



Date: Friday - November 12, 2021,                      HELP! 780-527-6232 (Joni cell)  
 Location: Council Chambers  
                     MD of Spirit River    10:00AM – 3:00PM

Northern Transportation Advocacy Bureau

**IN-PERSON ONLY**

Big Lakes County
Birch Hills County
Clear Hills County
County of Grande Prairie
County of Northern Lights #22
MD of Greenview #16
MD of Opportunity
MD of Peace #135
MD of Spirit River #133
Northern Sunrise County
Saddle Hills County
Town of Sexsmith

**Strategic Planning Session**

In preparation for the strategic planning session, please provide your thoughts on NTAB’s priorities.

Click - [NTAB 2021 Membership Survey](#) .

**Part 1: Let’s Recap**

Attached: Previous agendas, terms of reference 2017, finances, July 2019 planning session

- What have you done? Why?
- Who did you do it with? Why?
- How much did it cost?
- Were you successful? How do you know?

**Part 2: What’s Up Next**

Attached: NTAB 2021 Membership Feedback

- What do you want to do? (AKA. priorities) Why? (AKA ...purpose,)
- Where will you get the money to do “it”? (AKA ... membership recruitment; grants, events, etc.)
- Who do you want to do it with? (AKA ... external memberships, partnerships)
- How will you know if you are successful? (AKA ... action plans, timelines, review & refocus)

**Part 3: Now sell it!**

- Why should anyone join NTAB? (Benefits?)
- How can you promote NTAB? (Individual knowledge, participation, advocacy)
- What does NTAB need to do to promote itself? (Marketing materials, social media, research, etc.)
- What resources does NTAB need to be functional:
  - a) Internally? (governance, project management, operational funds, etc.)
  - b) Externally? (unified advocacy, symposiums, higher level presence, etc.)

**Summary / Round Table / Next Steps**

**NTAB – Previous Agendas**  
**November 2016 - September 2021**  
**18 PAGES**

Shaw Conference Centre  
Edmonton  
Salon Level Rooms 19 & 20  
(Lowest Level )

**November 14, 2016**

**Finger foods and refreshments**

**6:00pm to 8:30pm**

### **AGENDA**

- |          |   |
|----------|---|
| 6:00 PM  | <b>Snacks and networking</b>  |
| 6:15 PM  | Introductions and welcome   |
| 6:20 PM  | Review of notes from September 2, 2016  |
| 6:25 PM  | MMM Group - Municipal and Regional Airport Financial Sustainability Study<br>(call in)      |
| 6:45 PM  | Mr. Robin Campbell, President, Canadian Coal Association                                    |
| 7:25 PM  | Mr. Matt Vickers Generating for Seven Generations update                                    |
| 7: 45 PM | Stantec – report on East West Connector study - tentative                                   |
| 8:10 PM  | Topics - roundtable: <ul style="list-style-type: none"><li>• Administrative costs</li></ul> |
| 8:25 PM  | Dan D to coordinate next NTAB meeting for February 2, 2017 Grimshaw                         |
| 8:30 PM  | Next Meeting -Grimshaw Thursday, February 2, 2017, 6:00pm                                   |

**Location: Nova Inn – Manning, AB**

**May 15, 2017**

**Lunch available (gluten free options)**

**10:00am to 1:00pm**

10:00 AM	<b>Welcome and Introductions</b>
10:05 AM	Approval of Agenda
10:10 AM	Review of notes from March 2, 2017
10:15 AM	Budget review & proposed budget
10:30 AM	Membership survey on priorities
11:00 AM	MMM Group - Municipal and Regional Airport Financial Sustainability Study Final report – comments
11:25 AM	G7G update
11:30 AM	Topics - roundtable:
Noon	<b>Lunch and Networking</b>

Next Meeting -High Level Thursday, September 7, 2017, 9:00 am to 4:30pm



## AGENDA

[Best Western Plus Mirage Hotel & Resort](#) (click for link)  
9616 Highway 58 N, High Level, Alberta  
T0H 1Z0 Canada

Thursday, September 7<sup>th</sup>, 2017  
8:00AM – 5:00PM  
**Need Help! 780-527-6232 (Joni)**

**\$180 (CAD) Members    \$250 (CAD) Non-Members**

**LIMITED SEATING**

**REGISTER NOW! PAY LATER! [Click Here](#)**

- 8:00AM    REDI / PREDA – Concurrent Annual General Meetings – Members Only**
- 8:30AM    Registration Opens / Networking
- 9:00AM    [Welcome / Greetings – Federal, Provincial, Municipal Leaders of the REDI Region](#)  
[Oh Canada! – The Building of a Nation](#)
- 10:00AM    Our Commodities – What? How Much? Who are the buyers? How do we transport?  
**Industry Panel - Production, Exports, Transport**  
Oil&Gas, Forestry, and Agriculture are the economic drivers of Northern Alberta. Representing the major stakeholders in each industry, a collection of presenters will educate the audience on how much is produced, where the products come from, who their buyers are, and how they transport their products.
- 11:30AM    (Lunch) **The Impact of Politics on Commodity Movement**  
**Glen Hodgson - Senior Fellow - Conference Board of Canada – Confirmed!**  
NAFTA. Keystone. Northern Gateway. Railway Rights. Tariffs. Trade Missions. Collectively the power of policy, politics, and international relations can make or break efforts to sell, move products, and negotiate business relationships. This presentation will identify the barriers and opportunities that emerge.
- 12:30PM    **A Vision for the North – The Multi-Purpose Railway**  
**Matt Vickers - Generating for Seven Generations Railway Corp. (G7G) – Confirmed!**  
The original railroads were nation building; this one will be nation changing!  
Mr. Vickers will present the viability of an extended Alaskan railway to “unlock the bottleneck for transporting Canadian oil, minerals and other commodities to offshore markets”.
- Aboriginal Leadership Panel – Confirmed!**  
G7G has diligently communicated with the leadership of Canadian First Nations and Alaskan Tribes along the proposed railway route. Members of the Aboriginal Alliance Shareholders will provide their perspective of the project.





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### **LIMITED SEATING**

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- 2:00PM      Refreshment Break – Suggested Conversation: How Can We Make It Happen?
  
