUTH 555) | | FROM TRUNK 6 IN PUGWASH WESTERLY TO INTERSECTION SHAE'S ISLAND ROAD (AUTH 554), 0.3 KM |
| CUMBERLAND | FISHER ROAD (AUTH 657) | | FROM TRUNK 2 AT SPRINGHILL JUNCTION WESTERLY TO J.D. IRVING LTD. YARD, 0.2 KM |
| CUMBERLAND | GULF SHORE ROAD (AUTH 538) | | FROM TRUNK 6 AT PUGWASH NORTHERLY TO J.E. CANNING LTD. PULPWOOD EXPORTERS YARD, 1.5 KM |
| CUMBERLAND | JUNGLE ROAD (AUTH 688) | | FROM ROUTE 321 AT OXFORD JUNCTION EASTERLY TO CNR TRANSFER SITE, 0.9 KM |
| CUMBERLAND | LITTLE FORKS ROAD (AUTH 426) | | FROM TRUNK 2 AT LITTLE FORKS NORTHEASTERLY TO LANDFILL SITE AT END OF PAVEMENT, 2.1 KM |
| CUMBERLAND | QUARRY ROAD | | FROM JCT. ROUTE 307 TO THE SANDSTONE QUARRY, 0.20 KM |
| CUMBERLAND | SHAE'S ISLAND ROAD (AUTH 554) | | FROM CROWLEY ROAD (AUTH 555) AT PUGWASH WESTERLY TO CANADIAN SALT CO. LTD. MINE, 0.3 KM |
| CUMBERLAND | SMITH ROAD (AUTH 408) | | FROM TRUNK 2 IN UPPER NAPPAN SOUTHWESTERLY TO SIFTO CANADA INC. SALT PLANT, 3.5 KM |
| CUMBERLAND | TIDNISH-LINDEN ROAD (AUTH 456) | | FROM TRUNK 6 AT LINDEN NORTHERLY TO JCT. ROUTE 366, 1.5 KM |
| CUMBERLAND | WEST BROOK ROAD (AUTH 524) | | FROM TRUNK 2 AT WEST BROOK SOUTHEASTERLY TO INTERSECTION CANAAN ROAD (AUTH 522) AT NEW CANAAN, 4.7 KM |
| DIGBY | BONNIE ROAD | | JCT. HIGHWAY 101 TO JCT. TRUNK 1, 3.8 KM |
| DIGBY | BONNIE ROAD (AUTH 565) | | JCT. OF HIGHWAY 101 AT METEGHAN, SOUTHEASTERLY TO THE MUNICIPAL LANDFILL SITE, 4.5 KM |
| DIGBY | BROOKS ROAD | | JCT. HIGHWAY 101 TO JCT. FORT POINT RD., 1.3 KM |
| DIGBY | CHEMIN P'TIT PARADIS (AUTH 501) | | JCT. OF TRUNK 1 WESTERLY TO JCT. OF TOWNSHIP LINE ROAD, 0.7 KM |
| DIGBY | DOUCETTEVILLE ROAD | | JCT. TRUNK 1 EASTERLY TOWARD WEYMOUTH FALLS, 0.5 KM |
| DIGBY | F. COMEAU ROAD | | FROM THE PATRICE ROAD AT ST. JOSEPH WESTERLY TO THE A.F. THERIAULT MILL, 0.4 KM |
| DIGBY | FORT POINT ROAD | | JCT. TRUNK 1 AT WEYMOUTH TO JCT. BROOKS ROAD, 4.7 KM |
| DIGBY | LITTLE BROOK ROAD | | JCT. TRUNK 1 TO SECOND DIVISION ROAD, 3.9 KM |
| DIGBY | NEW ROAD | | JCT. TRUNK 1 TOWARD WEYMOUTH NORTH, 1.0 KM |
| DIGBY | PATRICE ROAD | | JCT. HIGHWAY 101 SOUTHEAST TO THE F. COMEAU ROAD, 6.7 KM |
| DIGBY | ROBINSON-WEIR RD OLD TRUNK 1 | | JCT. ROUTE 303 EASTERLY TO ENTRANCE OF THE IMPERIAL OIL LTD. PROPERTY, 0.9 KM |
| DIGBY | SAULNIERVILLE ROAD | | TRUNK 1 TO WHARF, 0.5 KM |
| DIGBY | SECOND DIVISION ROAD | | JCT. SAULNIERVILLE ROAD NORTHERLY TO END OF PAVEMENT, 9.0 KM |
| DIGBY | TOWNSHIP LINE ROAD (AUTH 607) | | JCT. OF CHEMIN P'TIT PARADIS EASTERLY TO JCT. OF ROUTE 340, 3.5 KM |

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| GUYSBOROUGH | PORT BICKERTON VILLAGE ROAD | | JCT. OF ROUTE 211 TO WHARF, 1.4 KM |
| HALIFAX | AEROTECH DRIVE | | JCT. HIGHWAY 102 SOUTHWESTERLY TO LOT "A" IN AEROTECH PARK |
| HALIFAX | ALBERT WALKER DRIVE | | NORTHWEST ARM DRIVE TO TRUNK 3, 0.30 KM |
| HALIFAX | ALPS ROAD | | NORTHERLY FROM TRUNK 7 TO THE END OF LISTING |
| HALIFAX | BAKERS POINT ROAD | | JCT. EAST JEDDORE ROAD [ROAD] TO THE FISH PLANT, 0.2 KM |
| HALIFAX | BEDFORD BY-PASS | | JCT. TRUNK 7 AT MAGAZINE HILL TO JCT. HIGHWAY 101 AT LOWER SACKVILLE INCLUDING CONNECTOR TO TRUNK 1 AT LOWER SACKVILLE |
| HALIFAX | BEDFORD BY-PASS RAMP | | RAMP OFF BEDFORD BY-PASS TO COBEQUID ROAD, 0.70 KM |
| HALIFAX | BURNSIDE DRIVE | | JCT. HIGHWAY 111 IN DARTMOUTH TO AKERLEY BOULEVARD |
| HALIFAX | DUKE STREET | | HIGHWAY 102 EXIT 4C EAST TO ENTRANCE TO STRESCON, 0.70 KM |
| HALIFAX | DUTCH SETTLEMENT ROAD | | JCT. OLD TRUNK ROAD TO ROUTE 277, 0.7 KM |
| HALIFAX | EAST CHEZZETCOOK ROAD | | JCT. TRUNK 7 TO JCT. HIGHWAY 107 |
| HALIFAX | EAST JEDDORE ROAD | | JCT. TRUNK 7 SOUTHERLY TO BAKERS POINT ROAD, 6.5 KM |
| HALIFAX | OLD TRUNK ROAD (ELMSDALE BACK ROAD) | | FROM HANTS COUNTY LINE TO DUTCH SETTLEMENT ROAD, 2.1 KM |
| HALIFAX | GLENDALE AVENUE | | HIGHWAY 102 EXIT 4C WEST TO ESTATES ROAD, 0.60 KM |
| HALIFAX | GROVE ROAD | | PRATT & WHITNEY DRIVE TO THE OLD GUYSBOROUGH ROAD |
| HALIFAX | PERRIN DRIVE | | JCT. HIGHWAY 118 TO DOT&C MECHANICAL BRANCH |
| HALIFAX | LOGAN ROAD | | JCT. ROUTE 277 IN DUTCH SETTLEMENT TO ISENER'S MILL, 0.2 KM |
| HALIFAX | MARINE GATEWAY | | FROM TRUNK 7 TO NORTHERN FIBER TERMINAL |
| HALIFAX | MCINNIS DRIVE | | FROM MARINE GATEWAY TO SHEET HARBOUR INDUSTRIAL PARK WHARF |
| HALIFAX | MINESVILLE ROAD | | JCT. TRUNK 7 TO JCT. HIGHWAY 107 NEAR LAKE ECHO |
| HALIFAX | NORTHWEST ARM DRIVE | | ROUTE 306 IN SPRYFIELD TO MAIN AVENUE FAIRVIEW |
| HALIFAX | OLD GUYSBOROUGH ROAD | | JCT. AEROTECH DRIVE SOUTHERLY TO PARCEL 6 IN AEROTECH PARK |
| HALIFAX | OLD GUYSBOROUGH ROAD | | JCT. PRATT & WHITNEY DRIVE TO GROVE ROAD, 1.0 KM |
| HALIFAX | OLDHAM ROAD | | JCT. TRUNK 2 EASTERLY TO OLD COBEQUID ROAD, 0.66 KM |
| HALIFAX | PRATT & WHITNEY DRIVE | | JCT. AEROTECH DRIVE NORTHERLY TO THE AIRPORT INTERCHANGE |
| HALIFAX | STELLA DRIVE | XX | JCT. TRUNK 7 AT CHEZZETCOOK (WEST END) TO ROUTE 207 |
| HANTS | BLOIS ROAD | | JCT. TRUNK 14 TO JCT. MACPHEE ROAD |
| HANTS | CROSS (FINDLEY) ROAD | | JCT. ROUTE 354 TO DOT&C BASE |
| HANTS | ELMSDALE ROAD | | FROM JCT. TRUNK 2 IN ELMSDALE TO HALIFAX COUNTY LINE |
| HANTS | EMERSON WHITE LOOP | | JCT. ROUTE 354 TO R. WHITE'S MILL |
| HANTS | LYNCH ROAD | | JCT. 215 TO ENTRANCE TO WILLIAMS PIT |
| HANTS | MACPHEE ROAD | | JCT. BLOIS ROAD TO END |
| HANTS | MUSQUODOBOIT ROAD | | JCT. TRUNK 2 NEAR MILFORD, EASTERLY TO RAILWAY CROSSING |
| HANTS | NEW ROSS ROAD | | JCT. TRUNK 14 TO HANTS/LUNENBURG COUNTY LINE, 8.4 KM |
| HANTS | NORTH RIVER ROAD | | FROM INTERSECTION SCOTCH VILLAGE STATION ROAD WESTERLY TO WALTON WOODS ROAD, 0.8 KM |
| HANTS | SCOTCH VILLAGE STATION ROAD | | FROM INTERSECTION ROUTE 236 AT SCOTCH VILLAGE NORTHERLY TO INTERSECTION NORTH RIVER ROAD, 0.8 KM |
| HANTS | THREE MILE PLAINS CROSS ROAD | | JCT. TRUNK 1 TO JCT. WINDSOR BACK ROAD |

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| HANTS | TOWN ROAD | | JCT. TRUNK 1 TO AVON VALLEY GREENHOUSES |
| HANTS | WALTON WOODS ROAD | | FROM INTERSECTION NORTH RIVER ROAD, NORTHERLY TO THE ENTRANCE TO WEST HANTS MUNICIPAL LAND FILL SITE, 8.2 KM |
| HANTS | WINDSOR BACK ROAD | | JCT. THREE MILE PLAINS CROSS ROAD TO J.W. MASON & SONS LTD. |
| INVERNESS | ASHFIELD ROAD | | JCT. ORANGEDALE ROAD TO DOT&C PLOW SHED APROX. 0.9 KM |
| INVERNESS | BARBERTON ROAD | | JCT. TRUNK 4 NORTHEAST OF PORT HAWKESBURY TO THE NORTH SIDE OF THE LONG STRETCH ROAD, 6.0 KM |
| INVERNESS | CABOT TRAIL | | CHETICAMP TO INVERNESS-VICTORIA COUNTY LINE AT LAKE O'LAW, 63.7 KM |
| INVERNESS | DUGGAN MOUNTAIN ROAD | | JCT. ROUTE 219 TO EVAN'S MINE SITE, 0.4 KM |
| INVERNESS | INDUSTRIAL PARK ROAD | | JCT. TRUNK 4 AT REEVES STREET WESTERLY TO RICHMOND CO. LINE, 0.7 KM |
| INVERNESS | ORANGEDALE ROAD | | JCT. TCH 105 TO ASHFIELD ROAD APROX. 0.8 KM |
| KINGS | BELCHER STREET | | JCT. CORNWALLIS RIVER CROSSING TO KENTVILLE TOWN LINE |
| KINGS | BISHOP ROAD SOUTH (SOUTH BISHOP ROAD, WOODVILLE ROAD) | | JCT. TRUNK 1 NORTHERLY TO HIGHWAY 101 AT COLDBROOK |
| KINGS | BRIDGE STREET | | JCT. TRUNK 1 TO JCT. WITH ROUTE 201, 2.2 KM |
| KINGS | BROOKLYN STREET (AUTH. 460) | | FROM KENTVILLE TOWN LINE WESTERLY TO ENTRANCE FOR FUNDY XPRESS TRANSPORT, CIVIC NO. 8487, 0.9 KM |
| KINGS | COLLINS ROAD | | JCT. STARRS POINT ROAD NORTHERLY TO COBI FOODS |
| KINGS | CORNWALLIS AVENUE | | FROM THE INTERSECTION OF TRUNK 1 IN NEW MINAS NORTHERLY 0.6 KM |
| KINGS | CORNWALLIS RIVER CROSSING | | JCT. TRUNK 1 TO BELCHER STREET, 2.0 KM |
| KINGS | CRESCENT DRIVE | | JCT. TRUNK 1 EASTERLY TO NEW MINAS DOT&C BASE, 0.3 KM |
| KINGS | DEEP HOLLOW ROAD (AUTH 583) | | FROM INTERSECTION OF TRUNK 1 NEAR NEW MINAS SOUTHERLY TO INTERSECTION OF WHITE ROCK ROAD AT WHITE ROCK, 3.50 KM |
| KINGS | HIGHBURY SCHOOL ROAD (AUTH 0510) | | FROM THE JCT. OF THE NEW ROAD EASTERLY TO CIVIC NUMBER 433, 0.14 KM |
| KINGS | IRA BILL ROAD (AUTH 433) | | FROM JCT. OF ROCKWELL MOUNTAIN ROAD WESTERLY, 0.3 KM |
| KINGS | KARS STREET | | JCT. ROUTE 358 TO SHURGAIN FACILITIES, 0.2 KM |
| KINGS | MAPLE STREET (BISHOP MOUNTAIN ROAD) | | JCT. HIGHWAY 101 AT KINGSTON TO TRUNK 1, 0.8 KM |
| KINGS | MARSHALL ROAD | | JCT. HIGHWAY 101 AT KINGSTON TO TRUNK 1, 0.9 [KM] |
| KINGS | MIDDLE STREET | | JCT. STARRS POINT ROAD TO KARS STREET, 0.2 KM |
| KINGS | NEW ROAD (AUTH 0508) | | FROM THE JCT. OF HIGHWAY 101 AT EXIT 12 SOUTHERLY TO THE JCT. OF THE HIGHBURY SCHOOL ROAD, 0.30 KM |
| KINGS | ORCHARD STREET | | JCT. TRUNK 1 AT BERWICK TO DOT&C BASE, 0.1 KM |
| KINGS | RANDOLPH ROAD | | JCT. WATERVILLE MOUNTAIN ROAD TO THE MICHELIN SITE, 1.0 KM |
| KINGS | ROCKWELL MOUNTAIN ROAD (AUTH438) | | FROM JCT. OF ROUTE 221 NORTHERLY TO JCT. OF IRA BILL ROAD, 1.0 KM |
| KINGS | SAXON STREET | | JCT. ROUTE 358 TO COBI FOODS, 2.1 KM |
| KINGS | STARRS POINT ROAD | | FROM RTE 358 AT PORT WILLIAM[S] EASTERLY TO EVANGELINE TRANSPORT INC., 0.9 KM |
| KINGS | TERRY[S] CREEK ROAD | | JCT. STARRS POINT ROAD TO SHURGAIN, 0.1 KM |
| KINGS | VICTORIA ROAD | | JCT. HIGHWAY 101 AT AYLESFORD TO TRUNK 1, 0.8 KM |
| KINGS | WATERVILLE MOUNTAIN ROAD | | JCT. TRUNK 1 TO RANDOLPH ROAD, 0.7 KM |
| LUNENBURG | BATTERY POINT ROAD | | JCT. BLUE ROCKS ROAD TO WHARF, 0.7 KM |

