



Northern Transportation Advocacy Bureau

Strategic Priorities Session
RECAP

July 2019

Terms of Reference

NTAB was created in 2016 through a partnership between the municipal leaders of the *Regional Economic Development Initiative – Northwest Alberta (REDI)* and the *Peace Region Economic Development NTAB (PREDA)*. In the initial set-up the NTAB committee created an operational *Terms of Reference* – key points are below:

1. Background The Northern Transportation Advocacy Bureau (NTAB) pursues transportation initiatives that support the movement of northern goods, commodities, and services – including but not limited to: intellectual property, broadband, people, commodities and natural resources to markets to the benefit of the northern region. The northern region is defined as north of the 55th parallel in North America. Additionally, the NTAB supports the development of transportation corridors that link to other markets that would benefit the northern region.

2. Purpose

- a. ‘NTAB’ will identify and monitor developments in transportation initiatives and corridors that will potentially impact the northern region.
- b. ‘NTAB’ will conduct and facilitate research regarding transportation initiatives and corridors that may impact the northern region. This may include working with other research entities to ensure the interests of the northern region are taken into consideration.
- c. The ‘NTAB’ will inform/educate its membership of transportation issues and opportunities that may benefit or threaten the northern region. This may include workshops or forums featuring leaders in transportation or industry, elected government officials to advocate for northern transportation priorities and tours to facilities such as the Port of Churchill or other locations that may benefit the northern region.
- d. The ‘NTAB’ will advocate for northern transportation routes with all levels of government, prepare appropriate resolutions to move forward to government and facilitate meetings with government elected officials to advocate for measurable outcomes and deliverables.

3. Membership Open to all levels of government, non-government organizations, economic development organizations, First Nations and Metis, industry and industry organizations. Membership is based on the attached fee structure. Associate (non- voting) members are welcome to participate and may be pursued to provide technical or expert advice. All payments for research, grants, and events will be reviewed on a case by case basis and conducted based on a cost recovery model.



4. Governance The NTAB is a subcommittee of the Regional Economic Development Initiative for Northwest Alberta (REDI) and the Peace Region Economic Development NTAB (PREDA). PREDA manages the administration, financial, and day-to-day operations of the NTAB. The NTAB’s invoicing and bookkeeping is maintained by PREDA.

The NTAB will ensure fair and equal representation from its members. The NTAB will consist of an appointed representative from each member in good standing. The Chair of REDI and the chair of PREDA automatically hold a position on the Board of Directors. Additionally, there are five positions available for members of transportation industries including but not limited to: Road, Rail, Ports, Marine, Air, Telecommunications, and Rail. In the event of more than one industry member from a specific industry (i.e.: two rail industries), an election will be held to appoint one.

In the event of a vacancy in another industry position, more than one representative from that industry may be appointed. At each year’s Annual General Meeting appointed representatives will elect a Chair, Vice-chair, Treasurer, and Secretary. Quorum shall be six municipal members. NTAB members may appoint an alternative to attend in their absence.

The transportation committee will meet four times per year; The first Thursday evening of each February, June, September and December. The December meeting will be held by teleconference. Meetings may be held in conjunction with an NTAB workshop or seminar. Location of each upcoming meeting will be determined at the end of each meeting. The membership will review the governance of the NTAB each December.

5. Funding and Budget Membership to the NTAB are based on the Northern Transportation Advocacy Bureau funding model (Appendix A). Membership invoicing and NTAB’s operating year will be November 1 until October 31 of each year. All members will be invoiced according to Appendix A one month prior to the end of each fiscal year. The ‘NTAB’ will pursue grants and partnerships to fund its research, projects and administration.

Note: the original *Terms of Reference* have not been “fleshed out” since its inception. There have been minor operational adjustments since 2016 but the core content of purpose and “consensus” governance remain pivotal to the Committee.



Strategic Priorities Session: In July (2019) the members of the *Northern Transportation Advocacy Bureau* (NTAB) took a few hours to review their purpose and prioritize the focus for the committee in the upcoming year. The session was facilitated by Dan Percy, former CEO of the Grande Prairie and Region Chamber of Commerce. The layout of the session included a review of NTAB’s background, purpose, the key modes of transportation including rail, highways, pipelines, airports, and a special opening discussion on telecommunications in the northwest. Running notes were recorded by PREDA administration, Mary Joan Aylward; who compiled this summary report on behalf of the members of NTAB.