- 2:30PM      **The Port of Valdez – Open for Business!**  
**Jeremy Talbott – Ports & Harbor Director- Confirmed!**  
 Valdez, Alaska is an ice-free port with the best access to Alaska's interior as well as to the United States Pacific Northwest, Northern Canada, and Pacific Rim trade routes. It is the southern terminus of the trans-Alaska oil pipeline (TAPS). Supertankers navigate the deep, ice-free waters of Valdez Arm each day, handling more than 1.5 million barrels of crude oil. The City of Valdez is open for business and very keen on creating opportunities to work with Northern Alberta!
  
- 3:15PM      **Transportation in Alaska**  
**Hon. Marc Luiken – Commissioner to Alaska Governor Bill Walker – Confirmed!**  
 Marc Luiken serves as the Commissioner for the Alaska Department of Transportation and Public Facilities. Under his direction, the department is responsible for the planning, design and construction, as well as the maintenance and operation of Alaska's transportation system, public buildings and facilities.
  
- 4:00PM      **Key Note Speaker - Bringing Great Visions to Reality**  
**The Hon. Preston Manning - Founder of the Reform Party of Canada – Confirmed!**  
 Preston Manning tirelessly championed the cause of democratic and political reform throughout his impressive career as one of Canada's great visionaries. His presentation provides a dynamic and substantive discussion of both current issues and an outlook for the future, all imbued with a surprising dose of humor that you might not expect from a politician. A reformer at heart, Mr. Manning is right at home challenging the status quo and conventional thinking.
  
- 4:45PM      [Symposium Wrap-up - Next Steps](#)  
 Lisa Wardley – Chair – Regional Economic Development Initiative (REDI)  
 Elaine Garrow – Chair – Peace Region Economic Development Alliance (PREDA)  
 Carolyn Kolebaba – Chair, Northern Transportation Advocacy Bureau (NTAB)



Redwood Inn & Suites  
8117 99ST Clairmont, AB  
PHONE/FAX (780) 357-1916  
Toll-free: (866) 567-2427 / (780) 357-1847  
[gpinfo@redwoodinnandsuites.com](mailto:gpinfo@redwoodinnandsuites.com)

Thursday, November 30, 2017

Lunch provided at 12:00 PM

Meeting 1:00pm to 4:00pm

The Hotel venue is across the highway from the County of Grande Prairie Office, next to the A&W

#### AGENDA

- |          |   |
|----------|---|
| 12:00 PM | <b>Lunch and networking</b>   |
| 1:00 PM  | Introductions and welcome   |
| 1:05 PM  | Review of notes from June 9, 2016   |
| 1:10 PM  | Review of Society status papers   |
|          | <ul style="list-style-type: none"><li>• Terms of reference</li><li>• Fee structure</li><li>• Next steps</li></ul>   |
| 1:30 PM  | Video Conference – G7G – Matt Vickers   |
|          | <ul style="list-style-type: none"><li>• Update on G7G activities</li></ul>  |
| 2:00 PM  | Video Conference A2A – Alberta 2 Alaska – John Falcetta   |
|          | <ul style="list-style-type: none"><li>• Who and what they are</li></ul>   |
| 2:30 PM  | Video Conference - Darren Locke, MBA, Dept. of Infrastructure, Planning, Policy & Communications, Government of NWT |
|          | <ul style="list-style-type: none"><li>• NWT Transportation projects and Priorities</li></ul>                        |
| 3:00 PM  | Video Conference – Jeremy Talbot – Port of Valdez   |
|          | <ul style="list-style-type: none"><li>• Update on Alaska</li></ul>  |
| 3:30 PM  | Roundtable  |
| 4:00 PM  | Adjournment - Next Meeting -  |

# NTAB Northern Transportation Advocacy Bureau

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8117 99ST Clairmont, AB  
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[gpinfo@redwoodinnandsuites.com](mailto:gpinfo@redwoodinnandsuites.com)

March 9, 2018

Lunch available (gluten free options)

10:00AM to 2:00PM

The Hotel venue is across the highway from the County of Grande Prairie Office, next to the A&W

## AGENDA

- 10:00 AM Introductions and welcome
- 10:10AM Review of notes from November 2017 (**Attachment 1**)
- 10:45AM Review of NTAB membership / YTD Finances (**Attachment 2**)
- 10: 50AM Matt Vickers – G7G update - Teleconference (To Be Confirmed)
- Brad Mapes, Mayor Hay River - Teleconference (To Be Confirmed)
- Review of Reading Attachments –
- Vancouver Business Press Release - (**Attachments 3**)
- NWT Mining Report – (**Attachment 4**)
- Global Petroleum Show – NTAB Participation (**Attachment 5**)
- 12:00PM Lunch
- 1:05 PM CN Rail – Thomas Smith - Manager, Alberta, Public Affairs  
Corporate Services – Teleconference - (**Attachment 6**)
- 1:30PM Transportation in Canada 2016 Report (**FYI – Resource Only**)
- 1:45PM Membership Round Table
- 2:00 PM Adjournment /
- Next Meeting - Manning – May 2018 TBA – Location and Date



**Northern Transportation Advocacy Bureau**

Grimshaw Business Center  
5814 50th Ave., Grimshaw, Alberta  
Phone (780) 332-1580 (780) 527-6232(Joni Cell)

Friday Sept 7 , 2018

Lunch Provided

10:00pm to 2:00pm

**AGENDA**

**10:00 AM – 2:00 PM**

10:00 AM                    Introductions and welcome  
  
                                  Review of notes from May 18, 2018 (Attachment 1)  
  
                                  Membership / Budget Update (Attachment 2)  
  
                                  Global Petroleum Show (Attachment 3)  
  
                                  G7G – Len Wilson  
  
                                  CN Rail – Thomas Smith  
  
2:00 PM                    Next Meeting

Attached Articles:

- 1 [CN – Bitumen Pellets](#) (Dec 2017) A pilot project to produce CanaPux™ pellets, a key step toward demonstrating the commercial viability of moving bitumen by rail in solid form.
  
- 2 [TransCanada Pipeline](#) (August 2018) Supreme Court overturns approval of pipeline expansion
  
- 3 [Oil on Rail Increasing](#) (July 2018) As Canada waits for pipelines, record volumes of oil on rail is happening
  
- 4 [Alberta Road Contract](#) - Five Alberta companies will square off against the province in court over the sale of highway maintenance contracts worth more than \$480 million to a B.C. firm.

