THE 21st CENTURY WORKFORCE
PARTNERS AND PEOPLE DRIVING THE PORT’S SUCCESS

PLUS
READYING RIDLEY ISLAND FOR GROWTH
AND PRINCE RUPERT’S QUESNEL CONNECTION

AUTUMN 2012
CELEBRATING LOCAL SCHOLARS

This year, the Prince Rupert Port Authority awarded scholarships and bursaries to four Charles Hays Secondary School graduating students to recognize their academic achievements, community involvement and intentions to practice their respective professions in northern British Columbia following their post-secondary graduation.

The two $5,000 Legacy Scholarships were awarded to (pictured above, left to right) Camron de la Nuez and Jennifer Reutens-Hernandez, and the two $1,000 Bursary recipients were Michael Nequinto and Nico Jardim.

The Port Authority appreciates the opportunity to provide financial assistance to help local students succeed in their academic endeavours, and wishes all recipients great success in their future careers.

RECORD NUMBER OF SUMMER STUDENTS

Ten post-secondary students joined the staff of the Prince Rupert Port Authority this summer for one-of-a-kind work experiences.

It is the largest intake of summer students in the Port Authority’s history.

The students assumed a variety of responsibilities—including duties within the newly-opened Port Interpretive Centre, located on Prince Rupert’s central waterfront.

GROWING TRADE ACROSS BC: PRINCE RUPERT’S QUESNEL CONNECTION

The Port of Prince Rupert has seen exponential growth in exports through Fairview Container Terminal since it opened in 2007. This has made possible in part by a partnership with Canfor Corporation—Canada’s largest integrated forest products company.

In 2012, nearly 73% of all exported containers through Fairview Terminal are loaded with BC lumber, pulp, logs and other forest products, much of it coming from Canfor’s sawmills in Houston, Vanderhoof, and Quesnel. How those wood products arrive in Prince Rupert depends on the point of origin. Roughly 30% of the total production comes from mills in Houston and Vanderhoof (Plateau), Canada’s two largest sawmills. It arrives via truck at Quickload’s transload facility, where it is stuffed into containers aboard truck trailers and hauled to Fairview Terminal for export.

Forest products from Canfor’s Quesnel mill are unique in that they are brought to CN Rail’s transload facility in Prince George, where they are stuffed into containers on-site and then moved by rail directly to Fairview Terminal.

“What the Port of Prince Rupert offers is good fluidity in moving containers in and out, and given that a large percentage of our volume is north of Quesnel and west of Prince George, it really makes sense,” said Bob Hayes, Vice President of Transportation, Distribution and Procurement at Canfor. “The Port of Prince Rupert has allowed us to avoid the congestion of larger urban centres entirely. This gives us flexibility, options, and the competitive advantage.”

In fact, over 30% of Canfor’s total business comes through the Port of Prince Rupert. Although several of their BC mills saw complete shutdowns in production when the US market declined, the economic rise of China and its demand for Canadian lumber saw Canfor mills like Quesnel adapted and tailored for the Chinese market in metric size and length. Since 2008, mills like Quesnel have been able to run without any exports to the US, and with 100% of production exported through the Port of Prince Rupert.

“There are a lot of good things coming to Prince Rupert given the way it looks to be diversifying,” said Hayes. “With the expansion of Fairview Terminal and of CN Rail’s service, and with greater competition through the eventual addition of new shipping services at the Port of Prince Rupert, the timing is good and the future looks bright.”

Canfor Corporation is a 74-year-old company that began in Vancouver, British Columbia with a single sawmill, and has grown to an annual production capacity in 2012 of over 4.8 billion board feet of lumber.

Canfor currently operates 13 sawmills and four pulp mills in British Columbia, and their Houston, BC mill holds the title as largest sawmill in the world.

The Port of Prince Rupert shares Hayes’ vision of a bright future for BC exports, and looks forward to growing this prosperous relationship, benefiting communities across the province.

GREEN LEADERSHIP

In May, the Port of Prince Rupert celebrated a significant milestone as it received an enhanced rating by Green Marine, North America’s leading marine environmental stewardship organization. Prince Rupert was the first west coast port in North America to join the voluntary marine industry program and track improvements in environmental performance.

