



Metroland photo composition

The provincial election candidates for the Milton riding include, from left, Parm Gill (PC), Eleanor Hayward (Green), Indira Naidoo-Harris (Liberal) and Brendan Smyth (NDP).

Q & A: We asked, Milton candidates answered

As part of its comprehensive coverage of the provincial election, the Champion invited each of the Milton riding candidates to weigh in on a particular issue.

This is the final installment in a three-part question-and-answer with your local candidates.

INTERMODAL:

CN Rail is proposing to build an intermodal hub in Milton. While rail is federally regulated, development of an intermodal that would see 1,600 daily truck trips to and from the proposed facility would directly impact the riding and its constituency on matters that extend beyond rail. The Region of Halton and its municipalities have banded together in an effort to ensure oversight on

the project.

Where do you stand on the issue?

**Parm Gill
PC**

As the only candidate who attended the recent public meeting, I have been vocal about standing with the region and municipality against the CN Intermodal. I have met with local stakeholders, town staff and Mayor Gord Krantz to discuss the project and how best to support the legal action currently before the courts.

This proposed development of 400 acres (growing to over 1,000 acres in the future) would have long-lasting, negative ramifications for Milton and those who live closest to it.

To have seen no action by the Liberals, until days

before an election is disappointing. For many, this is the single biggest issue in Milton, and I am unwavering in my stand against the CN Intermodal.

**Eleanor Hayward
Green**

I appreciate this is a complex issue with many stakeholders; I've paid attention since the 1990s, when the word around town was this CN intermodal plan in the rural south of town. I note the region was assured this was not the case in 2008 as reported by councillors, published in the Champion. As such the regional and municipal transportation planning process has accordingly not prepared for this high-intensity impact.

Ontario's current transit services leave many

people reliant on automobiles to get around the GTHA and heavy truck traffic through residential areas will not be efficient for either professional or personal motorists.

In theory the Green party and I support regional transportation hubs, to facilitate essential freight movement, favouring rail over roads especially when electrified with renewable energy sources as part of a more sustainable delivery system. However, with most vehicles still dependent on fossil fuels, up to 12 kilometres from major highways, the Milton Logistics Hub would exacerbate carbon emissions enhanced further with regional gridlock.

This project is not in a favourable location to

serve this community. I support local governance and the vital health and safety of our people and businesses.

**Indira Naidoo-Harris
Liberal**

As a long time resident of Milton, I care deeply about this community.

It's my home, and I have always been committed to making sure that the concerns of Halton residents are heard and addressed.

I have been monitoring the developments of CN's proposed intermodal hub for some time, especially the response of our community.

I have serious concerns about how this project will impact the quality of life of families who live near the proposed hub.

Since it is a federal mat-

ter, I wrote to the federal minister of transport some time ago, expressing my concerns and have asked him to consider and address the local community's perspective.

There have been calls for the province to get involved in this issue. I am pleased to say that the province of Ontario has decided to intervene.

This initiative could have a serious impact on the lives of local families. Community voices are essential to good development. It is my expectation that these community concerns are listened to and strongly considered by federal regulators.

I will, as I always have, fight for the interests of our

● See MILTON, page 29

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