Need a Place to stay? Pomeroy Inn & Suites, Grimshaw Tel. 888-347-2319 |



**Northern Transportation Advocacy Bureau**

Council Chambers  
County of Northern Lights  
#600, 7th Avenue, Manning ([Click for Map](#))  
Phone Tel: 780.836.3348 OR (780) 527-6232(Joni Cell)

Friday November 9, 2018

Lunch Provided

10:00pm to 2:00pm

**AGENDA**

**10:00 AM – 2:00 PM**

- 10:00 AM Call to Order – Carolyn Kolebaba (Chair), Northern Sunrise County
- Introductions and Welcome
- Review of notes from September 2018 (Attachment 1)
- Membership / Budget Update (Attachment 2)
- G7G – Matt Vickers (Teleconference)
- Update on Foreign Investments (Attachment 3)
- Update on NATIONAL TRADE CORRIDORS FUND (NTCF) SUBMISSION
- CN Rail – Thomas Smith
- 2018-2019 Grain Plan – Update (Attachment 4)
- University of Calgary – School of Public Policy (Teleconference)
- Research Report - A 7,000-kilometer long “Northern Corridor” across Canada.**  
Running from Labrador to British Columbia and connecting with the Arctic Ocean through the Northwest Territories, the hypothetical corridor would, in the report’s words, “potentially bundle roads, rail lines, pipelines, and transmission lines into a relatively narrow right-of-way.” (Attachment 5)
- 2:00 PM Next Meeting / Adjournment

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Need a Place to stay? Nova Inn ([Click Here](#)) 780.836.2004



## Northern Transportation Advocacy Bureau

Tuesday February 19th, 2019

5:00 PM – 9:00 PM Supper Provided

Location: Stonebridge Hotel  
12102 100th Street Grande Prairie, AB  
Phone: 780-539-5561 (Find it – Map)

(780) 527-6232(PREDA Cell)

### AGENDA

- 5:00PM – 6:00PM Welcomes – Carolyn Kolebaba (Chair), Northern Sunrise County  
Supper
- 6:00PM Call to Order – Carolyn Kolebaba (Chair), Northern Sunrise County
- Dr. Kent Fellows - University of Calgary (Teleconference)  
Opening Canada’s North - Running from Labrador to British Columbia and connecting with the Arctic Ocean through the Northwest Territories, the hypothetical northern trade corridor would, “potentially bundle roads, rail lines, pipelines, and transmission lines into a relatively narrow right-of-way.”  
**(Attachment 1)**
- 7:00PM Jeremy Talbot, Manager Port of Valdez (Teleconference)  
Update on the Port of Valdez and the September 23, 2019 Conference in Valdez
- 7:30 Matt Vickers / Len Wilson – Generating for Seven Generations (G7G)  
Update on G7G’s proposed multi-purpose rail- line AB to Alaska **(Attachment 2)**
- 8:00 -FYI’s RD 717 – Clear Hills County **(Attachment 3)**  
CN’s Oil Pucks – An Alternative to Pipelines **(Attachment 4)**  
Eagle Spirit Pipeline – Fort McMurray to Prince Rupert **(Attachment 5)**
- 8:30PM – 9:00PM NTAB – Administrative Meeting
- Notes – September 20, 2018 **(Attachment 6)**  
NTAB Membership - Revenues **(Attachment 7)** and Expenses **(Attachment 8 )**  
Review of NTAB Terms of Reference **(Attachment 9)**

Next Meeting / Adjournment

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Thanks to the Economic Development Offices of

County of Grande Prairie (aka ...Hetti Huls) and Mackenzie County (aka...Andrew O’Rourke)

A USB will be available at the door with the related attachments.



*NTAB. Northern Partnerships in Action!*



Friday July 12<sup>th</sup>, 2019

9:30AM – 3:00 PM

Lunch Provided

Location: Old Timer's Cabin  
Evergreen Park, County of Grande Prairie, AB  
(Find it – Map) (780) 527-6232(PREDA Cell)

## AGENDA

9:30 AM Coffee / Networking

10:00AM Welcome – Carolyn Kolebaba (Chair), Northern Sunrise County

### NTAB Administration:

Review & Approval of Agenda

Review & Approval of Minutes – February 2019 (Attachment 1)

Review & Approval of YTD Finances – June 2019 (Attachment 2)

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11:00AM – 3:00PM Getting Focused – Facilitator Dan Percy

Following the dissolution of the Northwest Corridor Development Corporation (NCDC) in 2014, the Alberta members of NCDC identified a continued need for the leaders of northwest Alberta to advocate for the maintenance and development of transportation infrastructure that benefited economic development of the region. Spearheaded through a partnership between REDI and PREDA, the Northern Transportation Advocacy Bureau (NTAB) was created in 2015 to meet this identified need.

Since its inception NTAB has organized itself under a Terms of Reference (Attachment 3) which built on a consensus model of governance. The group completed a priority survey in May 2017 which identified the G7G and east-west connections as its priorities (Attachment 4). The purpose of this strategic session is to either re-affirm the group's focus or identify new directions.

Our facilitator – With more than a decade of working directly with businesses and all levels of government as the CEO of the Grande Prairie & Area Chamber of Commerce, Dan is very aware of the transportation issues that impact our Region's ability to compete on the national and international markets. Recently retired, Dan is now available to dedicate his time to consulting and assisting non-profit groups like NTAB.