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| LUNENBURG | CORNWALL ROAD (AUTH 0466) | | FROM INTERSECTION OF ROUTE 325 NORTHERLY TO MAURICE BRUHM LIMITED, 12.2 KM |
| LUNENBURG | DAVID WILE ROAD (AUTH 877) | | FROM JCT. OF ROUTE 325 AT WILEVILLE SOUTHERLY TO THE ENTRANCE OF ARMOUR TRANSPORT SYSTEMS, 0.3 KM |
| LUNENBURG | FORTIES ROAD | | JCT. FRAXVILLE ROAD TO JCT. TRUNK 12 AT NEW ROSS, 7.9 KM |
| LUNENBURG | FRAXVILLE ROAD | | JCT. FORTIES ROAD TO REEVES MILL, 0.2 KM |
| LUNENBURG | HAROLD WHYNOT ROAD (AUTH 1003) | | JCT. OF THE PINE GROVE ROAD AT PINE GROVE EASTERLY TO END OF PAVEMENT, 1.7 KM |
| LUNENBURG | HIRTLE ROAD | | FROM JCT. OF HIGHWAY 103 AT MIDDLEWOOD EXIT 16 TO THE MIDDLEWOOD QUARRY, 4.6 KM |
| LUNENBURG | LOGAN ROAD | | JCT. ROUTE 325 TO BRIDGEWATER TOWN LINE, 1.2 KM |
| LUNENBURG | LOWER LAHAVE AND KRAUT POINT ROAD | | JCT. ROUTE 332 TO FISH PLANT, 2.5 KM |
| LUNENBURG | MULLOCK ROAD | | JCT. ROUTE 325 TO WHYNOT ROAD, 1.6 KM |
| LUNENBURG | NEW ELM ROAD (AUTH 612) | | JCT. OF ROUTE 210 AT CHELSEA WESTERLY TO THE JCT. OF THE ARCHIBALD WEAGLE ROAD, 7.3 KM |
| LUNENBURG | OAK HILL ROAD | | JCT. ROUTE 325 TO JCT. TRUNK 3 AT DAYSRING, 3.3 KM |
| LUNENBURG | PINE GROVE ROAD (AUTH 487) | | JCT. TRUNK 10 AT COOKVILLE EASTERLY TO COOKS POULTRY FARM, 1.3 KM |
| LUNENBURG | SCHNARES CROSSING ROAD (AUTH 0429) | | FROM THE JCT. OF TRUNK 3 AT MARTINS BROOK SOUTHWESTERLY TO ROUTE 324 AT LILYDALE, 0.85 KM |
| LUNENBURG | WATERLOO ROAD (AUTH 604) | | FROM JCT. OF ROUTE 210 WESTERLY TO JCT. OF BOLIVER ROAD, 7.9 KM |
| LUNENBURG | WINDSOR ROAD (686) | | FROM TRUNK 12 TO ENTRANCE OF DOT&PW SHED, 0.9 KM |
| PICTOU | GRANTON-ABERCROMBIE ROAD (AUTH 400) | | FROM NEW GLASGOW NORTH TOWN LINE NORTHWESTERLY TO INTERSECTION TRENTON CONNECTOR ROAD (AUTH 542), 2.0 KM |
| PICTOU | GRANTON-ABERCROMBIE ROAD (AUTH 400) | | FROM TCH 106 AT EXIT 2 INTERCHANGE SOUTHWESTERLY TO MICHELIN NORTH AMERICA (CANADA) INCORPORATED AT GRANTON, 3.3 KM |
| PICTOU | GRANTON-ABERCROMBIE ROAD (AUTH 400) | | FROM HWY 106 AT EXIT 2 INTERCHANGE EASTERLY TO INTERSECTION OF GRANTON- ABERCROMBIE BRANCH ROAD (AUTH 2046) (ROAD TO NEENAH PAPER PULP MILL AT ABERCROMBIE POINT), 2.4 KM |
| PICTOU | GRANTON-ABERCROMBIE BRANCH ROAD (AUTH 2046) | | FROM INTERSECTION OF GRANTON-ABERCROMBIE ROAD (AUTH 400), NORTHERLY TO NEENAH PAPER INC. AT ABERCROMBIE POINT, 1.4 KM |
| PICTOU | BALODIS ROAD (AUTH 2039) | | FROM TRURO ROAD (AUTH 613) TO END OF LISTING, 0.20 KM |
| PICTOU | BARNEY'S RIVER ROAD (AUTH 444) | | FROM TCH 104 AT BARNEY'S RIVER STATION (EXIT 29) NORTHERLY TO RAILWAY CROSSING, 1.0 KM |
| PICTOU | CAMPBELL HILL ROAD (AUTH 765) | | FROM ROUTE 256 JUST NORTHWEST OF SCOTSBURN SOUTHWESTERLY, 0.7 KM |
| PICTOU | COALBURN-MACLELLANS BROOK ROAD (AUTH 561) | | FROM ROUTE 347 SOUTHERLY TO MACLELLANS BROOK ROAD (AUTH 563), 2.8 KM |
| PICTOU | COWAN STREET (AUTH 644) | | FROM TCH 104 NEAR WESTVILLE (EXIT 21) SOUTHERLY TO WESTVILLE NORTHWEST TOWN LINE, 0.5 KM |
| PICTOU | TRURO ROAD (AUTH 613) | | FROM INTERSECTION OF COWAN STREET/TRUNK 4 EASTERLY TO BALODIS ROAD (AUTH 2039), 0.30 KM |
| PICTOU | BRIDGE AVE | | FROM STELLARTON EAST TOWN LINE AT EAST RIVER EASTERLY TO ROUTE 348 AT PLYMOUTH, 0.2 KM |
| PICTOU | FERRY ROAD (AUTH 684) | | FROM TCH 106 AT CARIBOU SOUTHERLY TO THREE BROOKS ROAD (AUTH 681), 0.5 KM |
| PICTOU | GLEN ROAD (AUTH 566) | | FROM MCLELLANS BROOK ROAD (AUTH 563) AT MCLELLANS BROOK SOUTHERLY TO MCLELLAN MOUNTAIN - GLENCOE ROAD (AUTH 574), 1.1 KM |

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| PICTOU | GLENGARRY ROAD (AUTH 620) | | FROM LORNE STATION ROAD (AUTH 619) AT LORNE SOUTHWESTERLY TO HOLMES' QUARRY, 1.7 KM |
| PICTOU | HARRIS ROAD (AUTH 795) | | FROM ROUTE 376 AT HALIBURTON NORTHWESTERLY TO INTERSECTION MURRAY ROAD (AUTH 797), 1.0 KM |
| PICTOU | LAGGAN ROAD (AUTH 486) | | FROM TRUNK 4 SOUTHERLY TO TPW KENZIEVILLE PLOW SHED, 0.5 KM |
| PICTOU | LORNE STATION ROAD (AUTH 619) | | FROM ROUTE 374 AT LORNE SOUTHWESTERLY TO INTERSECTION GLENGARRY ROAD (AUTH 620), 1.3 KM |
| PICTOU | MACGREGOR AVENUE EXTENSION (AUTH 672) | | FROM STELLARTON NORTH TOWN LINE NORTHERLY TO ROUTE 289, 0.3 KM |
| PICTOU | MARSH ROAD (AUTH 553) | | FROM ROUTE 347 AT COALBURN EASTERLY TO MACLEAN'S SALVAGE YARD, 0.9 KM |
| PICTOU | MCLELLAN[S] BROOK ROAD (AUTH 563) | | FROM INTERSECTION COALBURN-MCLELLANS BROOK ROAD (AUTH 561) AT MCLELLANS BROOK EASTERLY TO INTERSECTION GLEN ROAD (AUTH 566), 0.5 KM |
| PICTOU | MCLELLAN[S] BROOK ROAD (AUTH 563) | | FROM ROUTE 348 NEAR STELLARTON SOUTHEASTERLY TO DOTPW BASE, 1.4 KM |
| PICTOU | MACLELLAN MOUNTAIN-GLENCOE (AUTH 574) | | FROM GLEN ROAD (AUTH 566) SOUTHERLY TO WEBSTER ROAD (AUTH 575) AT KIRKMOUNT, 3.6 KM |
| PICTOU | WEBSTER ROAD (AUTH 575) | | FROM MACLELLAN MOUNTAIN-GLENCOE ROAD WESTERLY (INTO BLAINE MACLEAN PIT/QUARRY), 0.3 KM |
| PICTOU | MOUNT WILLIAM ROAD (AUTH 401) | | FROM INTERSECTION TCH 106 SOUTHBOUND RAMPS AT EXIT 1A INTERCHANGE AT MOUNT WILLIAM NORTHEASTERLY TO INTERSECTION TRENTON CONNECTOR ROAD, 0.3 KM |
| PICTOU | PLEASANT VALLEY ROAD (AUTH 883) | | FROM TCH 104 NEAR ALMA SOUTHEASTERLY TO INTERSECTION SALTER ROAD (AUTH 640) AT PLEASANT VALLEY, 1.3 KM |
| PICTOU | SALTER ROAD (AUTH 640) | | FROM PLEASANT VALLEY ROAD (AUTH 883) AT PLEASANT VALLEY SOUTHEASTERLY AND SOUTHERLY TO ROUTE 289 AT UNION CENTRE, 3.2 KM |
| PICTOU | SCOTCH HILL ROAD (AUTH 788) | | FROM ROUTE 376 AT LYONS BROOK NORTHWESTERLY TO DOTPW BASE, 0.4 KM |
| PICTOU | SIMPSONS ROAD (AUTH 679) | | FROM THREE BROOKS ROAD (AUTH 681) NEAR CARIBOU NORTHEASTERLY TO GULF SEAFOODS LTD., 0.8 KM |
| PICTOU | THREE BROOKS ROAD (AUTH 681) | | FROM INTERSECTION FERRY ROAD (AUTH 684) AT CARIBOU SOUTHEASTERLY TO INTERSECTION SIMPSONS ROAD (AUTH 679), 2.0 KM |
| PICTOU | TRENTON CONNECTOR ROAD (AUTH 542) | | FROM MOUNT WILLIAM ROAD (AUTH 401) AT MOUNT WILLIAM NORTHEASTERLY TO ROUTE 348 AT TRENTON, 6.4 KM |
| PICTOU | WEST RIVER STATION ROAD (AUTH 0814) | | FROM JCT. OF TRUNK 4 AT SALT SPRINGS SOUTHERLY TO SALT SPRINGS DTPW BASE, APROX. 0.5 KM |
| QUEENS | MEDWAY RIVER ROAD | | JCT. ROUTE 210 AT GREENFIELD TO JCT. BANGS FALLS ROAD, 2.9 KM |
| QUEENS | MOOSE HARBOUR ROAD | | JCT. SHORE ROAD TO END OF PAVEMENT, 0.2 KM |
| QUEENS | PORT MEDWAY ROAD (AUTH 460) | | FROM JCT. OF HIGHWAY 103 AT EXIT 17A NORTHERLY TO JCT. OF OLD TRUNK 3, 0.9 KM |
| QUEENS | SHORE ROAD | | FROM LIVERPOOL SOUTH TOWN LINE SOUTHERLY TO THE MOOSE HARBOUR ROAD, 4.0 KM |
| QUEENS | CENTRAL PORT MOUTON ROAD (AUTH 0413) | | FROM JCT OF HIGHWAY 103 SOUTHERLY TO JCT OF CARTER'S BEACH ROAD, 2.5 KM |
| RICHMOND | BEAR ISLAND ROAD | | JCT. PORT MALCOLM & INDUSTRIAL PARK ROAD TO END OF PAVEMENT, 1.8 KM |
| RICHMOND | WESTSIDE PETIT DE GRAT ROAD | | JCT. ROUTE 206 TO FISH PLANT, 0.9 KM |
| RICHMOND | INDUSTRIAL PARK ROAD | | RICHMOND CO. LINE TO JCT. BEAR HEAD ROAD, 4.3 KM |
| RICHMOND | POINT TUPPER ROAD | | JCT. INDUSTRIAL PARK ROAD TO GEORGIA PACIFIC CORP. WHARF, 1.5 KM |

