

Environmental Assessments

The Agency has a responsibility to evaluate certain rail infrastructure projects in accordance with the Canadian Environmental Assessment Act (CEAA) prior to exercising any power, duty or authority in relation to a project. Under the environmental assessment (EA) process the proponent, other federal authorities and interested parties may become involved.

An EA is a process to predict the environmental effects of a project before it is carried out and that:

- identifies possible environmental effects;
- identifies proposed measures to mitigate adverse effects; and
- predicts whether there will be significant adverse environmental effects, even after the mitigation is implemented.

For information on the filing requirements of an environmental assessment of a rail infrastructure project, see the Agency's Environmental Self-Assessment Handbook for Rail Infrastructure Projects. This handbook helps guide proponents and interested parties who are involved in an environmental assessment of a rail infrastructure project.

<http://www.cta.gc.ca/eng/environmental-assessment>



Canadian
Transportation
Agency

Office
des transports
du Canada

Union Meeting Nights

Mainland Locals

| | |
|-----------------|--------------|
| Vancouver (500) | June 9, 2010 |
| New West. (502) | June 9, 2010 |

Vancouver Island Local

| | |
|-----------------|---------------|
| Chemainus (508) | June 14, 2010 |
|-----------------|---------------|

Northern Local

| | |
|---------------------|--------------|
| Prince Rupert (505) | June 8, 2010 |
|---------------------|--------------|

Please be guided by the provisions of Article 15 in the Collective Agreement respecting working restrictions and conditions on Union Meeting

Maersk to Sell Canadian Port Trucker

June 2, 2010 3:25PM GMT
The Journal of Commerce

Maersk Canada said Wednesday it is selling the Canadian assets of port trucking line Bridge Terminal Transport to Rouge River Capital, a Canadian merchant bank.

The business will be renamed Seaport Intermodal and headquartered in Toronto, with a branch office in Montreal.

Seaport has entered into a long-term supply contract with Maersk Canada to provide drayage and container storage services in Toronto and Montreal.



Tankers on the Coast - to be or not to be?

Prince Rupert Daily News by George T. Baker

Questions are being raised as to what exactly is the Conservative government's position on tankers transporting oil along the northern coast of British Columbia.

Two federal ministers, on separate occasions, told the House of Commons that they would not repeal the oil tanker exclusion zone that encompasses Hecate Strait and Queen Charlotte Sound.

Transport Minister John Baird, along with Natural Resources Minister Christian Paradis, both told fellow MPs that they would not reopen that file. It would seem that the statements by the two MPs would put a wrench into Enbridge's plans to build its Northern Gateway pipeline to Kitimat from the Alberta oil sands.

"Mr. Speaker. We cannot be any clearer. Thanks to the leadership of a Conservative government, in 1988 there was an exclusion zone. That is tremendously important to not just people in British Columbia, but to all Canadians, and this government has no plans to reopen this," said Baird on May 12.

Two days later, Paradis made a similar statement in the House of Commons, when he said, "Moreover, there is a tanker exclusion zone in British Columbia. No oil tankers are allowed in the inside passage. That is the way it is, and it will not change."

The comments have stirred speculation that the Conservative government might be turning their backs on the potential pipeline project in the face of opposition from northwest stakeholders such as First Nations leaders, community members, environmentalists and some city councillors.

The Transportation Ministry, however, wished to make it clear that oil tankers have been trading safely and regularly along the British Columbia Coast for many years and that there is a federal moratorium in place that applies strictly to oil and natural gas exploration and development activities. This moratorium does not apply to the storage or movement of tankers.

"With respect to tanker traffic, the government has no plans to re-open the 1988 Exclusion Zone on tankers travelling between Alaska and Washington State," answered Ministry spokesperson, Rod Nelson.

"The Tanker Exclusion Zone is a specific directive that strictly applies to loaded Trans-Alaska pipeline tankers transiting south-bound between Alaska and the Strait of Juan de Fuca. As a result of the agreement, U.S. tanker ships stay 25-75 miles off the B.C. coast. Over 1000 tankers annually abide by the Tanker Exclusion Zone. There are no reports of non-compliance."

Nelson added that Transport Canada inspects every tanker that comes into a B.C. port at least once a year.

Skeena-Bulkely Valley MP Nathan Cullen said that he wanted clarification over the two MPs' comments.

"The Minister's comments raise some serious doubts about Enbridge's pipeline and tanker proposal" Cullen commented "There seems to be a real gap between Enbridge's plans and what the government is now saying."

Opposition are stepping up their efforts to oppose the project, using whatever media means they can to highlight their disapproval of the Northern Gateway project.

A Squamish man named Norman Hann completed his 385km Stand Up Paddleboard expedition through Canada's Great Bear Rainforest. Hann started in Kitimaat Village on May 8th, and ended on May 19 in Bella Bella, where he was greeted by a large



gathering of local residents, including school children, hereditary chiefs, and Hann's expedition was aimed at bringing awareness to the environmental threat he believes the proposed Enbridge oil pipeline and tanker traffic will have on the Great Bear Rainforest, its people and wildlife.