Pictured is Green Marine Executive Director David Bolduc congratulating the Prince Rupert Port Authority’s Manager of Environmental Sustainability Jason Scherr during Green Marine’s GreenTech 2012 conference in Quebec City.
INVESTING IN THE COMMUNITY
Since 2009, the Prince Rupert Port Authority’s Community Investment Fund has been used to contribute over $1 million to help leverage a total of over $3.5 million in community improvement projects.

In 2012, the Port Authority has so far announced four successful applicants to the Fund whose initiatives will move forward with its support.

A major upgrade to the Charles Hays Secondary School playing field means the old artificial grass will be replaced with new, state-of-the-art turf. The Prince Rupert Youth Soccer Association had been working toward the repair and improvement of local soccer fields for years, and used the $100,000 donation from the Port Authority to match funding from the City of Prince Rupert, School District 52, and their own $182,000 saved from fundraising efforts to begin work on the new $600,000 field.

The Prince Rupert Port Authority is excited to announce that the project literally “paving the way” for all future development on Ridley Island is anticipated to begin construction before the end of the year.

This summer, the Port Authority signed an official funding agreement that commits $30 million from the federal and provincial governments to begin the first phase of the Ridley Island Road Rail Utility Corridor, which will see major upgrades for road and rail access to Port of Prince Rupert development sites. The Prince Rupert Port Authority and CN Rail are each contributing $30 million to the project, with groundbreaking work set to begin in the coming weeks.

“Beginning construction on the first phase of this project ensures that the 400-plus hectares of waterfront lands at the Ridley Island Industrial Area will be ready for port terminal development to service Canada’s coal, potash, natural gas, forestry and mining industries,” said Don Krusel, President and CEO of Prince Rupert Port Authority. “This infrastructure project will literally lay the groundwork necessary to fulfill our 20/20 Gateway Development Plan, and allow us to find the best solutions for Canadian industry seeking access to Asian and world markets.”

The RRUC project will provide access to port property on Ridley Island through common user roads, a multi-track rail loop system, and utilities that include a new underground power line that will connect future developments to the existing power transmission system. A major component of the first phase entails a widening of the causeway that provides road and rail access to Ridley Island on a scale that will accommodate all future developments.

Also included in this first phase is the construction of three inbound and two outbound rail tracks for the movement of bulk cargo such as coal and potash. The eventual full build-out will see the capacity for a total of 14 inbound tracks and 11 outbound tracks, giving each terminal development on Ridley Island the potential to have dedicated rail lines for their own loading/unloading and storage.

“The RRUC project is particularly exciting because it creates planning flexibility for future terminal developments and limits any conflict between proponents around issues of rail access,” said Lorne Keller, Vice-President of Project Development with the Prince Rupert Port Authority.

“With the addition of this infrastructure improvement, it’s our view that Ridley Island will be the most well-connected and lucrative heavy industrial site for future marine terminal developments on the west coast of North America.”

Don Krusel, at left, acknowledges a contribution to the Ridley Island Road Rail Utility Corridor project by the Honourable Ed Fast, Minister of International Trade and Minister for the Asia-Pacific Gateway

Through the Port Authority’s Impact Benefits Agreement with the Coast Tsimshian, the local First Nations will have the opportunity to partner with a qualified construction firm and submit a proposal to work on four of the five construction zones in this first phase of the RRUC.

The environmental assessment for the RRUC project is nearly complete, with the comprehensive study now written and available for public review online at www.rupertport.com until October 31.

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The Prince Rupert Golf Club will be using the Port’s contribution of $20,500 to rebuild the Centennial Golf Course’s ninth green.

In September, $60,500 was contributed to the Prince Rupert Regional Hospital for new orthopedic equipment, widening the scope of surgeries that can be performed locally.

Most recently, the Prince Rupert Racquet Club received a contribution of $25,000 that will support renovations and upgrades to the popular facility.

The Ridley Island industrial site
Quickload Container Examination Facility

BRITTANY SEGIN | BUSINESS DEVELOPMENT ASSISTANT

Growing up in Prince Rupert since the age of eight, Brittany Segin has many connections to the coastal community and the people living in it.