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| RICHMOND | ST. PETERS-FORCHU ROAD (AUTH 0509) | | FROM JCT. WITH ROUTE 247 AT LOWER L'ARDOISE TO THE GRAND RIVER BRIDGE. |
| SHELBURNE | ADAMANT DRIVE | | JCT. HERO ROAD TO END, 0.6 KM |
| SHELBURNE | CAPE SABLE ISLAND | | ALL PAVED ROADS ON CAPE SABLE ISLAND, 36.2 KM |
| SHELBURNE | HERO ROAD | | JCT. SAND POINT ROAD TO END, 0.1 KM |
| SHELBURNE | OLD TRUNK 3 | | JCT. TRUNK 3 AT SHELBURNE TO DOT&C BASE, 0.7 KM |
| SHELBURNE | PORT CLYDE ROAD | | JCT. HIGHWAY 103 AT CLYDE RIVER SOUTHERLY TO THE JCT. OF THE SHORE ROAD AT PORT CLYDE, 3.30 KM |
| SHELBURNE | SAND POINT ROAD | | SHELBURNE TOWN LINE, SOUTHERLY 1.5 KM |
| SHELBURNE | SHORE ROAD (AUTH 404) | | JCT. OF ROUTE 309 (PORT CLYDE ROAD) AT PORT CLYDE SOUTHEASTERLY TO KENNY & ROSS LTD. AT PORT SAXON, 3.70 KM |
| VICTORIA | CABOT TRAIL | | JCT. TCH 105 AT NYANZA TO VICTORIA- INVERNESS COUNTY LINE AT LAKE O'LAU, 22.2 KM |
| VICTORIA | CAMPBELL STREET | | JCT. OLD MARGAREE ROAD AT BADDECK TO DOT&C BASE, 0.1 KM |
| VICTORIA | KEMPT HEAD ROAD | | JCT. TCH 105 AT BOULARDERIE TO DOT&C BASE, 0.2 KM |
| VICTORIA | NEW CAMPBELLTON ROAD | | JCT. TCH 105 TO KELLY COVE, 5.0 KM |
| VICTORIA | OLD MARGAREE ROAD | | JCT. TCH 105 AT BADDECK TO CAMPBELL STREET, 0.5 KM |
| VICTORIA | OLD MARGAREE ROAD | | FROM TCH 105 TO BADDECK LANDFILL SITE, 1.4 KM |
| VICTORIA | LITTLE NARROWS ROAD | | FROM LITTLE NARROWS FERRY EASTERLY, 5.3 KM |
| YARMOUTH | ABBOTTS HARBOUR ROAD | | JCT. ROUTE 335 TO WHARF, 2.2 KM |
| YARMOUTH | BLOOMFIELD ROAD (AUTH 406) | | JCT. VALLEY CRESCENT ROAD AT PLEASANT VALLEY WESTERLY TO END OF PAVEMENT AT HURLBURT'S MILL, 1.4 KM |
| YARMOUTH | BROOKLYN ROAD | X | FROM THE JCT OF HARDSCRATCH ROAD SOUTHERLY TO INTERSECTION OF HWY 101, 0.6 KM |
| YARMOUTH | CHEBOGUE ROAD | | FROM YARMOUTH TOWN LINE TO BUNKER ISLAND ROAD, 0.2 KM |
| YARMOUTH | CHEBOGUE ROAD | | FROM TRUNK 3 TO FLAT IRON ROAD, 0.6 KM |
| YARMOUTH | DENNIS POINT ROAD | | D'ENTREMONT ROAD TO DENNIS POINT WHARF, 1.2 KM |
| YARMOUTH | DOUCET WHARF ROAD | | JCT. ROUTE 334 TO WHARF, 0.3 KM |
| YARMOUTH | D'ENTREMONT | | JCT. ROUTE 335 TO JCT. DENNIS POINT ROAD, 0.7 KM |
| YARMOUTH | GREENVILLE ROAD (AUTH 504) | | JCT. OF TRUNK 3 AT PLEASANT LAKE WESTERLY TO TRUNK 1 AT DAYTON, 7.9 KM |
| YARMOUTH | HAMILTON ROAD (AUTH 404) | | JCT. OF ROUTE 340 AT PLEASANT VALLEY WESTERLY TO JCT. OF BLOOMFIELD ROAD, 0.20 KM |
| YARMOUTH | HARDSCRATCH ROAD (AUTH 505) | | JCT. OF TRUNK 3 AT STARR'S ROAD TO BORCHERDT CONCRETE PRODUCTS LTD., 1.6 KM |
| YARMOUTH | HARDSCRATCH ROAD (AUTH 505) | | JCT. OF STARRS ROAD (TRUNK 3) IN THE TOWN OF YARMOUTH NORTHERLY TO JCT. OF ROUTE 340, 10.70 KM |
| YARMOUTH | JACQUARDS ROAD | | JCT. ROUTE 334 TO WHARF, 0.8 KM |
| YARMOUTH | LAKE DARLING ROAD | | JCT. TRUNK 1 WESTERLY TO JCT. SHORT BEACH ROAD, 2.4 KM |
| YARMOUTH | LAKE GEORGE ROAD | | JCT. ROUTE 340 AT SOUTH OHIO NORTHERLY TO THE RICHMOND ROAD. 8.6 KM |
| YARMOUTH | LAKE GEORGE ROAD | | JCT. RICHMOND ROAD TO DALE IBBITSON ENTERPRISES (MILL), 1.5 KM |
| YARMOUTH | MOOD ROAD | | JCT. HIGHWAY 103 TO FISH PLANT, 1.4 KM |
| YARMOUTH | RICHMOND ROAD | | JCT. HIGHWAY 101 TO JCT. TRUNK 1, 2.0 KM |
| YARMOUTH | RICHMOND ROAD | | JCT. TRUNK 1 EASTERLY TO LAKE GEORGE ROAD, 6.8 KM |
| YARMOUTH | SHORT BEACH ROAD | | JCT. LAKE DARLING ROAD WESTERLY TO WEDGEPORT INDUSTRIES LTD, 0.4 KM |

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| YARMOUTH | SLOCUMB CRESCENT (AUTH 757) | | FROM INTERSECTION OF ROUTE 308 AT TUSKET WESTERLY AROUND LOOP OF TUSKET INDUSTRIAL PARK, 1.20 KM |
| YARMOUTH | STARR'S ROAD | | JCT. HIGHWAY 101 AT YARMOUTH TO HARDSCRATCH ROAD, 0.6 KM |
| YARMOUTH | TUNA WHARF ROAD | | ROUTE 334 TO WHARF, 0.3 KM |
| YARMOUTH | VALLEY CRESCENT ROAD (AUTH756) | | FROM JCT OF ROUTE 340 AT PLEASANT VALLEY NORTHERLY TO JCT OF BLOOMFIELD ROAD, 0.5 KM |

N.S. Reg. 99/2008

Made: March 6, 2008

Filed: March 10, 2008

Prescribed Petroleum Products Prices

Order dated March 6, 2008
made by the Minister of Service Nova Scotia and Municipal Relations
pursuant to Section 14 of the *Petroleum Products Pricing Act*

**In the Matter of Section 14 of Chapter 11 of the Acts of 2005
the *Petroleum Products Pricing Act***

- and -

**In the Matter of Sections 14 to 18 of the *Petroleum Products Pricing Regulations*
made by the Governor in Council
pursuant to Section 14 of the *Petroleum Products Pricing Act***

- and -

**In the Matter of an Order Prescribing Prices for Petroleum Products
made by the Minister of Service Nova Scotia and Municipal Relations
pursuant to Section 14 of the *Petroleum Products Pricing Act* and
Sections 14 to 18 of the *Petroleum Products Pricing Regulations***

Order

I, Jamie Muir, Minister of Service Nova Scotia and Municipal Relations for the Province of Nova Scotia, pursuant to Section 14 of Chapter 11 of the Acts of 2005, the *Petroleum Products Pricing Act*, and Sections 14 to 18 of the *Petroleum Products Pricing Regulations*, hereby

- (a) repeal the Order dated February 28, 2008, which prescribed prices February 29, 2008; and
- (b) prescribe prices for petroleum products in the Province as set forth in the tables in Schedule "A".

This Order is effective on and after 12:01 a.m. on March 7, 2008.

Made at Halifax, in the Halifax Regional Municipality, Nova Scotia, on March 6, 2008.

Sgd.: *Jamie Muir*
Honourable Jamie Muir
Minister of Service Nova Scotia and Municipal Relations

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 March 7, 2008**

| Table 1: Benchmark Prices for Regulated Petroleum Products (cents/litre) | |
|--|------|
| Regular unleaded gasoline | 66.6 |
| Mid-grade unleaded gasoline | 69.6 |
| Premium unleaded gasoline | 72.6 |
| Ultra low-sulfur diesel oil | 83.8 |

| Table 2: Fixed Wholesale Prices, Retail Mark-ups and Retail Prices for Regulated Petroleum Products (cents/litre) | | | | | | | | | |
|---|---|----------------|-----|--------------|-------|--------------------------------------|-------|--------------|-------|
| | Fixed Wholesale Price (excludes GST) | Retail Mark-up | | | | Retail Price (includes all taxes) | | | |
| | | Self-Service | | Full-Service | | Self-Service | | Full-Service | |
| | | Min | Max | Min | Max | Min | Max | Min | Max |
| Zone 1 | | | | | | | | | |
| Regular Unleaded | 98.4 | 4.0 | 5.5 | 4.0 | 999.9 | 115.7 | 117.4 | 115.7 | 999.9 |
| Mid-Grade Unleaded | 101.4 | 4.0 | 5.5 | 4.0 | 999.9 | 119.1 | 120.8 | 119.1 | 999.9 |
| Premium Unleaded | 104.4 | 4.0 | 5.5 | 4.0 | 999.9 | 122.5 | 124.2 | 122.5 | 999.9 |
| Ultra Low-Sulfur Diesel | 109.5 | 4.0 | 5.5 | 4.0 | 999.9 | 128.3 | 130.0 | 128.3 | 999.9 |
| Zone 2 | | | | | | | | | |
| Regular Unleaded | 98.8 | 4.0 | 5.5 | 4.0 | 999.9 | 116.2 | 117.9 | 116.2 | 999.9 |
| Mid-Grade Unleaded | 101.8 | 4.0 | 5.5 | 4.0 | 999.9 | 119.6 | 121.2 | 119.6 | 999.9 |
| Premium Unleaded | 104.8 | 4.0 | 5.5 | 4.0 | 999.9 | 122.9 | 124.6 | 122.9 | 999.9 |
| Ultra Low-Sulfur Diesel | 109.9 | 4.0 | 5.5 | 4.0 | 999.9 | 128.7 | 130.4 | 128.7 | 999.9 |
| Zone 3 | | | | | | | | | |
| Regular Unleaded | 99.3 | 4.0 | 5.5 | 4.0 | 999.9 | 116.7 | 118.4 | 116.7 | 999.9 |
| Mid-Grade Unleaded | 102.3 | 4.0 | 5.5 | 4.0 | 999.9 | 120.1 | 121.8 | 120.1 | 999.9 |
| Premium Unleaded | 105.3 | 4.0 | 5.5 | 4.0 | 999.9 | 123.5 | 125.2 | 123.5 | 999.9 |
| Ultra Low-Sulfur Diesel | 110.4 | 4.0 | 5.5 | 4.0 | 999.9 | 129.3 | 131.0 | 129.3 | 999.9 |
| Zone 4 | | | | | | | | | |
| Regular Unleaded | 99.3 | 4.0 | 5.5 | 4.0 | 999.9 | 116.7 | 118.4 | 116.7 | 999.9 |
| Mid-Grade Unleaded | 102.3 | 4.0 | 5.5 | 4.0 | 999.9 | 120.1 | 121.8 | 120.1 | 999.9 |
| Premium Unleaded | 105.3 | 4.0 | 5.5 | 4.0 | 999.9 | 123.5 | 125.2 | 123.5 | 999.9 |
| Ultra Low-Sulfur Diesel | 110.4 | 4.0 | 5.5 | 4.0 | 999.9 | 129.3 | 131.0 | 129.3 | 999.9 |
| Zone 5 | | | | | | | | | |
| Regular Unleaded | 99.3 | 4.0 | 5.5 | 4.0 | 999.9 | 116.7 | 118.4 | 116.7 | 999.9 |
| Mid-Grade Unleaded | 102.3 | 4.0 | 5.5 | 4.0 | 999.9 | 120.1 | 121.8 | 120.1 | 999.9 |
| Premium Unleaded | 105.3 | 4.0 | 5.5 | 4.0 | 999.9 | 123.5 | 125.2 | 123.5 | 999.9 |
| Ultra Low-Sulfur Diesel | 110.4 | 4.0 | 5.5 | 4.0 | 999.9 | 129.3 | 131.0 | 129.3 | 999.9 |

| Zone 6 | | | | | | | | | |
|-------------------------|-------|-----|-----|-----|-------|-------|-------|-------|-------|
| Regular Unleaded | 100.1 | 4.0 | 5.5 | 4.0 | 999.9 | 117.6 | 119.3 | 117.6 | 999.9 |
| Mid-Grade Unleaded | 103.1 | 4.0 | 5.5 | 4.0 | 999.9 | 121.0 | 122.7 | 121.0 | 999.9 |
| Premium Unleaded | 106.1 | 4.0 | 5.5 | 4.0 | 999.9 | 124.4 | 126.1 | 124.4 | 999.9 |
| Ultra Low-Sulfur Diesel | 111.2 | 4.0 | 5.5 | 4.0 | 999.9 | 130.2 | 131.9 | 130.2 | 999.9 |

N.S. Reg. 100/2008

Made: March 11, 2008

Filed: March 11, 2008

Proclamation, S. 65, S.N.S. 2006, c. 46

Order in Council 2008-94 dated March 11, 2008

Proclamation made by the Governor in Council

pursuant to Section 65 of

An Act to Amend Chapter 418 of the Revised Statutes, 1989, the Securities Act

The Governor in Council on the report and recommendation of the Minister of Finance dated February 21, 2008, pursuant to Section 65 of Chapter 46 of the Acts of 2006, *An Act to Amend Chapter 418 of the Revised Statutes, 1989, the Securities 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 clauses (a), (b), (d), (e), (f), (i), (j), (m) and (q) of subsection (1) of Section 1 and Sections 8, 22 to 30, 35, 36, 38, 45, 46, and 49 to 53 of Chapter 46 of the Acts of 2006, *An Act to Amend Chapter 418 of the Revised Statutes, 1989, the Securities Act*, do come into force on and not before March 17, 2008.

PROVINCE OF NOVA SCOTIA

sgd: **Mayann Francis**

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 65 of Chapter 46 of the Acts of 2006, *An Act to Amend Chapter 418 of the Revised Statutes, 1989, the Securities Act*, it is enacted as follows:

65 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 clauses (a), (b), (d), (e), (f), (i), (j), (m) and (q) of subsection (1) of Section 1 and Sections 8, 22 to 30, 35, 36, 38, 45, 46, and 49 to 53 of Chapter 46 of the Acts of 2006, *An Act to Amend Chapter 418 of the Revised Statutes, 1989, the Securities Act*, do come into force on and not before March 17, 2008;

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 clauses (a), (b), (d), (e), (f), (i), (j), (m) and (q) of subsection (1) of Section 1 and Sections 8, 22 to 30, 35, 36, 38, 45, 46, and 49 to 53 of Chapter 46 of the Acts of 2006, *An Act to Amend*

Chapter 418 of the Revised Statutes, 1989, the *Securities Act*, do come into force on and not before March 17, 2008, 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 Her Honour the Honourable Mayann E. Francis, Lieutenant Governor of the Province of Nova Scotia.

AT Our Government House in the Halifax Regional Municipality, this 11th day of March in the year of Our Lord two thousand and eight and in the fifty-seventh year of Our Reign.