"It was an incredible journey. The weather allowed us to visit wild and remote places rich in wildlife and traditional foods. This expedition confirmed how special and rare this coastal environment really is. First Nations from Kitimat to Bella Bella expressed how valuable their natural resources are to their livelihood and sense of place. They were in full 100 per cent support of not having oil tankers on our coast. Our team was honoured to be welcomed into their communities and we were fortunate to have their guidance throughout our trip."

Hann's expedition will be followed up by a high-profile rally set to take place this Saturday in the Haisla community Kitimaat Village, which is just southeast of Kitimat. Rally speakers will include David Suzuki, Council of the Haida Nation president Guujaaw, Union of B.C. Indian Chiefs Stewart Phillips.

T. Buck Suzuki Northern Coordinator and local environmental activist, Des Nobels, said he wasn't betting on the Conservative policy remaining committed to the exclusion zone.

"It will bolster the opposition to the project, but I am not sure how the Conservatives are going to spin this," said Nobels. "While I wouldn't trust them, I'll wait to see how it plays out."

While Enbridge did not respond to recent inquiries from the Daily News, the company has sent out a brochure to media and others that outlines the project proposal and how they plan to address environmental concerns.

The 24-page colour booklet features photos of people working in prosperous surroundings, shows an outline on how fast the construction of the pipeline could come on board, what is involved in consulting with the public and how big the pipeline is.

Inside the brochure, John Carruthers, president of Enbridge's subsidiary Northern Gateway, has written a letter addressing residents, asking them to be a part of the federal government's environmental review process.

"The success of the project on the scale of Northern Gateway depends on the support of the communities it impacts. We know that this support will depend on our ability to prove to communities that our project is safe, that it has been planned responsibly and that environmental protection will always be front-of-mind throughout both construction and the operational life of the project."

The company points to the fact that over the past 25 years, more than 1,500 ships have safely travelled to Kitimat carrying petrochemical products, including methanol, ammonia and condensate.

Enbridge also reminds the public that BC Coast Pilots will safely guide all tankers.

www.enbridge.com/investor/pdf/northern-gateway-project.pdf

Hanjin to Convert to Green Reefers

Peter T. Leach Jun 1, 2010 1:27PM GMT
The Journal of Commerce Online - News Story

New technology on insulation foam will also lower costs Hanjin Shipping said Tuesday it will start converting its fleet of refrigerated containers this month over to what it calls “eco-friendly” reefers.

The South Korean container ship operator started using the containers at the end of May when it began receiving 1,000 units from MCI Qingdao, a Chinese manufacturer of refrigerated containers.

The Chinese manufacturer, known as MCIQ, began converting its production process to an environmentally friendly foam-blowing technology in May.

MCIQ substitutes “SuPoTeC,” or sustainable polyurethane technology, for the HCFC 141b urethane foam ordinarily injected between the inside and outside plates of reefers for insulation.

Hanjin said ordinary urethane foam produces approximately 23 tons of CO2 when exposed to the air during dismantlement while Supotec produces only 69 kilograms of CO2. It said MCIQ has shifted to using SuPoTec on all the reefers it makes.

Hanjin Shipping said it now will only order these reefers whenever it orders or leases new containers.

The company said it expects the containers can not only reduce environmental impact but also save costs as they are free from environmental regulations when they are scrapped after more than 10 years of use.

Hanjin said it will continue various other green management policies, including eco-steaming and using eco-friendly containers. The South Korean liner company recently developed a CO2 emission calculator on its website where its customers can calculate the amount of CO2 emission according to their cargo and destinations.

Industry Calendar of Events:

- | | |
|---------------|---|
| June 10 | VTC Dinner with Minister Stockwell Day Executive Inn, Richmond |
| June 15 | Port Metro Vancouver Annual General Meeting Vancouver Convention Centre |
| June 17 | Vancouver Womens Transporation Club Dinner Executive Hotel, Richmond BC |
| June 18 | Vancouver Grain Exchange Golf Tournament Richmond, BC |
| June 23 | Port of Nanaimo AGM Coast Bastion Inn, Nanaimo BC |
| July 8 | CIFFA Golf Tournament |
| July 31-Aug 4 | ACPA Annual Conference & AGM St. John's, Newfoundland |



Government of Canada announces National Shipbuilding Procurement Strategy

OTTAWA, Ontario, June 3, 2010 – The Government of Canada today announced the National Shipbuilding Procurement Strategy, a long-term plan that will create good jobs in high-tech industries across Canada and provide much needed ships for the Canadian Navy and the Canadian Coast Guard. The Honourable Rona Ambrose, Minister of Public Works and Government Services and Minister for Status of Women, made the announcement together with the Honourable Peter MacKay, Minister of National Defence, the Honourable Gail Shea, Minister of Fisheries and Oceans, and the Honourable Denis Lebel, Minister of State (Economic Development Agency of Canada for the Regions of Quebec).

“Our Government made the decision to support the Canadian marine industry, to revitalize Canadian shipyards and to build ships for the Navy and Coast Guard here in Canada,” said Minister Ambrose. “The Strategy will bring predictability to federal ship procurement and eliminate cycles of boom and bust, providing benefits to the entire marine industry.”