3:00PM Next Meeting / Adjournment



Northern Transportation Advocacy Bureau

Date: Friday December 13<sup>th</sup> 9:30AM to 3:00PM  
Location: Brownlee Building - MD of Spirit River  
4202-50th Street Spirit River, Alberta [FIND IT MAP](#)  
Video / Teleconference Link <https://zoom.us/j/6403570251>  
Teleconference Only 1-647-558-0588 Call PREDA for HELP 780-527-6232

## AGENDA

- 9:30 AM Coffee / Networking / Teleconference Set-up
- 10:00AM Welcome – Carolyn Kolebaba (Chair), Northern Sunrise County

### A. NTAB Administration:

- Review & Approval of Agenda /Additions
- Review & Approval of YTD Finances – November 2019 (Attachment 1)

### B. NTAB Leadership

- 10:30AM **B.1** Review of Strategic Direction & Membership Priorities – July 2019 (Attachment 2)
- 11:30 AM **B.2a** Rail from Alberta to Alaska Update – A Nation Building Vision That Opens Canada’s North to International Trade - Mead Treadwell, Vice Chairman for A2A Rail will provide an update on the vision and progress to date. Video Teleconference
- 12:00PM **Lunch / Local Producer Showcase**
- 12:30 **B.2b** Rail from Alberta to Alaska Update – A Nation Building Vision That Opens Canada’s North to International Trade - Matt Vickers from G7G will provide an update on the vision and progress to date. Video Teleconference
- 1:00 **B.3** Grande Prairie Regional Airport – William Stewart will provide an update on usage, local passenger profiles, and upcoming plans for the GPRA.
- 2:00 **B.4** Northern Alberta Transportation - Open Topics

#### B.4a Re-opening of Port Churchill (Attachment 3a / 3b & [Video Link](#) )

It took 18 months for Churchill to have its rail service re-instated following a spring thaw in 2017 that collapsed 19 sections along the route. The residents and businesses of Churchill were caught between an international owner and Canada’s federal government both reluctant to take ownership of the repairs needed. Food and cost of living skyrocketed, while tourism and businesses collapsed. In the Peace country we have numerous sections of our road and rail that are susceptible to freeze/thaw collapses. This topic is researched for NTAB from a larger oversight issue – Canada’s North and access - to food, to health services, and resident mobility .



Northern Transportation Advocacy Bureau

B.4b Bitumen Exported from Prince Rupert (Attachment 4 & [Video Link 1](#) [Video Link 2](#) )

This topic was first presented to NTAB by Member Canadian National Railways, who were then researching the shipment of Alberta's Bitumen in hard form (Canapux). A month ago, another company (Melius Energy) was successful in creating a similar product and getting it shipped to China out of the Port of Prince Rupert. Because it is hard form and uses of containers (Vs Tankers) it bypasses Bill C48 restrictions. The innovation can transform Alberta's energy export opportunities.

B.4c Beaverlodge/Hythe rail loop up to Rycroft grain terminals

The posting is shown on the interactive CN map but can't print. Perhaps the County of Grande Prairie member could shed light on the topic? When did it become operational, who built the loop, what is being shipped, how much ?

B.4d Familiarization Tour / Dignitary Hosting – Valdez, Prince Rupert, Churchill

Depending on which location NTAB chooses and whether it is by commercial available or charter (which NTAB would have to also pay accommodation costs of pilots overnights and landing fees). Also, NTAB would cover the costs of NTAB members transport from airport and local event hosting at a ~ cost of \$5000 to \$10,000. NTAB could sponsor 1 person per member at \$1000 (\$14,000 max + 1 staff person for full costs ~ 17,000 in total). The remaining total of the costs per member would have to be approved by the NTAB Member municipality .

- 1) Commercial Fly Cost per Grande Prairie to Valdez . Alaska \$1200 + Travel to GP & Hotel & Daily
- 2) Commercial Fly Cost per Grande Prairie to Prince Rupert, BC \$500 + Travel to GP & Hotel & Daily
- 3) Commercial Fly Cost per Grande Prairie to Churchill = \$2000 + Travel to GP & Hotel & Daily  
Cost from GP to Winnipeg - \$500 + Travel to GP & Hotel & Daily Stipends  
Winnipeg to Churchill - \$1500 Travel to GP & Hotel & Daily Stipends

B.4e WESTAC Membership (Attachment 5)

For over forty years, WESTAC members representing the private sector, government and labour have demonstrated their leadership by working collectively to resolve the constraints and inefficiencies that undermine the performance of Western Canada's supply chain and transportation sector. WESTAC operates as a not-for-profit, non-partisan forum. Previously NCDC was actively engaged as a reciprocal member of WESTAC. Their credibility and influence can be of great assistance to a small group like NTAB. A list of WESTAC membership is attached. Membership is very expensive (~25K) and exclusively determined by review / approval process. The next scheduled event is in April 2020 (Edmonton) – Members Only

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3:00PM – Next Meeting / Adjournment



**Date:** Friday November 13, 2020 10:30AM to 2:30PM  
**Location:** Chambers - MD of Spirit River 4202 50<sup>th</sup> St. Spirit River, AB  
**Video Link** <https://global.gotomeeting.com/join/579297557>  
**Telephone** CA +1 (647) 497-9373 US +1 (571) 317-3116 Code: 579-297-557

**10:30 AM Welcomes / Purpose of Meeting – Carolyn Kolebaba (Chair), Northern Sunrise County**

**Roundtable – Open Discussion**

**10:30 – 1:30**

**On September 25, 2020 the President of the United States announced he will be issuing a Presidential Permit approving A2A Rail.**

The US Presidential Permit however stops at the Yukon border. Without Canadian leaders at the table a northern Canada railway / trade corridor will not happen. NTAB (background attached) has been championing the building of the northern trade corridor for decades. Both G7G and A2A have provided information to NTAB and both requested support from the municipalities in Northwest Alberta. Though far from confirmed, the announcement by the US President notes the route proposed by A2A. The route proposed by G7G is different. Ultimately the route chosen will impact the economic development opportunities in northwest Alberta and where new communities along the trade corridor will emerge.

- 1) Current rail services in Northwest Alberta; linking to CN Railway in NWT; at Fort McMurray?
- 2) A review of the Proposed Routes for G7G and A2A Northern Trade / Utility Corridor
- 3) Other Options: AB / BC East-West Connectors? Yukon and NWT export terminals?
- 4) What can the municipalities in Northwest Alberta do to help? Next Steps?