BY COMMAND:

sgd: Cecil P. Clarke
Provincial Secretary
Minister of Justice and Attorney General

N.S. Reg. 101/2008

Made: March 11, 2008

Filed: March 11, 2008

Rate Decrease Filing Regulations

Order in Council 2008-95 dated March 11, 2008
Regulations made by the Governor in Council
pursuant to clauses 16AA(1)(c) and 159(1)(k) of the *Insurance Act*

The Governor in Council on the report and recommendation of the Minister assigned responsibility for the *Insurance Act* dated February 19, 2008, and pursuant to clauses 16AA(1)(c) and 159(1)(k) of Chapter 231 of the Revised Statutes of Nova Scotia, 1989, the *Insurance Act*, is pleased, effective on and after March 11, 2008, to

- (a) repeal the *Insurance Review Board Guidelines Regulations*, N.S. Reg. 27/2007, made by the Governor in Council by Order in Council 2007-31 dated January 22, 2007; and
- (b) make new regulations concerning filings under Section 155B of the *Insurance Act* regarding decreases in insurance rates in the form set forth in Schedule "A" attached to and forming part of the report and recommendation.

Schedule "A"**Regulations Respecting Rate Decrease Filings
made by the Governor in Council under Sections 16AA and 159 of Chapter 231
of the Revised Statutes of Nova Scotia, 1989,
the *Insurance Act*****Interpretation****Citation**

1 These regulations may be cited as the *Rate Decrease Filing Regulations*.

Definition

2 In these regulations,

- (a) "Act" means the *Insurance Act*;
- (b) "belonging to a rating bureau", in reference to an insurer making a filing under Section 155B of the Act, means
 - (i) being listed as a member of a rating bureau in a filing made by the rating bureau with the office of the Board under Section 152 of the Act, and
 - (ii) for any category of automobile insurance included in the filing, adopting or using the rates filed or promulgated by the rating bureau payable on contracts of automobile insurance in the Province;
- (c) "Board" means the Board as defined in Section 3 of the Act;
- (d) "date of the filing" of a schedule of rates filed by an insurer under Section 155B of the Act means the date on which the schedule is received by the Board;
- (e) "Executive Officer" means the Executive Officer as defined in Section 16A of the Act;
- (f) "rating bureau" means a rating bureau as defined in clause 104(k) of the Act;
- (g) "rate decrease" means a rate decrease proposed by an insurer that results in a rate for a coverage or category of automobile insurance that is less than the insurer's rate for the same coverage or category last approved or deemed approved by the Board or for which a filing has been completed under Section 155B of the Act, and includes an increase in an existing discount on a rate charged by the insurer;
- (h) "rate increase" means a rate increase proposed by an insurer that results in a rate for a coverage or category of automobile insurance that is greater than the insurer's rate for the same coverage or category last approved or deemed approved by the Board or for which a filing has been completed under Section 155B of the Act, and includes a decrease in an existing discount on a rate charged by the insurer;
- (i) "schedule of overall rate decreases without a cap" means a schedule of rates for automobile insurance that reduces the insurer's average premium for each automobile insurance category included in the schedule, but contains changes in rates that may increase, by more than 2% per annum, the premium applicable to an existing individual insured, and does not contain any of the following:

- (i) risk-classification system changes,
 - (ii) introduction or elimination of discounts or surcharges, or changes to eligibility criteria for discounts or surcharges,
 - (iii) rating rule changes,
 - (iv) rating algorithm changes,
 - (v) introduction or elimination of, or changes to, a discount program based on group membership;
- (j) “schedule of overall rate decreases with a cap” means a schedule of rates for automobile insurance that reduces the insurer’s average premium for each automobile insurance category included in the schedule, but either contains no rate increases or, by the imposition of a cap, does not increase the premium applicable to any existing individual insured by more than 2% per annum, and does not contain any of the following:
- (i) risk-classification system changes,
 - (ii) introduction or elimination of discounts or surcharges, or changes to eligibility criteria for discounts or surcharges,
 - (iii) rating rule changes,
 - (iv) rating algorithm changes,
 - (v) introduction or elimination of, or changes to, a discount program based on group membership.

Schedule of Overall Rate Decreases With a Cap

Filing of schedule of overall rate decreases with a cap

- 3 (1)** A schedule of overall rate decreases with a cap filed by an insurer with the Board under Section 155B of the Act must be accompanied by all of the following:
- (a) a statement of an officer or actuary of the insurer certifying that the schedule filed is a schedule of overall rate decreases with a cap and that the filing of the schedule will not increase the premiums applicable to any existing individual insured by more than 2% per annum;
 - (b) a statement of an officer or actuary of the insurer certifying that the insurer is not an insurer belonging to a rating bureau for the purpose of the filing;
 - (c) any document or information required by the office of the Board in addition to the statements required by clauses (a) and (b), as published by the Board.
- (2)** A filing of a schedule as a schedule of overall rate decreases with a cap must be reviewed by the Executive Officer, or by employees of the office of the Board as designated by the Executive Officer, to ensure that it is complete in accordance with subsection (1).

- (3) If a filing of a schedule as a schedule of overall rate decreases with a cap is incomplete, the Executive Officer must notify the insurer in writing no later than 10 calendar days after the date of the filing and include in that notice details of the missing required documents or information.
- (4) A filing for which a notice of incomplete filing is issued under subsection (3) may be amended and refiled by the insurer, and subsections (1), (2) and (3) apply to the refiled.
- (5) The Executive Officer may notify an insurer in writing that a schedule of overall rate decrease with a cap is complete in accordance with subsection (1), and the rate decreases set out in the schedule are effective on the date of the notice or on the date or dates specified in the schedule, whichever is later.

Filing of schedule of overall rate decreases with a cap deemed to be complete

- 4 (1) If a notice of incomplete filing under subsection 3(3) is not issued by the Executive Officer within the period specified in that subsection, the filing is deemed to be complete in accordance with subsection 3(1).
- (2) The rate decreases set out in a schedule that is deemed to be complete in accordance with subsection 3(1) are effective on the date that the schedule is deemed complete or on the date or dates specified in the schedule, whichever is later.
- (3) A schedule filed as a schedule of overall rate decreases with a cap under subsection 3(1) is not reviewable by the Board and may not be changed or disapproved by the Board.

Schedule of Overall Rate Decreases Without a Cap

Filing of schedule of overall rate decreases without a cap

- 5 A schedule of overall rate decreases without a cap filed by an insurer with the Board under Section 155B of the Act must be accompanied by a statement of an officer of the insurer certifying that the insurer is not an insurer belonging to a rating bureau for the purpose of the filing.

Notice of intent to review

- 6 If the Board intends to review a schedule of overall rate decreases without a cap filed by an insurer, the Board must notify the insurer in writing no later than 10 calendar days after the date of the filing that it intends to review the schedule.

Deemed approval of schedule of overall rate decreases without a cap

- 7 If the Board does not notify an insurer under Section 6 that it intends to review a schedule of overall rate decreases without a cap, the schedule is deemed to be approved by the Board and the Board has no further opportunity to review the schedule.

Board review and notification

- 8 (1) If the Board notifies an insurer as required by Section 6 of its intent to review a schedule of overall rate decreases without a cap, the Board, no later than 20 calendar days after the date of the filing, must
 - (a) review the schedule; and
 - (b) if the Board requires a change to or disapproves of the schedule, notify the insurer in writing of the required change or the disapproval and give reasonably adequate details about the Board's reasons for the change or disapproval.

- (2) If the Board does not notify an insurer under clause (1)(b) that it requires a change to or disapproves of a schedule, the schedule is deemed to be approved by the Board and the Board has no further opportunity to review the filing.
 - (3) The Board may notify an insurer in writing that it approves of a schedule of overall rate decreases without a cap.
 - (4) Rate changes in a schedule of overall rate decreases without a cap that is approved or deemed to be approved by the Board are effective on the date of the approval, the date of the deemed approval or the date or dates specified in the schedule, whichever is latest.
-

N.S. Reg. 102/2008

Made: September 29, 2006

Approved: March 11, 2008

Filed: March 11, 2008

Dental Practice Review Regulations

Order in Council 2008-100 dated March 11, 2008
Regulations made by the Provincial Dental Board of Nova Scotia
and approved by the Governor in Council
pursuant to Section 45 of the *Dental Act*

The Governor in Council on the report and recommendation of the Minister of Health dated February 19, 2008, and pursuant to Section 45 of Chapter 3 of the Acts of 1992, the *Dental Act*, is pleased to approve regulations made by the Provincial Dental Board of Nova Scotia outlining the dental practice review program in the form set forth in Schedule "A" attached to and forming part of the report and recommendation, effective on and after March 11, 2008.

Schedule "A"

I certify that the Provincial Dental Board of Nova Scotia at its meeting on 29 September, 2006, carried a motion to adopt Regulation No. 11–Dental Practice Review Program made by the Board on September 29, 2006, in the manner attached.

Signed at Halifax, Nova Scotia, this 11th day of December, 2006.

Sgd. William A. MacInnes

Per: William A. MacInnes

Registrar, Provincial Dental Board of Nova Scotia

**Regulations Respecting a Dental Practice Review Program
made by the Provincial Dental Board of Nova Scotia under
Section 45 of Chapter 3 of the Acts of 1992, the *Dental Act***

Citation

1 These regulations may be cited as the *Dental Practice Review Regulations*.

Definitions

2 In these regulations,

- (a) “Act” means the *Dental Act*;
- (b) “Committee” means the Dental Practice Review Committee;
- (c) “Dental Practice Review Program” means the program established by these regulations for conducting practice reviews;
- (d) “practice review” means an on-site inspection and assessment of a licensee’s practice conducted in accordance with these regulations;
- (e) “self-assessment document” means a document that lists specific things to be checked in a practice review.

Dental Practice Review Committee

- 3** (1) The Committee must consist of 3 licensed dentists appointed by the Board, each of whom has practised dentistry for at least 5 years.
- (2) The Committee chair must be appointed by the Board from the Committee members.
- (3) The initial terms of the Committee members are as follows:
- (a) the initial chair and one member for 3 years;
 - (b) one member for 2 years.
- (4) Each subsequent member of the Committee must serve a term of 3 years and the first members and succeeding members may be reappointed for two additional 3-year terms.
- (5) Any vacancy on the Committee must be filled by a licensed dentist appointed by the Board for the unexpired term of the vacated position.
- (6) The Committee is responsible for administering the Dental Practice Review Program in accordance with these regulations.

Form of self-assessment document

- 4** A self-assessment document must be in a form approved by the Board in consultation with the Dental Association.

Licensed dentists randomly selected for self-assessment

- 5** (1) Once a year, the Committee, using a random sampling process that is approved by the Board and stratified by district, must select 15% of licensed dentists in private practice to complete a self-assessment document.
- (2) A licensed dentist selected to complete a self-assessment document must complete and return the self-assessment document to the Committee.
- (3) The Committee must review and evaluate all returned self-assessment documents.

Licensed dentists required to undergo practice review

- 6** (1) After reviewing and evaluating returned self-assessment documents under subsection 5(3), the Committee, using a random sampling process that is approved by the Board and stratified by district, must select 15% of the licensed dentists who returned self-assessment documents for a practice review.

- (2) A licensed dentist is required to undergo a practice review in any of the following circumstances:
 - (a) the Board selects the licensed dentist at random under subsection (1);
 - (b) the licensed dentist is directed to the Committee by the Registrar or by the Complaints Committee;
 - (c) the Committee directs it after reviewing and evaluating a self-assessment document.
- (3) A licensed dentist who is required by clause (2)(b) to undergo a practice review as a result of being directed to the Committee by the Registrar or by the Complaints Committee is not required to complete a self-assessment document before undergoing the practice review.

Appointing assessors

7 The Committee must appoint assessors to conduct practice reviews on one or more licensed dentists who are required by Section 6 to undergo a practice review.

Practice review procedure

- 8 (1) After a practice review, the Committee must send a written report to the licensed dentist so that the licensed dentist may identify any omissions or errors of fact.
- (2) A licensed dentist who receives a written report under subsection (1) may make written submissions to the Committee no later than 30 days after the date the licensed dentist receives the report.
- (3) After considering a report on a practice review and any other information that the Committee considers relevant to the practice review, as well as the licensed dentist's written submissions, if any, the Committee must decide whether there are deficiencies in the licensed dentist's practice.
- (4) If the Committee decides that there are no deficiencies in a licensed dentist's practice, the Committee must advise the licensed dentist of the decision, and no further action is required.
- (5) If the Committee decides that there are deficiencies in a licensed dentist's practice, the Committee must make written recommendations to the licensed dentist on ways to correct the deficiencies and give the licensed dentist an opportunity to correct them.

Further practice review

- 9 (1) In addition to making recommendations to a licensed dentist under subsection 8(5) respecting deficiencies in the licensed dentist's practice, the Committee may require the licensed dentist to undergo a further practice review to determine whether the deficiencies have been corrected.
- (2) Subsections 8(1) and (2) dealing with the written report and the licensed dentist's right to make written submissions to the Committee apply with the necessary modifications to a further practice review under subsection 9(1).
- (3) After considering a report on a further practice review and any other information that the Committee considers relevant to the further practice review, as well as the licensed dentist's written submissions, if any, the Committee must decide whether there are still deficiencies in the licensed dentist's practice.
- (4) If the Committee decides that there are no longer any deficiencies in a licensed dentist's practice, the Committee must advise the licensed dentist of the decision, and no further action is required.
- (5) If the Committee decides that there are still deficiencies in a licensed dentist's practice, the Committee must refer the matter to the Registrar and must include in the referral all of the

Committee's practice review reports and all of the licensed dentist's submissions, if any, in response to the practice review reports.

- (6) If the Committee refers a matter to the Registrar under subsection (6), the Registrar may conduct an investigation of the matter in accordance with the Act and the *Discipline Regulations* made under the Act.

N.S. Reg. 103/2008 to 104/2008

Made: March 11, 2008

Filed: March 12, 2008

Designation of Persons Who May Access Records
and Youth Justice Regulations

Order in Council 2008-97 dated March 11, 2008
Designations made by the Governor in Council
pursuant to paragraph 119(1)(r) of the *Youth Criminal Justice Act* (Canada)
and amendment to regulations made by the Governor in Council
pursuant to Section 37 of the *Youth Justice Act*

The Governor in Council on the report and recommendation of the Minister of Justice dated February 14, 2008, is pleased, effective on and after March 11, 2008,

- (a) pursuant to paragraph 119(1)(r) of Chapter 1 of the Statutes of Canada, 2002, the *Youth Criminal Justice Act*, to designate persons employed by Jemtec Incorporated, Omnilink Incorporated, BI Incorporated, the Salvation Army Correctional and Justice Services Division, and the Commissionaires Great Lakes Region as members of a class of persons who shall have access to a record kept under section 114 and may be given access to a record kept under sections 115 and 116 of the *Youth Criminal Justice Act*, for the purpose of providing electronic monitoring services of a young person under Jemtec Incorporated's contracts with the Province; [N.S. Reg. 103/2008]
- (b) pursuant to Section 37 of Chapter 38 of the Acts of 2001, the *Youth Justice Act*, to amend the *Youth Justice Regulations*, N.S. Reg 191/2003, made by the Governor in Council by Order in Council 2003-472 dated November 14, 2003, to designate persons referred to in clause (a) as persons to whom records may be disclosed for the purposes of subsection 32(1) of the *Youth Justice Act* and to make certain housekeeping amendments, in the manner set forth in Schedule "A" attached to and forming part of the report and recommendation.

