



Northern Transportation Advocacy Bureau

Date: Friday December 13th 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 .



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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 NCDCC 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

3:00PM – Next Meeting / Adjournment