Strategic Priorities Session – Layout

Opening remarks from the Facilitator set the framework for the session:

First: Identify and Define Opportunities across NTAB’s five core areas of transportation:

1) Rail, 2) Roads, 3) Pipelines, 4) Airports, 5) Marine 6) Other – e.g. Telecommunications, Electricity

Second: Prioritize based upon the following questions:

1) Is it regional? 2) Will it provide economic growth to the region? 3) Is it attainable 4) Do we have the resources to move it forward? 5) Is it already / or can it be / championed by some other person / group?

Third: Reflect. What do we do with the selected priorities? We have five options:

1) Refer, 2) Monitor, 3) Research, 4) Educate, or 5) Advocate.

The following summary of the day presents all comments placed under one of the core transportation areas listed above. Overall the group discussion was free-flow and frequently crossed over and between the core areas of transportation. Perhaps most likely representing their inter-dependence. Once the group completed discussing each transportation area, they were then asked by the facilitator to select their priorities under each section. Comments / topics that received the highest number of selections were identified as the priorities for NTAB.

Section # 1: Roads / Highways Comments

- 1) We need a Northern Corridor
- 2) Important to have good roads and exits in case of emergencies / evacuations
- 3) Industry is lobbying GOA for a dedicated truck route around Grande Cache
- 4) NADC created road priority maps for the North about 10+ years ago. ^{Note A}
- 5) Secondary and Provincial roads need upgrades; e.g. HWY 77
- 6) We need all weather roads
- 7) We need an East-West corridor across Alberta ^{Note B}
- 8) We should maintain what we have. We can't pit communities against each other.
- 9) How does GOA afford projects like Anthony Hendy but no investment monies for the North?
- 10) NWT-Nunavut-Yukon need Federal infrastructure / investments.
- 11) CANMEX ^{Note C}
- 12) Check with Parks Canada – Highway through Wood Buffalo to the North
- 13) We need bridge funding for high / wide loads. Also need funding for roads that frequently have high/wide loads (e.g. HWY 88)
- 14) Dunvegan Bridge is always under construction. Creates traffic bottle neck.
- 15) Is there an updated northern highway/road strategy with the GOA
- 16) New municipal leaders in Northern Rockies have a new outlook on the value of a Rainbow lake – Fort Nelson connector. We should reach out to new Board and open discussions. ^{Note D}

Roads / Highways Notes

- A) The Western Premiers approved the *Northwestern Canada Integrated Road Network Plan* in 1998. The NADC referenced this Plan in their report *Building For Tomorrow Today* (2008).
- B) The NADC released a report *Peace River – Fort McMurray Transportation and Utility Corridor* (2014)
- C) The CANAMEX corridor links Canada to Mexico through the United States. In Alberta: Highway 43, Highway 16, Highway 216, Highway 2, Highway 3, Highway 4. Highway 43 continues from Dawson Creek, British Columbia, where it links with the Alaska Highway.
- D) Reports: The Potential for Agricultural Development in the Fort Vermilion – Fort Nelson Corridor (NADC 2003). Linking Fort Nelson and Rainbow Lake (NADC 2001)

Section # 2: Railway

- 1) Rail is mandatory for agriculture exports. ^{Note A}
- 2) Hythe to Dawson. CN is looking at feasibility. We should ask CN to update NTAB. ^{Note B}
- 3) We need feeder lines across to Prince Rupert Port. ^{Note C}
- 4) CN owns rail access.
- 5) Can we protect railway right-of-ways for future development.
- 7) First, we need to identify what we mean by “THE” corridor. ^{Note D}
- 8) CN removal of tracks.