Note: Related maps attached 1A- CN, 1B- G7G, 1C-A2A, 1D-InterBering

[Alberta to Alaska Railway Pre-Feasibility Study \(2015\) - Van Horne Institute](#)

[Peace River / Fort McMurray Transportation Corridor \(2014\) – Northern Alberta Development Council](#)

[Alaska -Canada Rail Link - Feasibility Study Phase 1 \(2007\) and Phase 2 \(2012\) Murkowski Report](#)

**Invited Roundtable Guests**

Matt Vickers, President – G7G	Tracy Allard - MLA for Grande Prairie, AB (Municipal Affairs)
Sean McCoshen, Chairman – A2A	Todd Loewen - MLA for Central Peace-Notley, AB
Allen Foster, VP of Bulk, Canadian National Rail	Travis Toews - MLA for Grande Prairie-Wapiti, AB (Finance)
Jeremy Talbot, Ports & Harbor Director, Port of Valdez, Alaska	Dan Williams - MLA for Peace River, AB
Stephen Ribuffo, Port Director, Port of Alaska (Anchorage)	Shane Getson - MLA for Lac Ste. Anne-Parkland, AB (UTCC)
Breanne Boettcher, Corporate Development, Stewart Port, BC	Ric McIver - MLA for Calgary-Hays, AB (Transportation)
Maynard Angus, Indigenous Relations, Port Prince Rupert, BC	Doug Schweitzer – MLA Calgary-Elbow (JEI)
Jeff Stromdahl – Trade Development, Port Prince Rupert, BC	Glenn Mitchell, President – Northern Lakes College
Phil Germuth – Mayor District of Kitimat, BC	Roger Kramers – ED – Northern Alberta Development



**Date:** Friday November 13, 2020 10:30AM to 2:30PM  
**Location:** Chambers - MD of Spirit River 4202 50<sup>th</sup> St. Spirit River, AB  
**Video Link** <https://global.gotomeeting.com/join/579297557>  
**Telephone** CA +1 (647) 497-9373 US +1 (571) 317-3116 **Code:** 579-297-557

**Administrative – NTAB Membership Only**

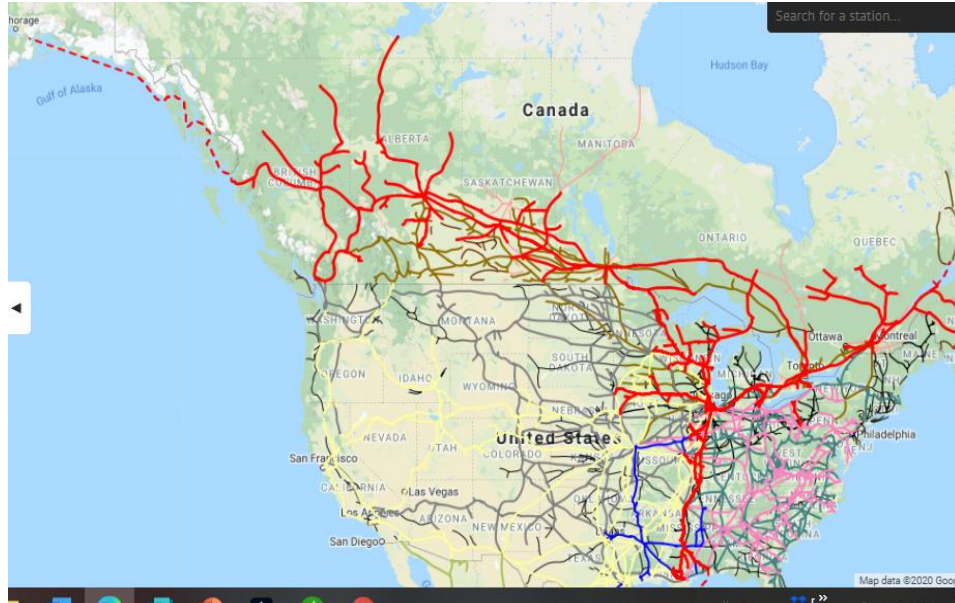
**1:30 – 2:30**

- 1) Review & Approval of Administrative Agenda /Additions
- 2) Review & Approval of NTAB Previous Meeting – Minutes (Attached)
- 3) Review & Approval of YTD Finances – October 2020 (Attached)
- 4) NTAB 2021 Membership / Letter of Correspondence from REDI (Attached)

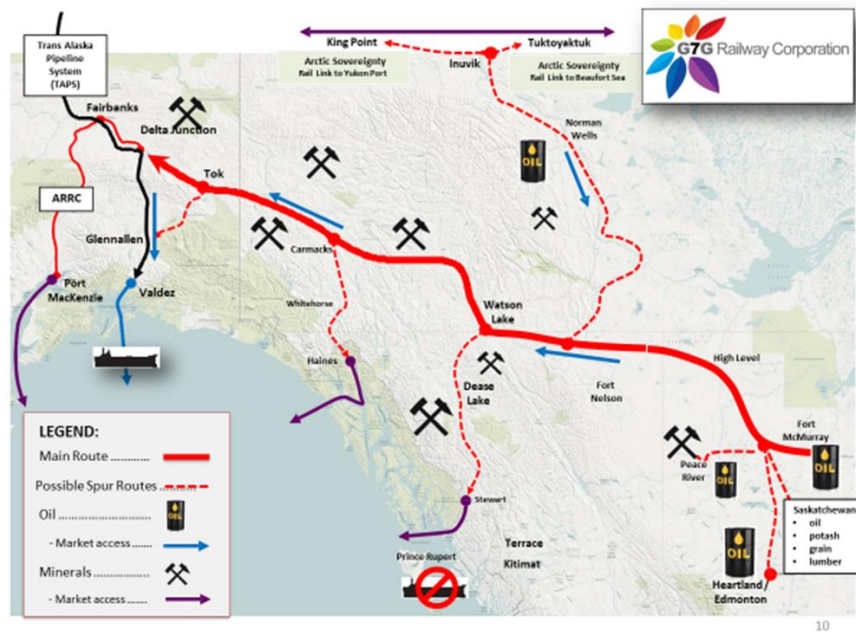


Northern Transportation Advocacy Bureau	
PREDA	Elaine Garrow – Chair (NTAB Co-Chair)
REDI	Lisa Wardley – Chair (NTAB Co-Chair)
Big Lakes County	Ken Mathews - Councillor
Birch Hills County	Deanne Wendland - Councillor
Clear Hills County	Ray Whitmore - Councillor
County of Grande Prairie	Leanne Beaupre - Reeve
County of Northern Lights #22	Cheryl Anderson - Councillor
Mackenzie County	Josh Knelsen- Reeve
Mackenzie County	Eric Jorgensen - Councillor
MD of Fairview #136	James Adams - Councillor
MD of Greenview #16	Roxie Rutt - Councillor
MD of Opportunity #17	Brendan Powell - Councillor
MD of Peace #135	Robert Willing - Reeve
MD of Smoky River #130	Luc Levesque - Councillor
MD of Spirit River #133	Tony VanRoostellar - Reeve
Northern Sunrise County	Carolyn Kolebaba – Reeve (NTAB Chair)
Saddle Hills County	Lawrence Andruchiw - Councillor
Town of High Level	Chrystal McAteer – Mayor
Town of High Level	Boyd Langford – Deputy Mayor
Town of Rainbow Lake	Michelle Farris – Mayor
Town of Rainbow Lake	Tanya Lindley - Councillor
Town of Sexsmith	Kate Potter – Mayor