N.S. Reg. 104/2008

Youth Justice Regulations

Schedule "A"

**Amendment to the *Youth Justice Regulations* made by the
Governor in Council pursuant to Section 37 of Chapter 38
of the Acts of 2001, the *Youth Justice Act***

- 1 The *Youth Justice Regulations*, N.S. Reg. 191/2003, made by the Governor in Council by Order in Council 2003-472 dated November 14, 2003, are amended by repealing Section 3 and substituting the following Section:

- 3 For the purposes of subsection 32(1) of the *Youth Justice Act*, records concerning an offence by a young person may be disclosed to any of the following:
- (a) persons employed by the Department of Justice or the Department of Service Nova Scotia and Municipal Relations whose duties include the collection of money paid in fines or the collection of statistical data, for the purpose of the collection of the fines or statistical data;
 - (b) the Director of Finance, Corporate Services Unit in the Department of Justice, the Executive Director of Program Management and Corporate Services in the Department of Service Nova Scotia and Municipal Relations and the Director of Financial Services, Corporate Services Unit in the Department of Finance, for the purpose of fulfilling their duties;
 - (c) the Auditor General of Nova Scotia, for the purpose of fulfilling duties under the *Auditor General Act*;
 - (d) the Registrar of Motor Vehicles, for the purpose of recording in the Registry of Motor Vehicles the name and offence of any young person who is found guilty of a motor vehicle-related offence;
 - (e) insurers, at the discretion of the Registrar of Motor Vehicles and in accordance with Section 241 of the *Motor Vehicle Act* and limited to records held by the Registry of Motor Vehicles respecting young persons who have been found guilty of motor vehicle-related offences;
 - (f) persons employed by the Department of Justice in the Security Programs office, for the purposes of making inquiries and investigation under Section 6 of the *Private Investigators and Private Guards Act*;
 - (g) a person employed by a municipality whose duties include the collection of money paid in fines or the collection of statistical data, for the purpose of the collection of the fines or statistical data;
 - (h) persons employed in the Mi'kmaq Court Worker Program administered by the Mi'kmaq Legal Support Network, for the purpose of providing advice and support to youth offenders;
 - (i) persons employed in the Victim Services Unit of the Department of Justice for the purposes of carrying out their duties under the *Victims' Rights and Services Act*;
 - (j) the Director of Public Safety and government enforcement agents of the Department of Justice for the purposes of carrying out a responsibility or exercising a power under the *Safer Communities and Neighbourhoods Act*;
 - (k) persons engaged in a research project entitled *Pathways to Resilience* to the extent and in the manner set out in the research agreement between the Province and Dalhousie University;
 - (l) persons employed by Jemtec Incorporated, Omnilink Incorporated, BI Incorporated, the Salvation Army Correctional and Justice Services Division, and the Commissionaires Great Lakes Region, for the purpose of providing electronic monitoring services of a young person under Jemtec Incorporated's contracts with the Province.

N.S. Reg. 105/2008

Made: March 12, 2008

Filed: March 14, 2008

Polling Districts and Number of Councillors Order for the Municipality of the District of East Hants

Order dated March 12, 2008
made by the Nova Scotia Utility and Review Board
pursuant to Section 369 of the *Municipal Government Act*

Order**NSUARB-MB-07-12**

Nova Scotia Utility and Review Board
In the Matter of the *Municipal Government Act*

- and -

In the matter of an application by the **Municipality of the District of East Hants** to increase the number of councillors and polling districts and to alter the boundaries of the polling districts

Before: Roland A. Deveau, Panel Chair
Murray E. Doehler, CA, P.Eng., Member

O r d e r

An application having been made by the Municipality of the District of East Hants pursuant to s. 369 of the *Municipal Government Act* and the Board having issued its decision on October 5, 2007;

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

1. The number of polling districts for the Municipality of the District of East Hants is set at 13;
2. The number of councillors is set at 13;
3. The boundaries of the 13 polling districts are amended;
4. The boundaries of all polling 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 *Municipal Government 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 councillors of the Municipality in the year 2008 will be complied with as if the above-noted changes had been made on the first day of March, 2008, but for all other purposes, such changes shall take effect on the first day of the first meeting of the Council after the election of councillors for the year 2008.

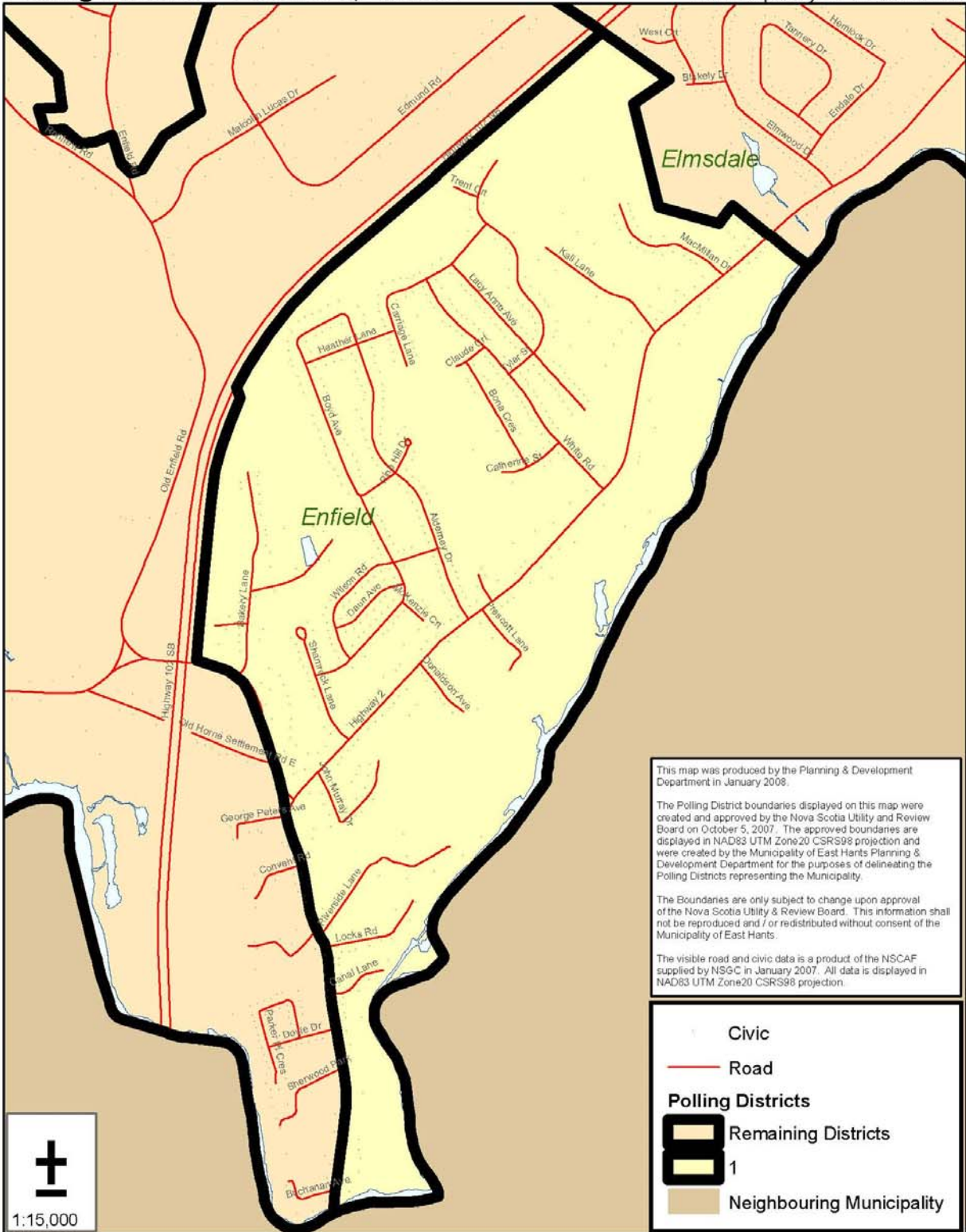
Dated at Halifax, Nova Scotia this 12th day of March, 2008.

Sgd.: *Elaine Wagner*
Clerk of the Board

Schedule "A"

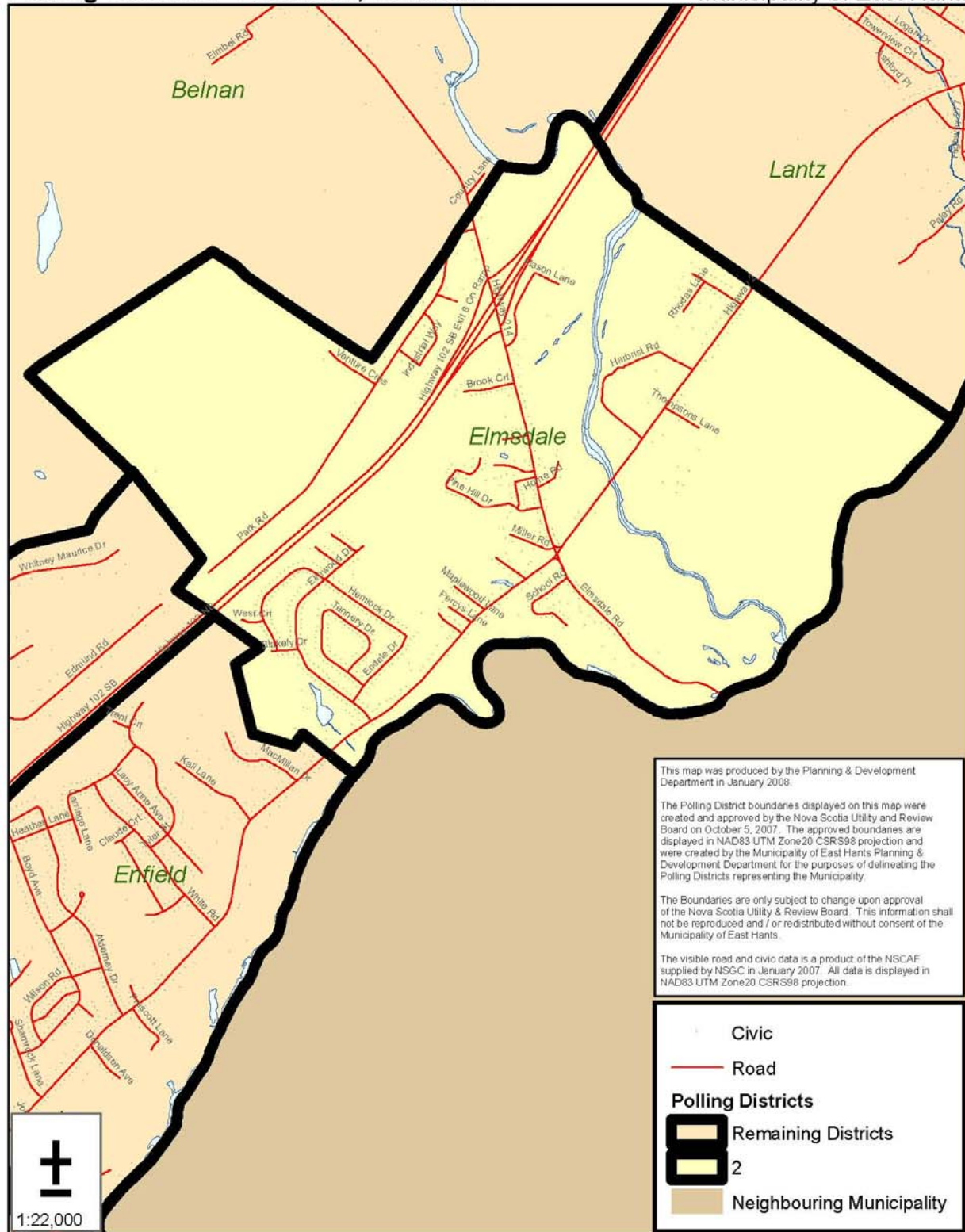
Polling Districts - District 1, Enfield

Municipality of East Hants



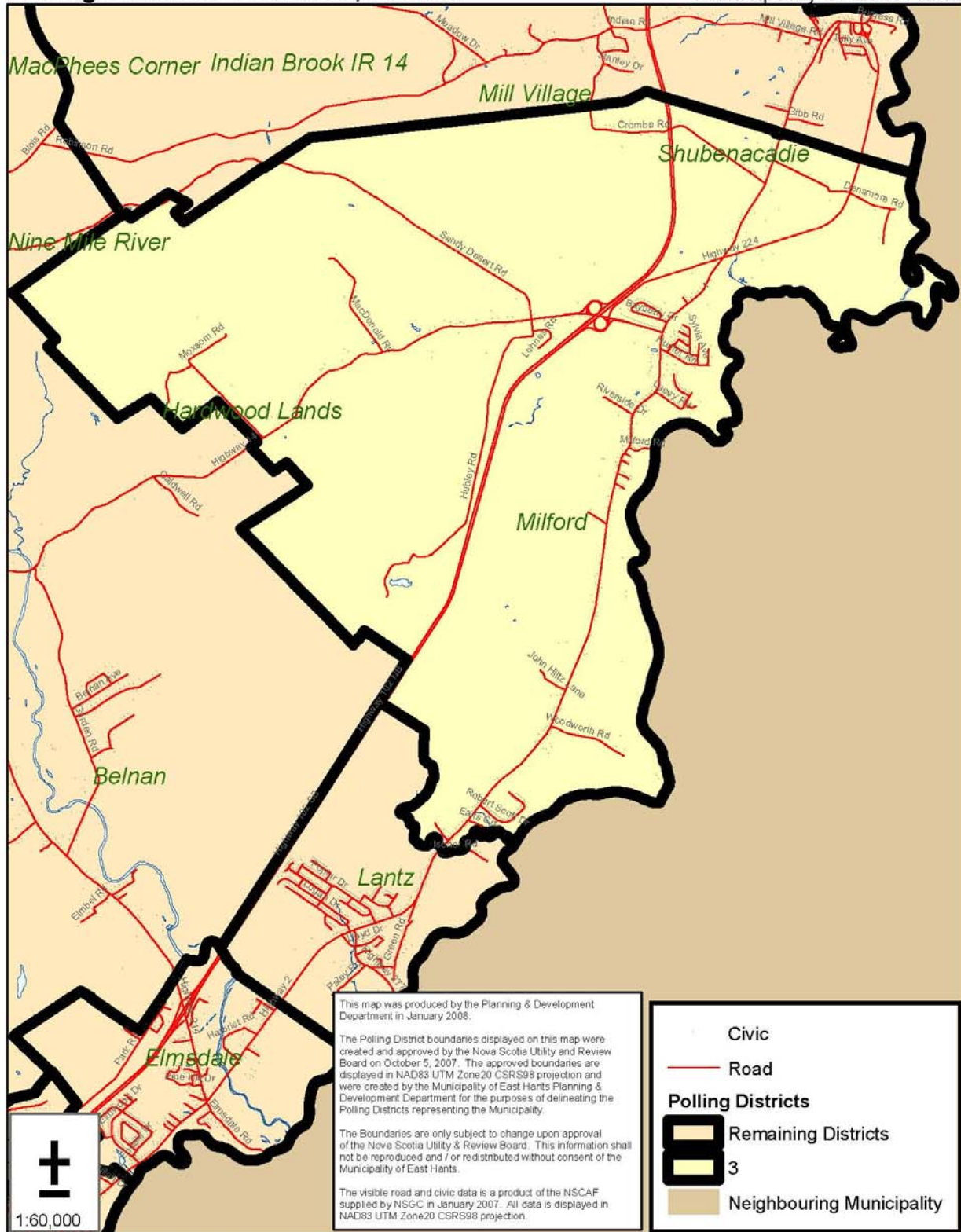
Polling Districts - District 2, Elmsdale