Rail Notes

- A) PREDA / REDI completed *Northern Commodities – Agriculture* report showing grain export dependence on rail.
- B) CN has been contacted requesting an update to NTAB.
- C) Overall Northwest usage of Prince Rupert Grain Terminal is low. Majority of grains are exported through Vancouver port.
- D) NTAB has been championing the building of a multi-purpose northern railway that utilizes Alaska as the export / import point. Two groups, G7G and A2A are currently lobbying for this development.
- E) The Canadian Transportation Agency, as set out in the *Canada Transportation Act*, permits the market to largely self-regulate. However, it also acknowledges that regulation may be required to meet public objectives or in cases where parties are not served by effective competition. Within the specific powers assigned to it by legislation, the Agency participates in the economic regulation of rail carriers under federal jurisdiction by:
 - licensing rail carriers;
 - **approving railway line construction;**
 - setting railway revenue caps for moving western grain;
 - establishing financial and costing frameworks for certain railways;
 - setting interswitching rates to increase competitive options available to shippers; and
 - establishing the net salvage value of railway lines to facilitate their orderly transfer.

Section # 3: Airports

- 1) Need East-West flights from GP across Canada. Also to Yukon, NWT. ^{Note A}
- 2) Need Northern interprovincial flights directly from GP to Fort Mac, Peace River, High Level, Fort St. John, Salve Lake, etc.
- 3) Air freight & customs brokerage. Customs for air can lead to increasing demand for customs for international flights like to Alaska, USA. ^{Note B}
- 4) In-bound custom brokerage also needed.
- 5) Smaller airports in Northwest need scheduled flights.
- 6) Funding for airports need stable funding (AHS + \$ from municipalities)
- 7) Air service is essential use for medic, forest fires,
- 8) Can't we multi-purpose use airports? Why not?
- 9) Beaverlodge sold airport & now it is a racing strip.
- 10) What is the Provincial funding for municipal airports?

Airport Notes

- A) GP Airport has been contacted to present to NTAB
- B) Canada Customs has been contacted to present to NTAB
- C) Reports: In 2017 NTAB completed a Municipal & Regional Airport Sustainability Study. In 2004 REDI completed a Regional Airport Management Study with follow-up strategy masterplans created by High Level, Rainbow Lake, Fort Vermillion, La Crete, and Zama City.