Attachment 1A - Canadian National Rail Network – JPEG click, cut, & paste [Click to Open CN Website](#)



Attachment 1B – G7G Proposed Rail – JPEG click, cut, & paste [Click to open G7G Website](#)





**Date:** Friday November 13, 2020 10:30AM to 2:30PM  
**Location:** Chambers - MD of Spirit River 4202 50<sup>th</sup> St. Spirit River, AB  
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**Telephone** CA +1 (647) 497-9373 US +1 (571) 317-3116 Code: 579-297-557

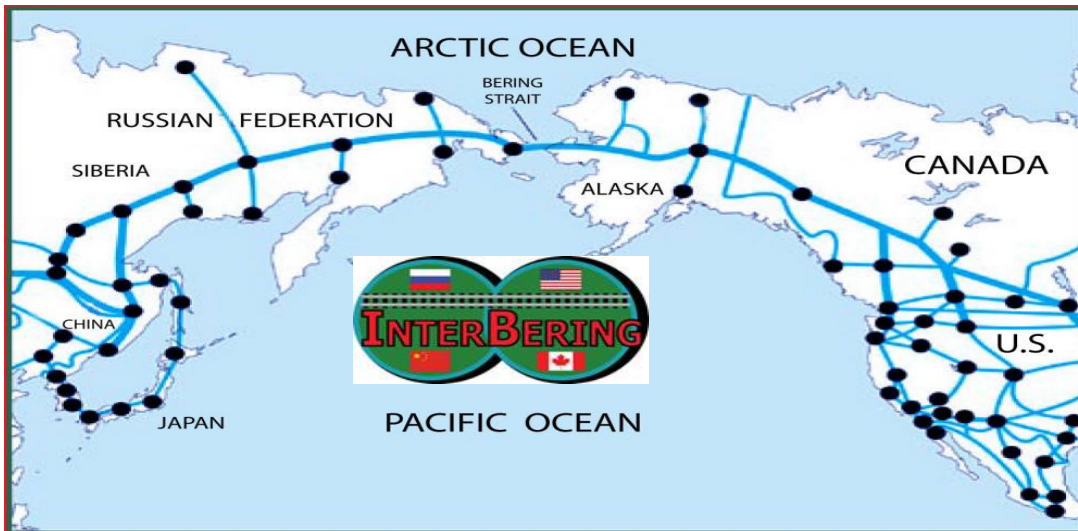
Attachment 1C – A2A Proposed Rail – JPEG click, cut, & paste

[Click to Open A2A Website](#)



Attachment 1D – The Inter-Bering Rail JPEG click, cut, & paste

[Click to Open Inter-Bering Website](#)



# Video / Teleconference ONLY



Northern Transportation Advocacy Bureau

Date: Thursday September 23<sup>rd</sup>, 2021 HELP! 780-527-6232 (Joni cell)

Video Link: <https://www.gotomeet.me/MaryJoanAylward>

Teleconference: +1 (647) 497-9391 Access Code: 354-747-613

## AGENDA

### Section 1: 10:30 AM NTAB Administration

Call to Order - Carolyn Kolebaba (Chair), Northern Sunrise County  
Review & Approval of Agenda /Additions  
Review & Approval of YTD Finances – August 31, 2021  
Comparison of Freight Shipping Costs – July 2021  
Membership Discussion: Terms of Reference / Purpose / Focus

12:00PM (Working Lunch)

### Section 2 1:00 PM. Discussion Topics / Presenters

1. Canadian Coal Association – Robin Campbell, President of the CCA, will provide information on the status of Canadian coal production and exports. Robin has been instrumental as an advocate for northern Alberta for decades. Previously Chair of the Northern Alberta Development Council, and Alberta’s Minister of Finance, Robin has a in-depth knowledge of the challenges and opportunities in Alberta’s Northwest.
2. University of Calgary - The School of Public Policy - Dr. Kent Fellows  
The Canadian Northern Corridor is an idea that responds to Canada’s need to increase interregional and international trade, provide services to northern communities, and establish a broadly accepted approach to large-scale infrastructure development. Dr. Fellows will present key points from their latest research report “Northern and Arctic Security and Sovereignty: Challenges and Opportunities for a Northern Corridor”.
3. Russia & China in the Arctic:  
[Russian Icebreakers](#) (Nov. 2020 - 15m)  
[China – The Belt to Road](#) (Feb 2021 – 15m) [China - The Arctic Silk Road](#) (May 2021 – 4m)
4. UPDATE: G7G Rail from Alberta to Alaska Update – A Nation Building Vision That Opens Canada’s North to International Trade - Matt Vickers from G7G will provide an update on the vision and progress to date.
5. UPDATE: AB Utility / Trade Corridor – MLA Shane Getson Lac Ste. Anne / Parkland

4:00PM Next Meeting – Adjournment

Attachment List - Next Page

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## Attachments

### Section 1 Administration

- 1A) NTAB YTD Finances
- 1B) Comparison of Freight Shipping Costs
- 1C) NTAB Strategic Planning-July 2019
- 1D) Samples Memberships – Ports to Plains, WESTAC

### Section 2 – Discussion Topics / Presenters

- 2A) Canada 2020 Coal Exports,
- 2B) Northern and Arctic Security and Sovereignty- University of Calgary (Aug 2021,)
- 2C) Icebreakers in the Arctic (The World Diplomat, May 2021)
- 2D) China’s Arctic Policy(Government of China, Jan. 2018)

 <b>2021 Membership</b>	
Big Lakes County	
Birch Hills County	
Clear Hills County	
County of Grande Prairie	
County of Northern Lights #22	
MD of Greenview #16	
MD of Opportunity	
MD of Peace #135	
MD of Spirit River #133 (Co-Chair)	
Northern Sunrise County (Chair)	
Saddle Hills County	
Town of Sexsmith	

# **NTAB – Governance and Finances**

**3 PAGES**

## **Northern Transportation Advocacy Bureau Terms of Reference (draft)**

### **1. Background**

The Northern Transportation Advocacy Bureau (NTAB or the 'Alliance') 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 55<sup>th</sup> parallel in North America.