Municipality of East Hants



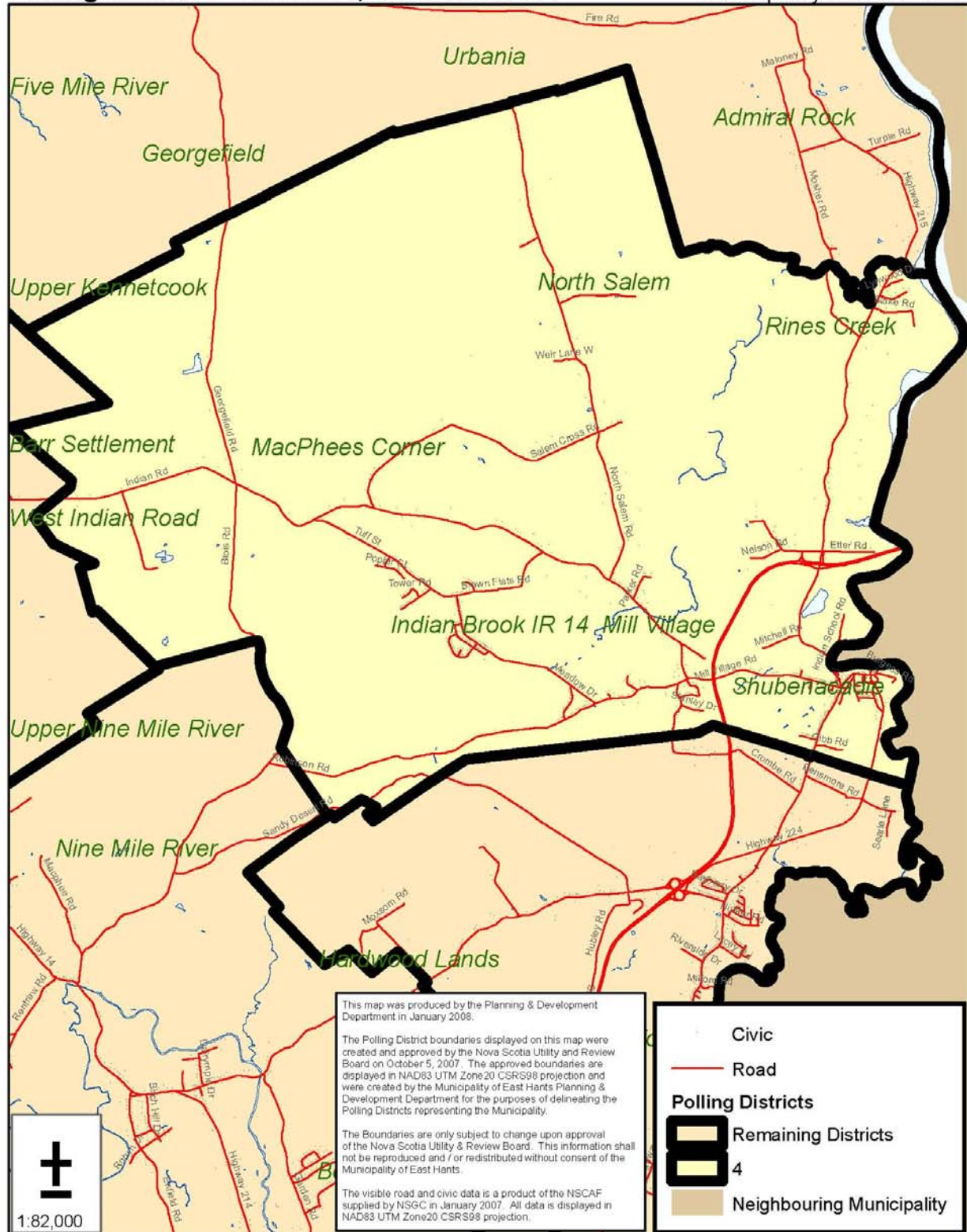
Polling Districts - District 3, Milford

Municipality of East Hants



Polling Districts - District 4, Shubenacadie

Municipality of East Hants



This map was produced by the Planning & Development Department in January 2008.

The Polling District boundaries displayed on this map were created and approved by the Nova Scotia Utility and Review Board on October 5, 2007. The approved boundaries are displayed in NAD83 UTM Zone 20 CSRS98 projection and were created by the Municipality of East Hants Planning & Development Department for the purposes of delineating the Polling Districts representing the Municipality.

The Boundaries are only subject to change upon approval of the Nova Scotia Utility & Review Board. This information shall not be reproduced and / or redistributed without consent of the Municipality of East Hants.

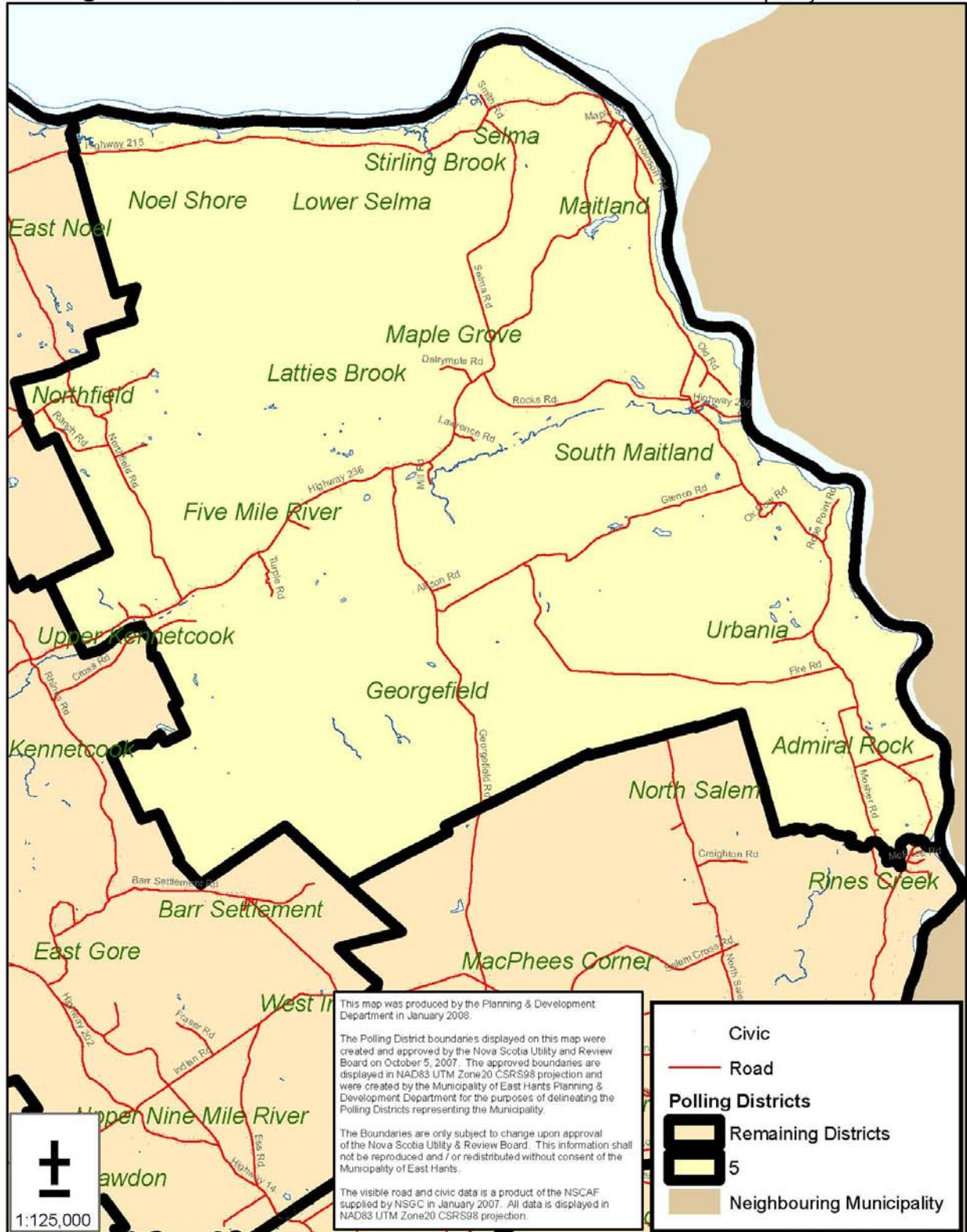
The visible road and civic data is a product of the NSCAF supplied by NSGC in January 2007. All data is displayed in NAD83 UTM Zone 20 CSRS98 projection.

| | |
|--|---------------------------|
| | Civic |
| | Road |
| | Polling Districts |
| | Remaining Districts |
| | 4 |
| | Neighbouring Municipality |

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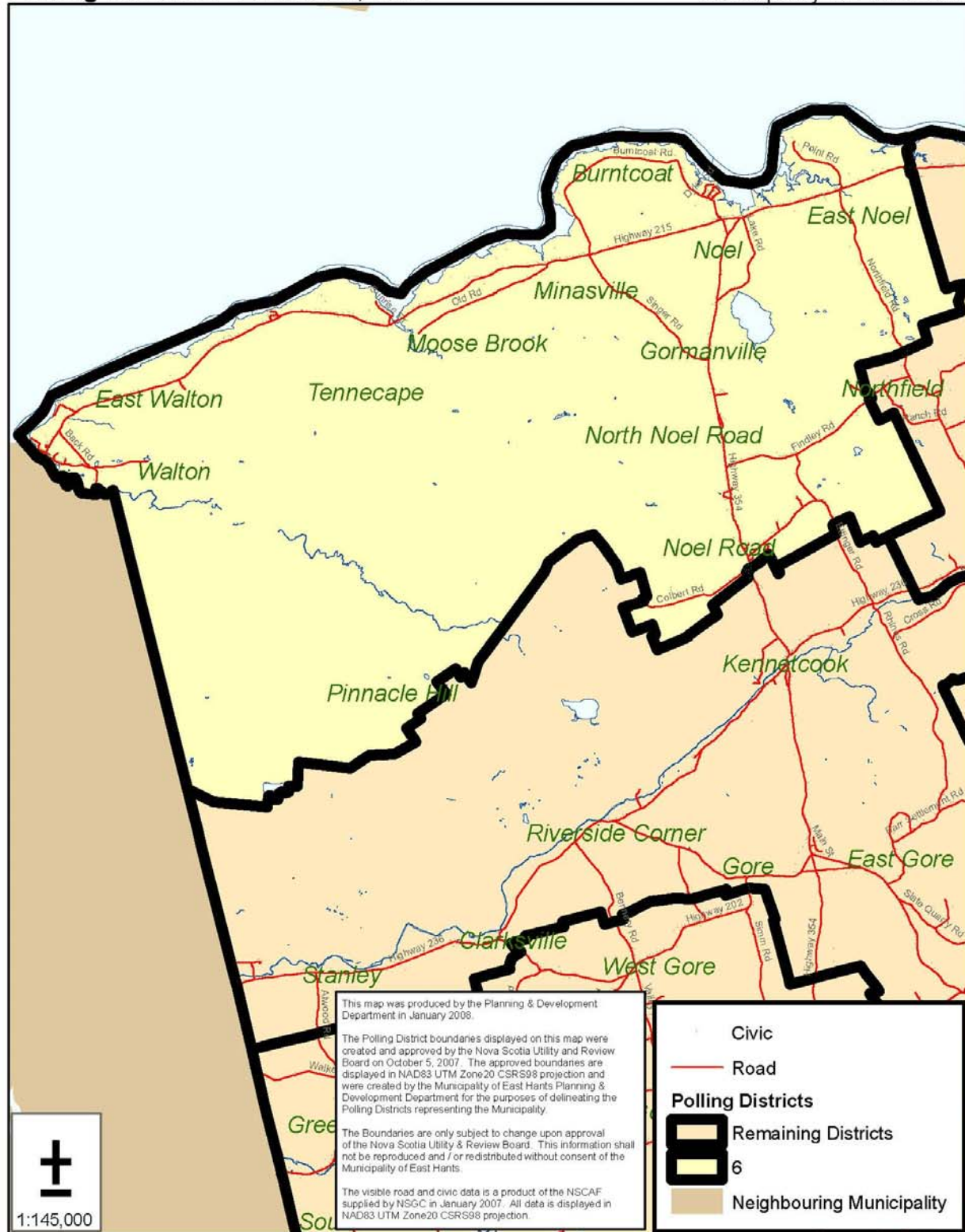
Polling Districts - District 5, Maitland