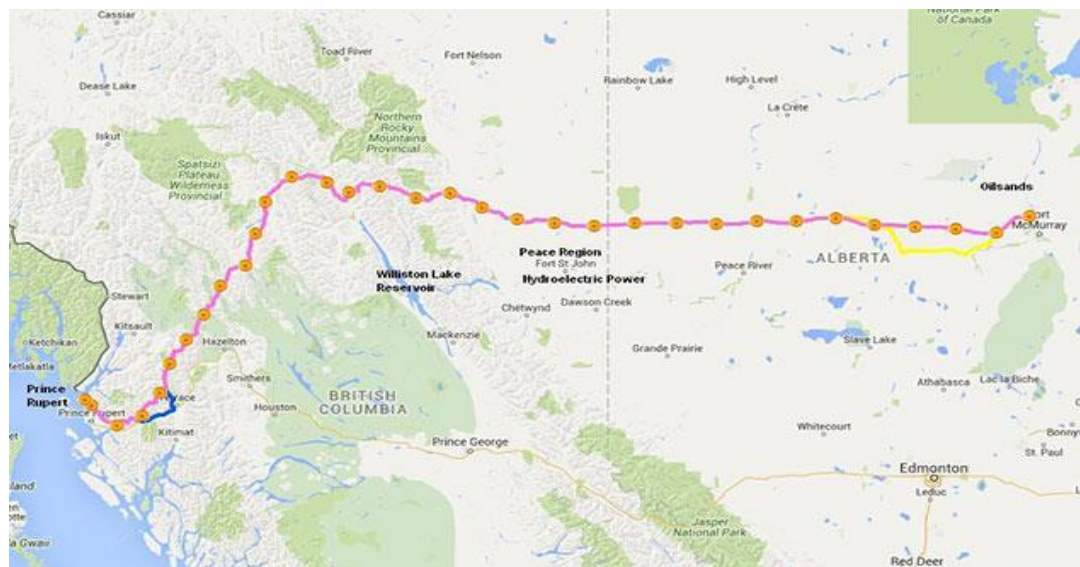
Fort Vermillion Air Strip

Section # 4: Pipelines

- 1) We must support Trans-Mountain!
- 3) Mackenzie Valley pipeline to NWT – change direction to the North?
- 4) Eagle Spirit to promote pipeline built to Alaska. ^{Note A}
- 5) Gas to Kitimat? ^{Note B}
- 6) Mackenzie Valley land secured
- 7) ALL liquified natural gas is trucked to Swan Hills
- 8) Municipal support for reversal?
- 9) Where does refined oil go? China does not want refined oil. ^{Note C}
- 10) Mackenzie Valley links through Edmonton
- 11) Federal and GOA drilling and tanker bans
- 12) Eagle Spirit natural gas to Kitimat
- 13) Frozen lines – no natural gas
- 14) Our natural gas is more valuable to us than exporting it
- 15) Sustainable natural gas for Alberta
- 16) Water – do not pipe it south – we need water for life

Pipeline Notes

A) Map showing Eagle Spirit proposed route for oil pipeline from Fort McMurray to Prince Rupert.



B) The proposed Kitimat LNG Project is a 50/50 joint venture between Chevron and Woodside Energy . The Chevron-operated project comprises upstream resource assets in the Liard and Horn River Basins in northeast B.C.; the 471-km Pacific Trail Pipeline (PTP); and a natural gas liquefaction facility at Bish Cove near Kitimat. The Kitimat LNG Plant includes up to three LNG trains totalling 18 million tonnes per annum (6.0 MTPA/train), and is an all-electric plant powered by clean, renewable hydroelectricity from BC Hydro.

C) The majority of global oil exports is crude. Countries usually refine / upgrade within their own facilities. The advantage of selling crude oil is that it can be sold to anyone, anywhere and at anytime. Once it gets refined, however, it turns into a perishable product with a much narrower group of people willing to buy it.

Transportation Section # 5: Marine

1) Marine Regulations? Tanker Ban - Bill C48 ^{Note A}

2) Why okay for other provinces ^{Note B} / countries but not for Alberta Oil? ^{Note C}

Marine

A) Proposed ban on oil tankers carrying more than 12,500 tonnes (about 90,000 barrels) of crude oil or persistent oils (things such as fuel oils, partly upgraded bitumen, synthetic crude oils and No. 6 bunker fuel) from stopping, loading and unloading at any ports along B.C.'s north coast.

B) There is no similar ban on any oil tanker traffic along any of Canada's other coastlines. Even on the West Coast, more than 95 per cent of tanker traffic carrying crude and other persistent oils happens along the southern part of B.C.'s coast – not the north.

What differentiates the northern West Coast from other Canadian shores? For example, both the north and south sides of the entire St. Lawrence River, where tankers travel regularly to bring oil from Saudi Arabia, Algeria and Nigeria? Is it because that oil means important jobs for refinery workers in Montreal, Sarnia and Quebec City?

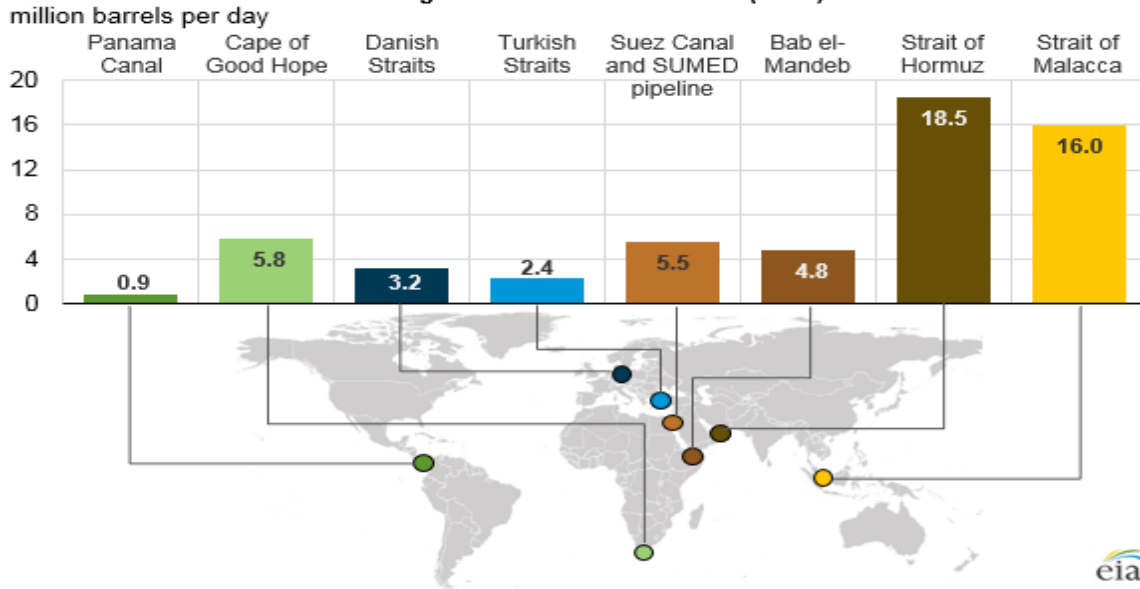
What of the coastline of New Brunswick, along which oil tankers travel regularly to deliver oil from Saudi Arabia (\$1.6-billion worth last year alone) to the Irving Oil refinery? Ah yes – much-needed jobs in New Brunswick.