Additionally, the Alliance supports the development of transportation corridors that link to other markets that would benefit the northern region.

### **2. Purpose**

- a. The 'Alliance' will identify and monitor developments in transportation initiatives and corridors that will potentially impact the northern region.
- b. The 'Alliance' 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 'Alliance' 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 'Alliance' 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**

Membership to the 'Alliance' is 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 transportation Alliance is a subcommittee of the Regional Economic Development Initiative for Northwest Alberta (REDI) and the Peace Region Economic Development Alliance (PREDA). PREDA manages the administration, financial, and day-to-day operations of the Alliance.

The Alliance's invoicing and bookkeeping is maintained by PREDA. The Alliance does not have an independent bank account: its finances, grant applications and chequing is done through PREDA.

The Alliance will ensure fair and equal representation from its members. The Alliance will consist of ten elected representatives. 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 (ie: 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 years Annual General Meeting appointed representatives will elect a Chair, Vice-chair, Treasurer, and Secretary.

Quorum shall be six municipal members. Alliance 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 Alliance 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 Alliance each December.

#### **5. Funding and Budget**

Membership to the Alliance 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 'Alliance' will pursue grants and partnerships to fund its research, projects and administration.

**Northern Transportation Advocacy Bureau**

1	<b>April 2015 - March 31, 2016</b>	<b>Carry Over</b>	<b>Membership</b>	
	Revenues	\$ -	\$ 76,178.20	\$ 76,178.20
	Expenses + GST			\$ 17,861.55
	Year End Carry Over			<b>\$ 58,316.65</b>
				Major: \$39,000 Airport Grant
2	<b>April 2016 - March 31, 2017</b>	<b>Carry Over</b>	<b>Membership</b>	
	Revenues	<b>\$ 58,316.65</b>	\$ 32,879.30	\$ 91,195.95
	Expenses + GST			\$ 89,847.45
	Year End Carry Over			<b>\$ 1,348.50</b>
				Major: Airport Study - \$69,000
3	<b>April 2017 - March 31, 2018</b>	<b>Carry Over</b>	<b>Membership</b>	
	Revenues	<b>\$ 1,348.50</b>	\$ 41,588.30	\$ 42,936.80
	Expenses + GST			\$ 44,202.90
	Year End Carry Over			<b>-\$ 1,266.10</b>
				Major: North to Alaska - Airplane
4	<b>April 2018 - March 31, 2019</b>	<b>Carry Over</b>	<b>Membership</b>	
	Revenues	<b>-\$ 1,266.10</b>	\$ 43,178.82	\$ 41,912.72
	Expenses + GST			\$ 30,611.70
	Year End Carry Over			<b>\$ 11,301.02</b>
				Major: NTAB Graphics & Website
5	<b>April 2019 - March 31, 2020</b>	<b>Carry Over</b>	<b>Membership</b>	
	Revenues	<b>\$ 11,301.02</b>	\$ 35,678.82	\$ 46,979.84
	Expenses + GST			\$ 28,351.05
	Year End Carry Over			<b>\$ 18,628.79</b>
				Major: Global Petroleum
6	<b>NOTE: REDI No Longer a Member of NTAB - See</b>			
	<b>April 2020 - March 31, 2021</b>	<b>Carry Over</b>	<b>Membership</b>	
	Revenues	<b>\$ 18,628.79</b>	\$ 22,632.50	\$ 41,261.29
	Expenses + GST			\$ 19,827.82
	Year End Carry Over			<b>\$ 21,433.47</b>
				Major: REDI Exits NTAB

# **NTAB – Strategic Planning Session 2019**

**14 PAGES**



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.

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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. <sup>Note A</sup>
- 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 <sup>Note B</sup>
- 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 <sup>Note C</sup>
- 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. <sup>Note D</sup>

**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. <sup>Note A</sup>
- 2) Hythe to Dawson. CN is looking at feasibility. We should ask CN to update NTAB. <sup>Note B</sup>
- 3) We need feeder lines across to Prince Rupert Port. <sup>Note C</sup>
- 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. <sup>Note D</sup>
- 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. <sup>Note A</sup>
- 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. <sup>Note B</sup>
- 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.



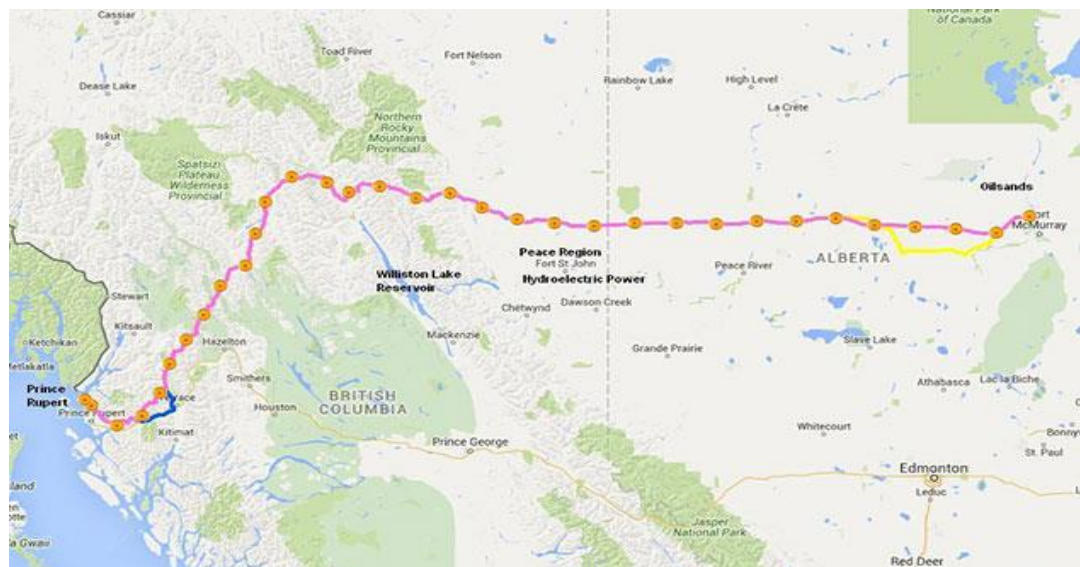
Fort Vermillion Air Strip

**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. <sup>Note A</sup>
- 5) Gas to Kitimat? <sup>Note B</sup>
- 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. <sup>Note C</sup>
- 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 <sup>Note A</sup>