Holding a bachelor’s degree from the University of Victoria and currently working towards a master’s degree in communications, she is well-suited for her role as Business Development Assistant for Quickload Container Examination Facility and Gateway Services.

Since joining the Quickload staff in May, Brittany has become responsible for tracking containers that are targeted for inspection by CBSA, inputting vessel and cargo data and monitoring container ship volumes. She works closely with other port stakeholders and customers to respond to inquiries and strengthen business development through marketing and branding strategies.

“Working for Quickload has expanded my administration skill set, but has also connected me more with my community and made me more cognizant of how what we are doing in Prince Rupert impacts the rest of the world,” said Segin. “As a partner in the Port of Prince Rupert, Quickload is improving the local and regional economy and it’s exciting for me to be contributing to that.”

Kristoff Trucking

KEVIN BEEDLE | TRUCK DRIVER

Born and raised in Terrace, BC, Kevin Beedle spent a number of years working between camps in the Alberta oil sands and guiding charter fishing excursions. Now working as a truck driver with Kristoff Trucking in Prince Rupert for the past two years, Kevin is enthusiastic about his new career with stable hours in a permanent location. As a driver, Kevin is responsible for the transportation of containers to and from Fairview Container Terminal, and keeping proper records of each container he is responsible for moving. Due to the increased demand for BC’s lumber in Asia, record volumes are being exported in 2012 via container and Kevin is now able to work as many hours as wants.

“I’ve always believed that Prince Rupert is a diamond in the rough, and since I started working with Kristoff I’ve been able to see first-hand just how valuable the port is,” said Beedle. “In Terrace you only see containers go by on trains and don’t think about it. Being here you learn what’s in those containers, where the ships are coming from, and what this well-oiled machine is actually doing for BC and Canada. This industry is the pulse of the economy, and it’s amazing.”

Beedle is one of 30 employees at Kristoff Trucking, a locally-owned company that currently operates 25 trucks and over 100 trailers. Kristoff was already moving freight between Vancouver and Prince Rupert when Fairview Terminal began operation in 2007, and became involved in container hauling early on with Quickload—which remains its biggest client to date. Today, Kristoff Trucking is diversified in other areas such as long and heavy hauling of aggregate, fish and other commodities, but continues to transport as many as 500 containers per week. The company recently repurposed a former drive-in restaurant building for their offices and built an additional facility in Port Edward where containers will be stuffed before export as well as de-stuffed before moving down the interior corridor.

“Being here, you learn what this well-oiled machine is actually doing for BC and Canada.”

CN Rail

LIAM CULLEN | CONDUCTOR

A resident of Prince Rupert for most of his life, 28-year-old Liam Cullen began working as a conductor for CN Rail early in 2012. He now lives in and works out of Smithers, but his work along CN’s BC North Line sees him travel back and forth from Prince Rupert to Prince George.
Ridley Terminals

BRENDAN WILLIAMS | HEAVY MACHINE OPERATOR

A Prince Rupert resident all his life, Brendan Williams began working as a heavy machine operator with Ridley Terminals Inc. in January 2012. Upon graduation from high school, Brendan began a heavy duty mechanic program and also completed the Heavy Equipment Operator Technician program through Northwest Community College, both of which are necessary in his current role. Brendan is responsible for operating one of two stacker-reclaimer machines onsite, which are used to pile bulk cargo—such as coal—arriving by train, as well as to recover the material from piles and send it by conveyor belt for loading onto docked ships. As he continues working at Ridley Terminals, Brendan can participate in training to become qualified for other roles onsite such as train dumping, ship loading, and locomotive operation.

“The expansion of RTI right now is so incredible, especially when you see how much coal we’re already shipping out and how much they’re using in China and Japan,” said Williams. “Every day I come to work there are new developments and you can see a noticeable difference. I couldn’t have dreamed of a better job, especially at a young age and in the place I call home. So I plan to be working here as long as it’s open for business.”

Ridley Terminals Inc. owns and operates the most advanced bulk commodity terminal of its kind, with over 130 current employees.