How about the ruggedly beautiful coast of Newfoundland, with significant oil rigs operating offshore? Of course – they have meant the difference between poverty and prosperity for many Newfoundlanders.

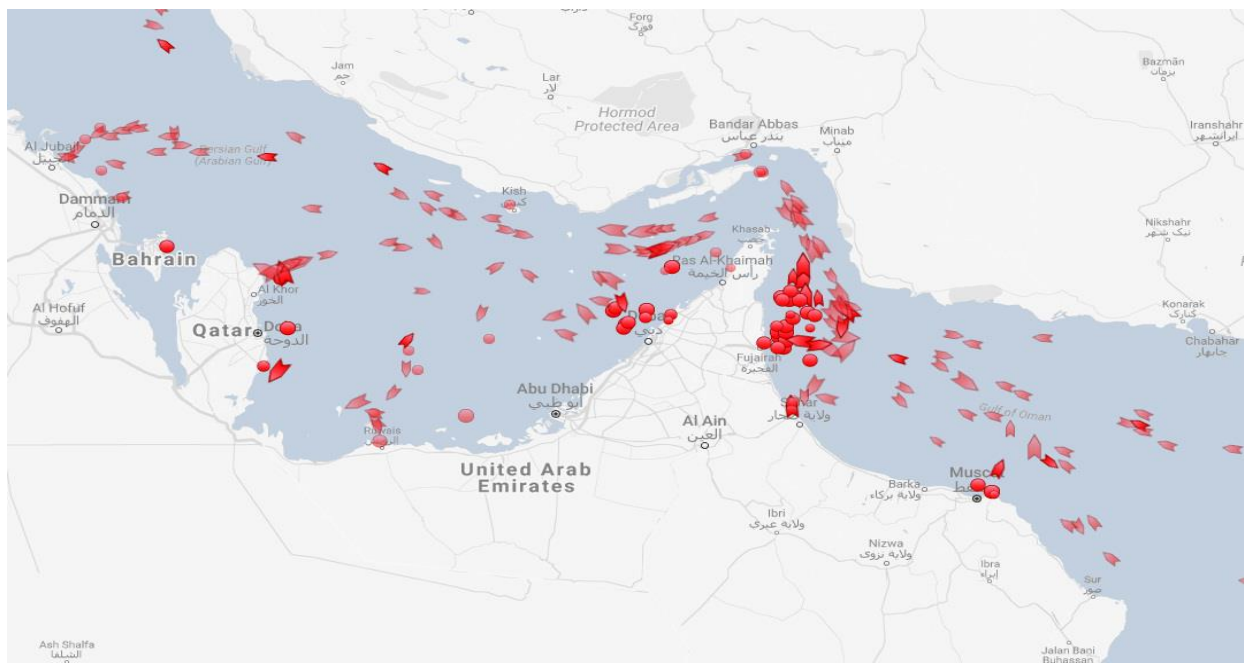
Source : Globe & Mail Oil Tanker Ban – Bill C48 and Environmental Hypocrisy

C) The pictures say it all!