2) Why okay for other provinces <sup>Note B</sup> / countries but not for Alberta Oil? <sup>Note C</sup>

#### 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?

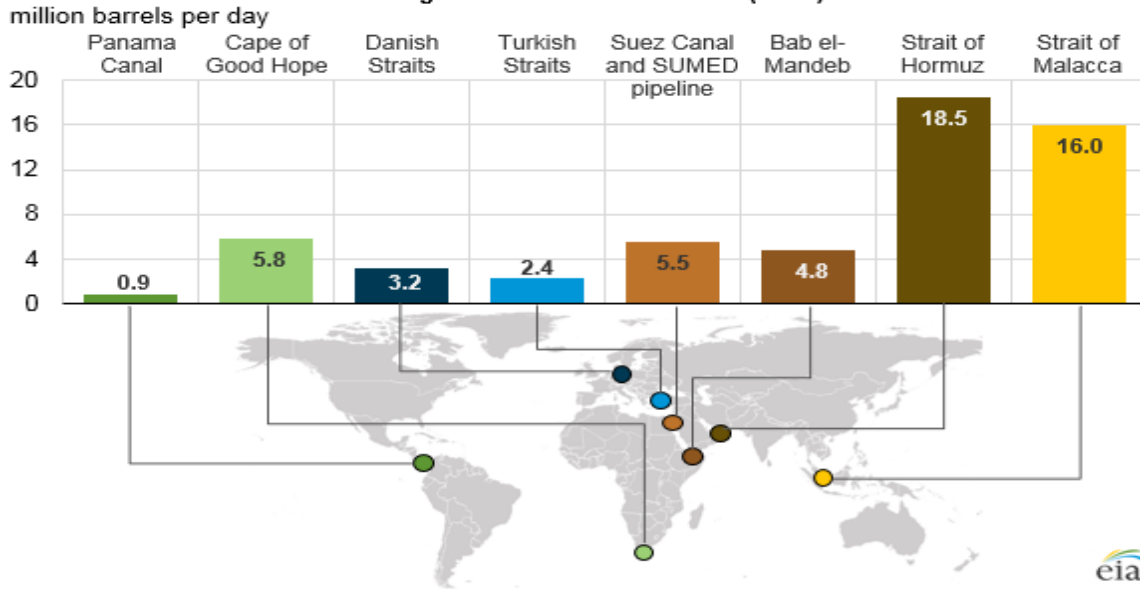
What of the coastline of New Brunswick, along which oil tankers travel regularly to deliver oil from Saudi Arabia (\$1.6-billion worth last year alone) to the Irving Oil refinery? Ah yes – much-needed jobs in New Brunswick.

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.

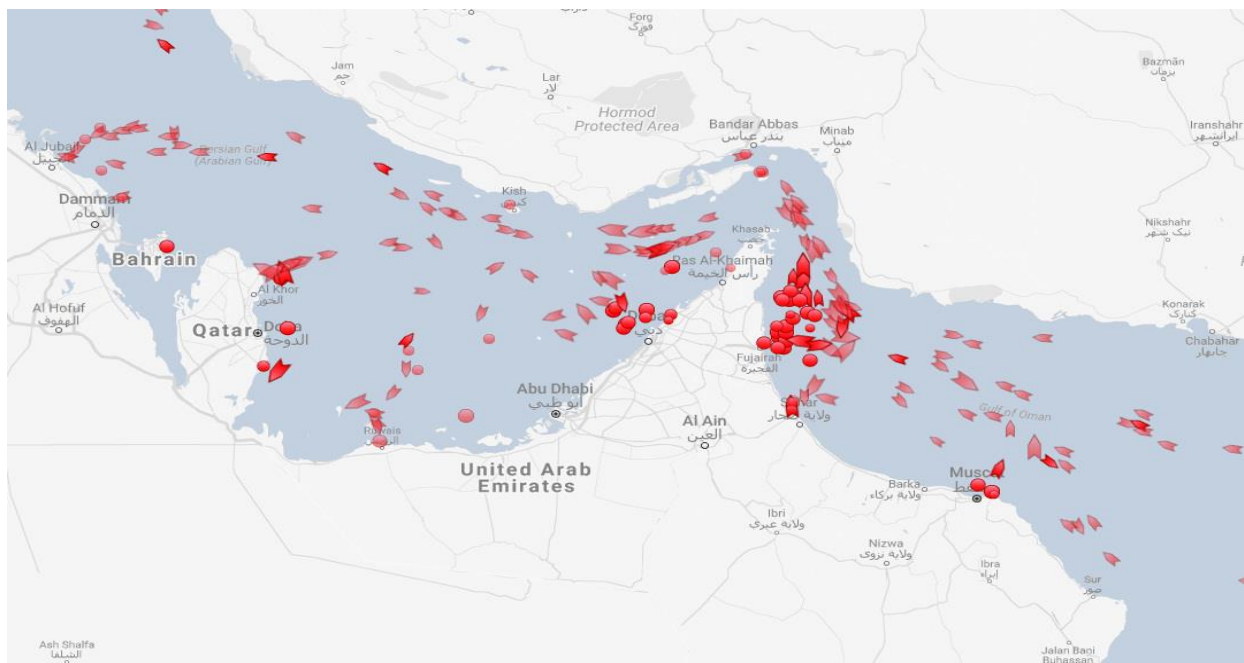
Source : Globe & Mail Oil Tanker Ban – Bill C48 and Environmental Hypocrisy

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 4<sup>th</sup>, 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.