Municipality of East Hants



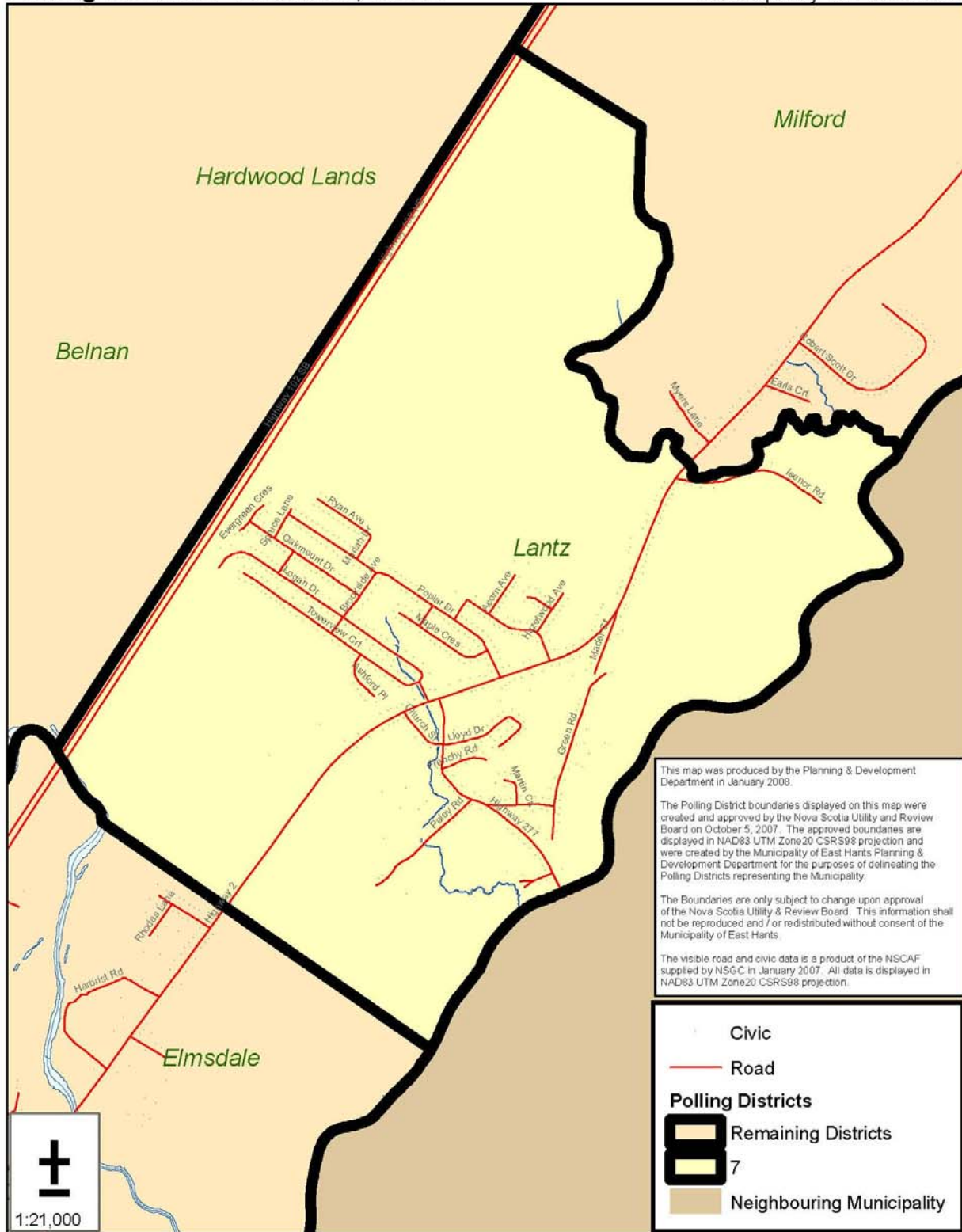
Polling Districts - District 6, Noel

Municipality of East Hants



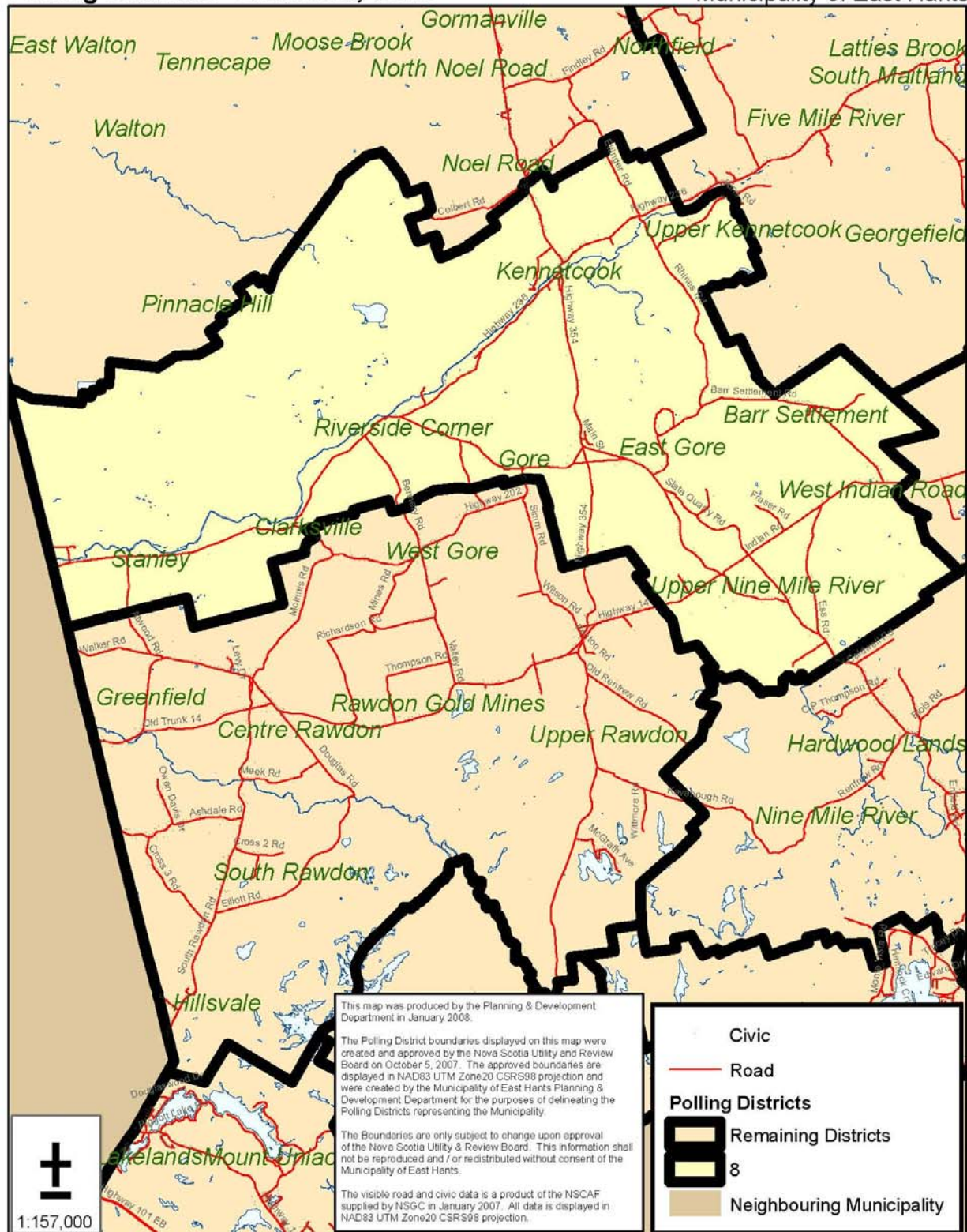
Polling Districts - District 7, Lantz

Municipality of East Hants

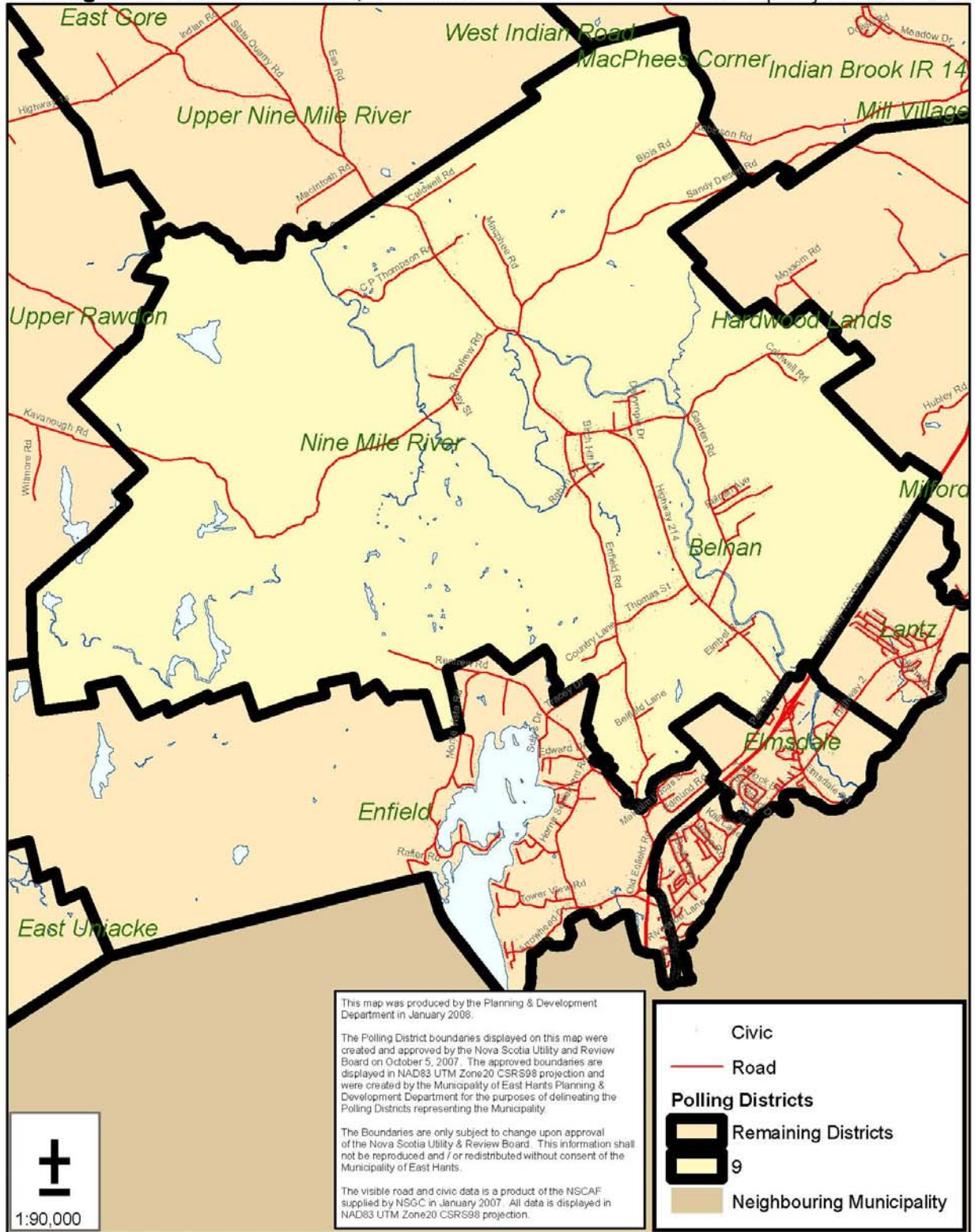


Polling Districts - District 8, Gore

Municipality of East Hants

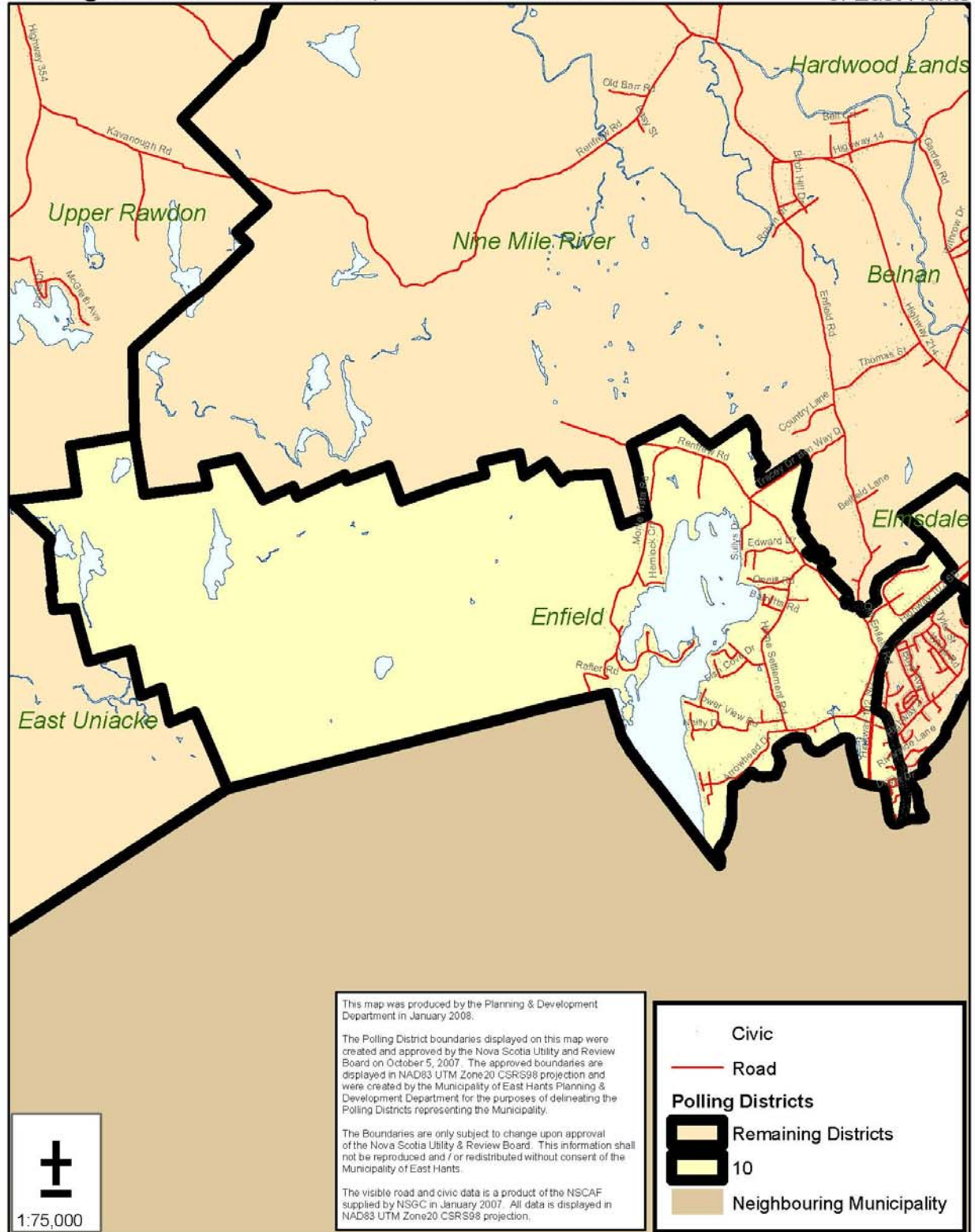


Polling Districts - District 9, Nine Mile River Municipality of East Hants



Polling Districts - District 10, Enfield / Horne Settlement

Municipality of East Hants



This map was produced by the Planning & Development Department in January 2008.