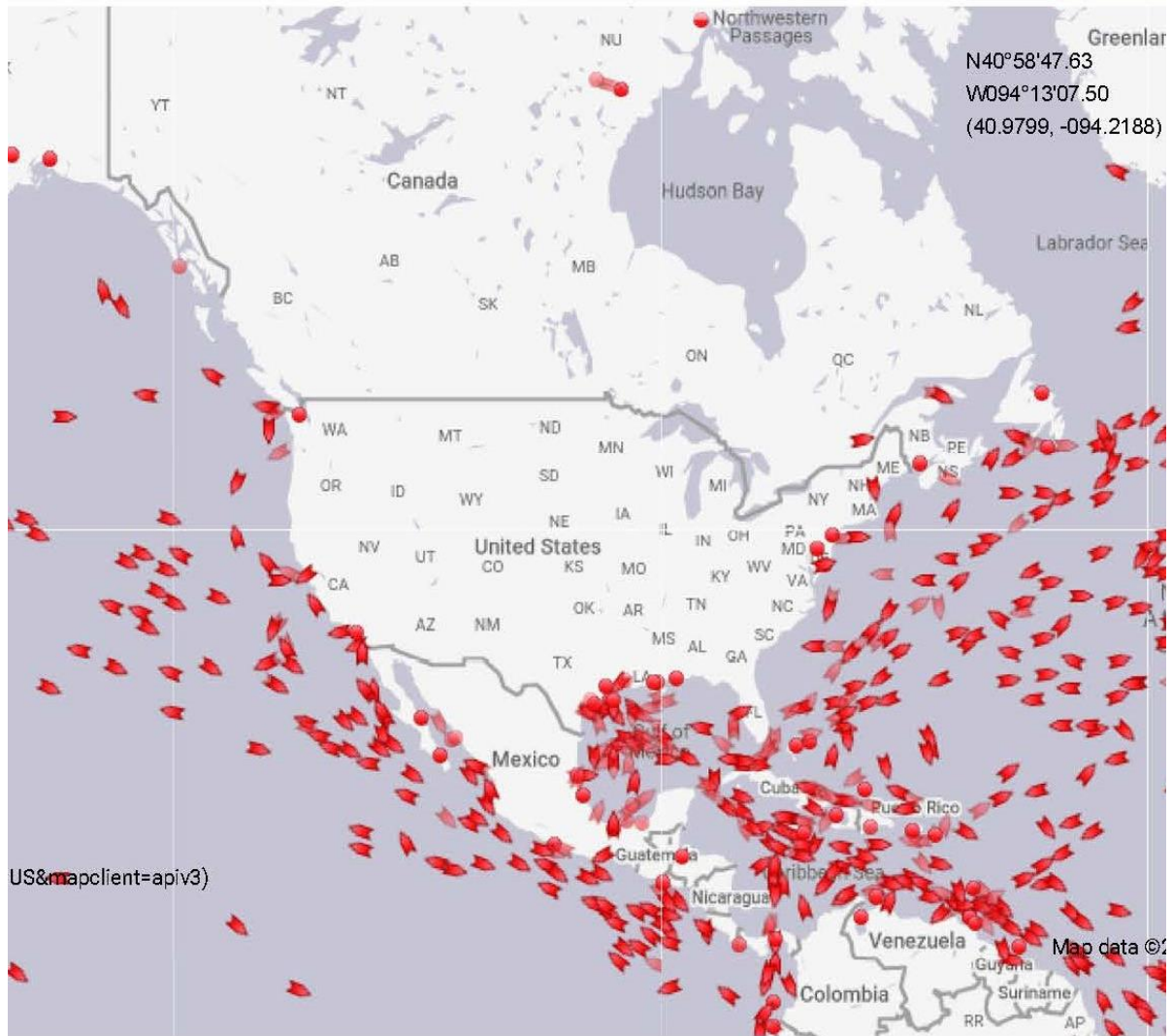
Petroleum transit volumes through select maritime routes (2016)



Here’s a screenshot of the Strait of Hormuz, showing only oil tankers. Dots are tankers that are not moving, while arrows represent tankers that are currently on course. The Strait of Hormuz is utilized by Saudi Arabia to export its crude oil. 18.5 million barrels transit through the Strait of Hormuz every day.