RTI has a storage capacity of 1.2 million tonnes and an annual shipping capacity of over 14 million tonnes, which is slated to nearly double to 24 million tonnes through ongoing expansion over the next two years.

RTI’s high quality and performance of railcar unloading, product storage and vessel loading means a ship can load at a rate of 9,000 tonnes per hour, with railcars unloading at 6,000 tonnes per hour. The arrival of a third stacker-reclaimer machine in November in combination with the construction and integration of new lands throughout 2013 will keep RTI on course to complete its capacity expansion project by early 2015.

Cullen works aboard CN Rail trains carrying grain, coal and containers to and from Prince Rupert, and is responsible for switching rail cars and moving them between yards, sidings or tracks.

Effective communication is required to facilitate safe movement of engines and cars, whether in a railyard or traveling between destinations.

“Conductors need to be aware of every aspect of our train, track and cargo at all times to ensure the safest rail transportation possible,” said Cullen. “Safety is always a priority for everyone at CN, and that’s been made clear since day one of my conductor training program.

“I am definitely more aware of the rules and regulations that apply to commercial marine trading and the roles of all other industry agencies. He works with a broad range of local and national organizations to deal with any issues that may arise during the time a vessel is in Prince Rupert, at any time of day or night.

“This job has improved my overall character and given me more skills and confidence in my everyday life,” said Brain. “Ship’s agents take a lot of pride in their job, and we’re making a difference in not just the Port of Prince Rupert but to communities across British Columbia. One of the reasons everyone is talking about Prince Rupert is that our local labour force recognizes their importance and the impact we’re having everywhere.”

(continued on page 7)
The International Longshore and Warehouse Union Local 505 has been representing dock workers and longshorepersons for over 100 years in Prince Rupert, and their membership makes up much of the labour force at Fairview Container Terminal.

Longshorepersons at the Port of Prince Rupert are responsible for the loading, unloading and checking of containerized cargo to and from vessels, as well as the loading of containers to CN Rail cars and truck trailers on site. Longshorepersons also work aboard the ships which load logs in Prince Rupert harbour, and operate the machines that pour grain into vessels at Prince Rupert Grain’s terminal on Ridley Island. ILWU Local 505 has approximately 80 unionized members, with 200 or more casual employees that they represent. Every day Maher Terminals and Empire Grain Stevedores place orders for labour, and it is the union’s job to provide it according to the terms of their collective agreement. Unionized members are given priority for work, and casual employees are ranked according to points they accumulate with each shift worked. The newest casuals must gather in the Local 505 Union Hall and wait for their name to be called each morning, whereas those with more seniority can call a dispatch line to find out if they are working.

One such casual employee is Kirsten Trask, who has lived in Prince Rupert her whole life and became a longshoreperson soon after graduating from Charles Hays Secondary School. She began working labouring roles at Fairview Terminal when it opened in September of 2007, and has since become a vessel and rail planner working out of the local Maher Terminal offices. Kirsten is responsible for planning and coordinating all inbound and outbound cargo movements at Fairview, including how containers are stacked on ships and rail cars.

EXPLORE A DIRECTORY OF PORT PARTNERS: www.rupertport.com/portauthority/partners
Maher Terminals

MIKE PUCCI | SAFETY/SECURITY SUPERVISOR

A lifelong resident of Prince Rupert, Mike Pucci has been working in the role of Maher Terminals’ Safety/Security Supervisor at Fairview Container Terminal since early 2010. His job sees him working across all aspects of operations at Fairview, as Mike works with various partners to ensure the overall safety and security of everyone at the terminal. Whether he is coordinating a tour of the terminal for visiting delegates, or responding to an issue identified by staff onsite, Pucci interacts with a wide range of people every day and is always studying ways to integrate safety and security into Maher’s efficient operations.

“My grandparents came to Prince Rupert looking for opportunity. They found it here at the port, and I am working hard to make sure those same great opportunities will be available for my child and for future generations,” said Pucci.

“I always knew how important we are to B.C.’s economy, but I never fathomed how all of us are so interconnected through the movement of goods, services and resources—not just in BC, but across North America and beyond.”