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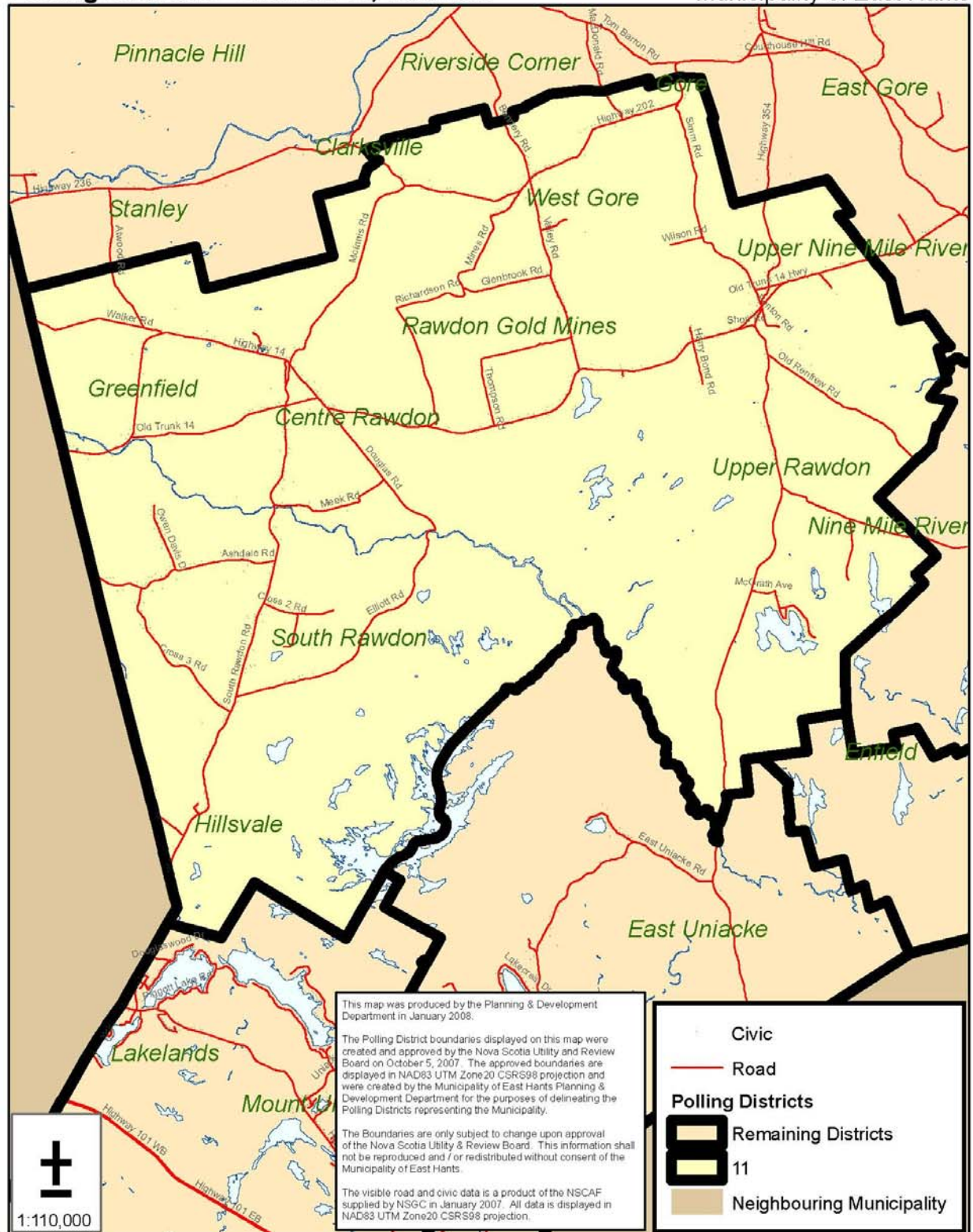
The visible road and civic data is a product of the NSCAF supplied by NSGC in January 2007. All data is displayed in NAD83 UTM Zone20 CSRS98 projection.

| | |
|--|---------------------------|
| | Civic |
| | Road |
| | Polling Districts |
| | Remaining Districts |
| | 10 |
| | Neighbouring Municipality |

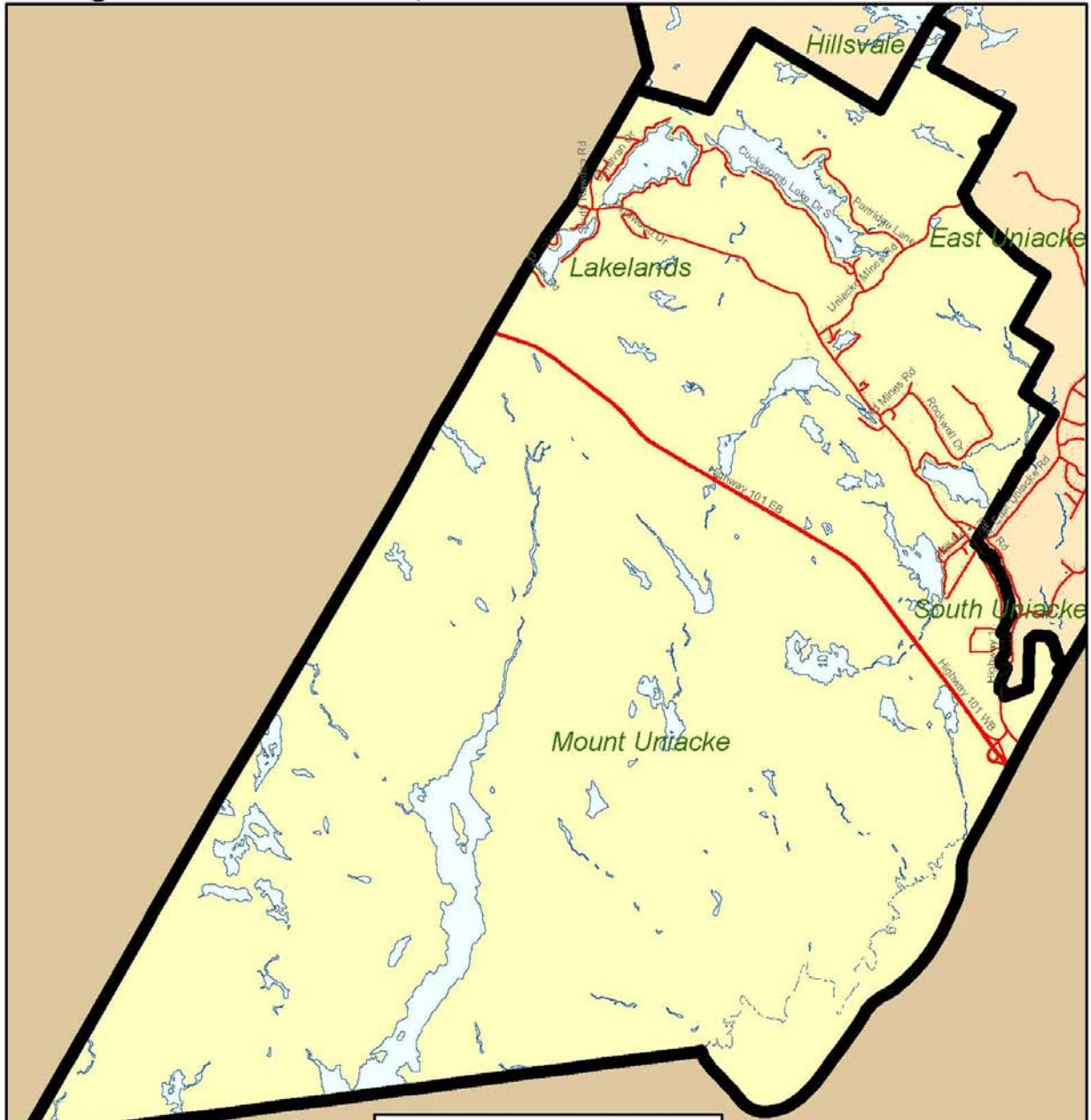
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Polling Districts - District 11, Rawdon

Municipality of East Hants



Polling Districts - District 13, Mount Uniacke / Lakelands Municipality of East Hants









 1:90,000

This map was produced by the Planning & Development Department in January 2008.

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The visible road and civic data is a product of the NSCAF supplied by NSGC in January 2007. All data is displayed in NAD83 UTM Zone20 CSRS98 projection.

| | |
|---|---------------------------|
|  | Civic |
|  | Road |
| Polling Districts | |
|  | Remaining Districts |
|  | 13 |
|  | Neighbouring Municipality |

N.S. Reg. 106/2008

Made: March 13, 2008

Filed: March 18, 2008

Prescribed Petroleum Products Prices

Order dated March 13, 2008
made by the Minister of Service Nova Scotia and Municipal Relations
pursuant to Section 14 of the *Petroleum Products Pricing Act*

**In the Matter of Section 14 of Chapter 11 of the Acts of 2005
the *Petroleum Products Pricing Act***

- and -

**In the Matter of Sections 14 to 18 of the *Petroleum Products Pricing Regulations*
made by the Governor in Council
pursuant to Section 14 of the *Petroleum Products Pricing Act***

- and -

**In the Matter of an Order Prescribing Prices for Petroleum Products
made by the Minister of Service Nova Scotia and Municipal Relations
pursuant to Section 14 of the *Petroleum Products Pricing Act* and
Sections 14 to 18 of the *Petroleum Products Pricing Regulations***

Order

I, Jamie Muir, Minister of Service Nova Scotia and Municipal Relations for the Province of Nova Scotia, pursuant to Section 14 of Chapter 11 of the Acts of 2005, the *Petroleum Products Pricing Act*, and Sections 14 to 18 of the *Petroleum Products Pricing Regulations*, hereby

- (a) repeal the Order dated March 6, 2008, which prescribed prices March 7, 2008; and
- (b) prescribe prices for petroleum products in the Province as set forth in the tables in Schedule "A".

This Order is effective on and after 12:01 a.m. on March 14, 2008.

Made at Halifax, in the Halifax Regional Municipality, Nova Scotia, on March 13, 2008.

Sgd.: *Jamie Muir*
Honourable Jamie Muir
Minister of Service Nova Scotia and Municipal Relations

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 March 14, 2008**

| Table 1: Benchmark Prices for Regulated Petroleum Products (cents/litre) | |
|--|------|
| Regular unleaded gasoline | 70.1 |
| Mid-grade unleaded gasoline | 73.1 |
| Premium unleaded gasoline | 76.1 |
| Ultra low-sulfur diesel oil | 87.8 |

| Table 2: Fixed Wholesale Prices, Retail Mark-ups and Retail Prices for Regulated Petroleum Products (cents/litre) | | | | | | | | | |
|---|--|-----------------------|-----|--------------|-------|---|-------|--------------|-------|
| | | Retail Mark-up | | | | Retail Price (includes all taxes) | | | |
| | | Self-Service | | Full-Service | | Self-Service | | Full-Service | |
| | Fixed Wholesale Price (excludes GST) | Min | Max | Min | Max | Min | Max | Min | Max |
| Zone 1 | | | | | | | | | |
| Regular Unleaded | 101.9 | 4.0 | 5.5 | 4.0 | 999.9 | 119.7 | 121.4 | 119.7 | 999.9 |
| Mid-Grade Unleaded | 104.9 | 4.0 | 5.5 | 4.0 | 999.9 | 123.1 | 124.8 | 123.1 | 999.9 |
| Premium Unleaded | 107.9 | 4.0 | 5.5 | 4.0 | 999.9 | 126.4 | 128.1 | 126.4 | 999.9 |
| Ultra Low-Sulfur Diesel | 113.5 | 4.0 | 5.5 | 4.0 | 999.9 | 132.8 | 134.5 | 132.8 | 999.9 |
| Zone 2 | | | | | | | | | |
| Regular Unleaded | 102.3 | 4.0 | 5.5 | 4.0 | 999.9 | 120.1 | 121.8 | 120.1 | 999.9 |
| Mid-Grade Unleaded | 105.3 | 4.0 | 5.5 | 4.0 | 999.9 | 123.5 | 125.2 | 123.5 | 999.9 |
| Premium Unleaded | 108.3 | 4.0 | 5.5 | 4.0 | 999.9 | 126.9 | 128.6 | 126.9 | 999.9 |
| Ultra Low-Sulfur Diesel | 113.9 | 4.0 | 5.5 | 4.0 | 999.9 | 133.2 | 134.9 | 133.2 | 999.9 |
| Zone 3 | | | | | | | | | |
| Regular Unleaded | 102.8 | 4.0 | 5.5 | 4.0 | 999.9 | 120.7 | 122.4 | 120.7 | 999.9 |
| Mid-Grade Unleaded | 105.8 | 4.0 | 5.5 | 4.0 | 999.9 | 124.1 | 125.8 | 124.1 | 999.9 |
| Premium Unleaded | 108.8 | 4.0 | 5.5 | 4.0 | 999.9 | 127.5 | 129.2 | 127.5 | 999.9 |
| Ultra Low-Sulfur Diesel | 114.4 | 4.0 | 5.5 | 4.0 | 999.9 | 133.8 | 135.5 | 133.8 | 999.9 |
| Zone 4 | | | | | | | | | |
| Regular Unleaded | 102.8 | 4.0 | 5.5 | 4.0 | 999.9 | 120.7 | 122.4 | 120.7 | 999.9 |
| Mid-Grade Unleaded | 105.8 | 4.0 | 5.5 | 4.0 | 999.9 | 124.1 | 125.8 | 124.1 | 999.9 |
| Premium Unleaded | 108.8 | 4.0 | 5.5 | 4.0 | 999.9 | 127.5 | 129.2 | 127.5 | 999.9 |
| Ultra Low-Sulfur Diesel | 114.4 | 4.0 | 5.5 | 4.0 | 999.9 | 133.8 | 135.5 | 133.8 | 999.9 |
| Zone 5 | | | | | | | | | |
| Regular Unleaded | 102.8 | 4.0 | 5.5 | 4.0 | 999.9 | 120.7 | 122.4 | 120.7 | 999.9 |
| Mid-Grade Unleaded | 105.8 | 4.0 | 5.5 | 4.0 | 999.9 | 124.1 | 125.8 | 124.1 | 999.9 |
| Premium Unleaded | 108.8 | 4.0 | 5.5 | 4.0 | 999.9 | 127.5 | 129.2 | 127.5 | 999.9 |
| Ultra Low-Sulfur Diesel | 114.4 | 4.0 | 5.5 | 4.0 | 999.9 | 133.8 | 135.5 | 133.8 | 999.9 |

| Zone 6 | | | | | | | | | |
|-------------------------|-------|-----|-----|-----|-------|-------|-------|-------|-------|
| Regular Unleaded | 103.6 | 4.0 | 5.5 | 4.0 | 999.9 | 121.6 | 123.3 | 121.6 | 999.9 |
| Mid-Grade Unleaded | 106.6 | 4.0 | 5.5 | 4.0 | 999.9 | 125.0 | 126.7 | 125.0 | 999.9 |
| Premium Unleaded | 109.6 | 4.0 | 5.5 | 4.0 | 999.9 | 128.4 | 130.1 | 128.4 | 999.9 |
| Ultra Low-Sulfur Diesel | 115.2 | 4.0 | 5.5 | 4.0 | 999.9 | 134.7 | 136.4 | 134.7 | 999.9 |