To further point out the hypocrisy of banning oil tankers on Canada’s Northwest coast ... this is a real-time GPS snapshot retrieved from *Marine Traffic* on October 4th, 2019 of the oil tanker traffic around North America and Mexico



Source: <https://www.marinetraffic.com/en/ais/home/>

Section # 6: Other

Relative to access to telecommunications in the Northwest, NTAB members were already in the process of organizing a question forum with Dr. Vennard of the Canadian Radio and Television Commission (CRTC). Below are the points of discussion recorded from the group which were presented at the CRTC forum.

Points of Discussion for Upcoming CRTC Commissionaire Meeting

July 25 – High Level, AB

July 26 – Grande Prairie, AB

1	What is CRTC's strategy for northern Alberta?
2	Does CRTC have the power to mandate for rural remote communications development?
3	What legislation does CRTC fall under. What components pertain to rural & remote advocacy for communications.
4	Who is responsible for developing an overall communications strategy in Canada? Alberta?
5	Fed Gov has 1/3 grants but who is responsible overall for coordinating development of a strategy?
6	Governments are too uncoordinated - piecemeal approach is old school with too many over-lapping decision makers. We need a regional leadership role from CRTC.
7	Rural & Remote communities should be subsidized through CRTC / Federal Gov. Need infrastructure funds to build.
8	Federal funds need to be focused on rural remote first to build infrastructure, not service upgrades to large urban centers.
9	Northwest Alberta needs a regional communications strategy. Leadership, coordination, and resources through the CRTC / Governments
10	What is the Telus / Bell mandate with CRTC
11	Disruption of Hubs during fires, emergency, evacuations - cell, internet, landlines, etc.
12	Landlines are still very important in Rural remote.
13	Are there HAM operators? How to contact?
15	Supernet / Broadband redundancy. Only 1-way communication. No good during emergencies.
16	Need to build off the "last mile" fibre optics already in place
17	Take fibre optics to all Northwest Alberta - cell, internet, landlines, hot-spots...
18	Density and Booster technical is a challenge
20	Services must be functional and cost effective
21	Economic development in rural & remote depends on communications
22	CRTC rules changing to allow other companies access to towers, fibre.
23	Ambulance, fire, industrial safety coverage needs to be ensured by CRTC
24	There is a lot of fibre to aboriginal reserves in Northwest. Not sure functioning or costs? Who paid for inputs? Can we leverage off those infrastructure investments?

25	Fibre must go all the way to rural remote residents.
26	Organized and coordinated multi-use conduits needs planning.
27	Future capacity needs (e.g. G5 Hub). Is current network capable to handle future data needs?
28	Feed vs. distribution economically feasibility?
29	Who regulates? Service providers do not need to have permission from municipality to set-up towers, residential services, etc.
30	Power outages and essential services?
31	Can we upgrade any new developments? We need best value and future upgrades considered.
32	Need a return on investment for investing in infrastructure.
33	Does CRTC have Broadband report NADC completed in partnership with REDA's. If so is CRTC looking at recommendations in that report?

Section # 7: Priorities Identified

Collectively, the members of NTAB have a long history of being champions for the development of transportation infrastructure in the Northwest. By the end of the day the group identified five priorities to invest their energies and resources into:

- 1) Be aware of triggers. Referring to being up-to-date on national and global events that trickle down to impact our region. Examples are the detainment of Huawei Executive in 2018 which ultimately led to China banning imports of our canola seeds.
- 2) Advocate to Governments a “One footprint” East-West Corridor between Peace River and Fort McMurray. All hands “on-deck” fibre, oil, gas, rail, electric, water.
- 3) Support Trans-Mountain Pipeline - Fight Against Bill C48
- 4) Continue to champion Railway from Alberta to Alaska
- 5) Airport – East West Flights out of Grande Prairie
- 6) Highways – Northern TransCanada

To get started the group will follow-up on:

- 1) Invite GOA Assistant Deputy Ministers - Infrastructure, Agriculture, Forestry, and Energy to NTAB.
- 2) Educate GOA on outdated formula for using population / traffic counts for infrastructure investments Offer alternative funding models to the GOA that work better for the Northwest.
- 3) Invite Grande Prairie Regional Airport to present to NTAB.