Maher Terminals is one of the largest multi-user container terminal operators in the world, and together with the Prince Rupert Port Authority, CN Rail and ILWU Locals 505 and 514, successfully converted Fairview Terminal from a breakbulk and general cargo facility to a high-volume intermodal container transfer facility.

Since the COSCO Antwerp made its maiden voyage to Prince Rupert as the first container vessel to berth at Fairview in October of 2007, Maher Terminals has operated the facility in a manner that has resulted in unparalleled container volume growth and record transit times between Prince Rupert and North American markets.

With a growing team of roughly 15 members, Maher Terminals manages the large ILWU workforce dispatched on a daily basis to load and offload containers, while also growing relationships with the many international customers and local stakeholder groups that make terminal operations possible.
SUSTAINABLE INITIATIVES

The Prince Rupert Port Authority is committed to enhancing the environmental sustainability of its facilities and operations.

Bringing Prince Rupert one step closer to measuring local air quality, the Port Authority partnered with Prince Rupert School District 52 and the BC Ministry of Environment (MoE) to raise and install a meteorological tower on the roof of Roosevelt Park Community School.

The tower is the first to be erected in northwestern BC since 2006, and the first ever to transmit data on a private network.

The station will measure and record wind direction, wind speed, temperature and relative humidity over the next year, and will provide the data needed for the creation of an atmospheric dispersion model to map the emissions released from ships, trains and other vehicles related to port activity.

With this information, MoE and the Port Authority can decide on the best site for the location of a new air quality monitoring station in Prince Rupert.

Within its own offices, the Port Authority launched the Green Commuters Challenge in July and August which saw 30 staff members reduce their carbon footprint by walking, cycling, carpooling, and riding public transit to work. Employees formed teams with 3 or 4 others. They tracked their individual means of transportation to and from the Atlin Terminal offices in Prince Rupert, with points awarded for modes of travel and total distance.

Some Port Authority employees opted for carbon-neutral transportation every day of the month. The staff saved a total of 400 kilograms of CO₂ from entering the atmosphere.

Katelynn Smart, also shared the message of environmental sustainability with the community.

Each Monday morning this summer, the Green Team visited Astral Media’s EZ Rock radio studio to talk with host Tyler O’Halloran about topics related to sustainability.

They researched environmental awareness, including simple methods of carbon footprint reduction like motor vehicle carpooling, plastic bottle recycling and composting, and encouraged Prince Rupert residents to make environmentally conscious decisions.

Local radio personality Tyler O’Halloran interviews PRPA summer students Katelynn Smart and Emily Rudderham.

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Dave Fisher may have spent the majority of his career with the Prince Rupert Port Authority working behind the scenes, but over 30 years he has been integral to creating the success that the Port experiences today.

Dave began working for the Port in 1982 as Maintenance Superintendent. His first role was overseeing the construction of the Ridley Island water supply system—which lasted the better part of one-and-a-half years. During his early years, Dave also acted as Harbour Master when the port was without one, led the Operations Department and continued to work on various capital projects under the title of Maintenance Manager.

“In those days there were only 12 of us, and it stayed like that for a number of years, so you filled in wherever necessary,” he recalls.

Although Dave had overseen the installation of fencing and other light security measures for nearly 20 years, the New York terrorist attacks of 2001 forced all Canadian ports to introduce a much stronger emphasis on security. Dave became instrumental in the implementation of the new Marine Transportation Security Regulations which came into effect in 2004, and was largely responsible for designing and developing all of the port’s new security protocols and procedures necessary for the Port of Prince Rupert to retain its international reputation as a safe and secure port.

“The Port of Prince Rupert has been extremely fortunate to have someone like Dave with previous marine and military training to draw from, in combination with his technical education and skills, familiarity of the region and the knowledge of the structural components of many port facilities,” said Don Krusel, President and CEO of the Prince Rupert Port Authority. “Having joined the port several years after Dave, I know the challenges we have overcome as an organization since the 1980s, and many of those would not have been possible without his dedication and vision.”

Dave is particularly proud of his involvement in the creation of the Prince Rupert Integrated Law Enforcement Team, which was established in the early years of port operations and incorporated all the local divisions of the RCMP, Canada Border Services Agency and Transport Canada to discuss security risks within the port and key projects to address them.