The Strategy, which was developed after consultations with industry stakeholders, encompasses three streams – large ship construction, small ship construction, and repair, refit and maintenance projects. The government will establish a long-term strategic relationship with two Canadian shipyards for the procurement of the large ships – one to build combat vessels, the other to build non-combat vessels. The selection of the two shipyards will be done in a competitive, fair, open and transparent manner. A fairness monitor and independent third party experts will participate in the process.

The construction of smaller ships will be set aside for competitive procurement among other Canadian shipyards. The repair, refit and maintenance of ships in the Government fleet will continue to be sourced through competitive tendering.

The Strategy promotes the regional distribution of work and opportunities to shipyards across the country. Shipyards that are selected to build the combat and non-combat packages will have to subcontract vast amounts of work to the broader marine industry and suppliers of this industry. Subcontracting in any of the three streams encompassed by the Strategy will be of notable benefit small and medium enterprises.

“This strategic relationship with Canadian shipyards will help us deliver on our commitment to the Canada First Defence Strategy, and enable us to provide our Navy with the modern ships they need to defend Canada’s interests at home and abroad,” said Minister MacKay.

“We are proud to support Canada’s new shipbuilding strategy because it will create jobs and help stimulate our country’s economy” said Minister Shea. “It will also give Canada’s Coast Guard the tools it needs to do its job.”

“The Strategy is about undertaking major ship procurements in a smarter, more effective way – a way that sustains Canadian jobs, strengthens the marine sector, and provides best value for Canadian taxpayers,” said Minister Lebel.

The Government of Canada is committed to getting the best value for Canadian taxpayers. Under the Strategy, shipbuilding projects that are similar in nature will be grouped together to reduce production costs. This type of strategic sourcing will create the conditions for the effective and efficient delivery and support of the federal fleet over the long term.

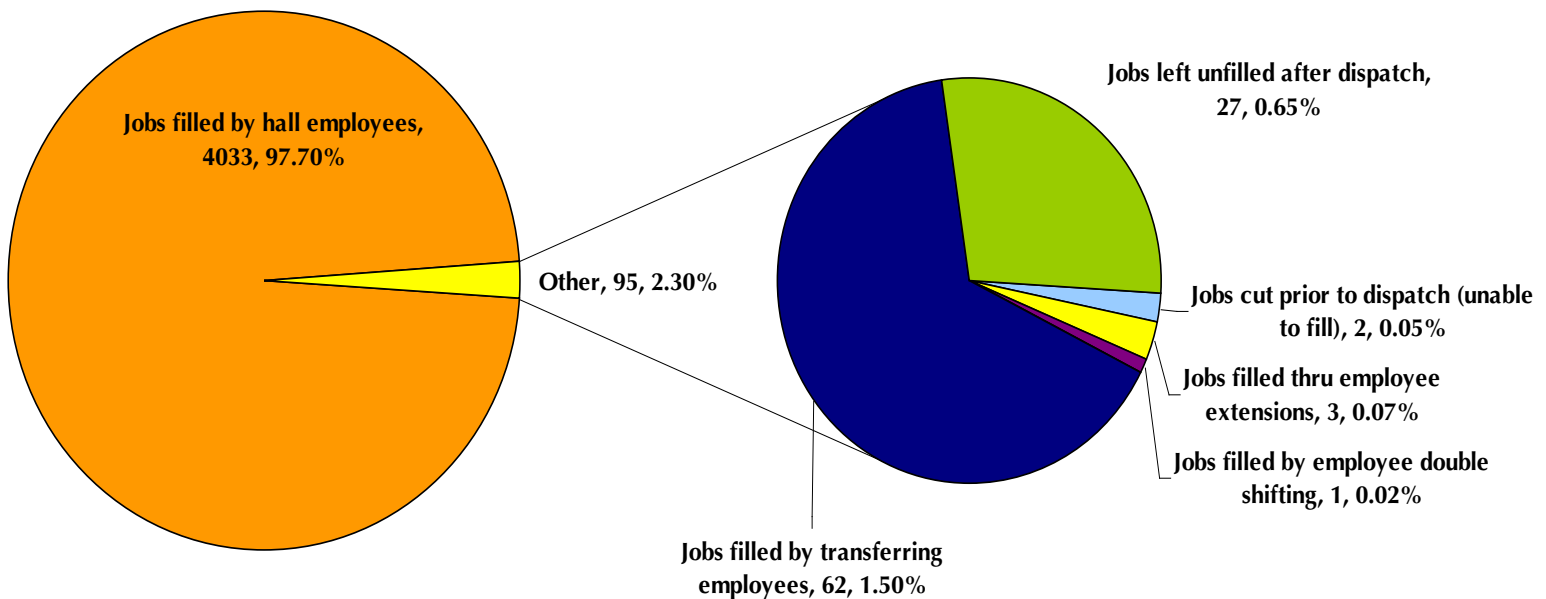


Dispatch Shortage Statistics:

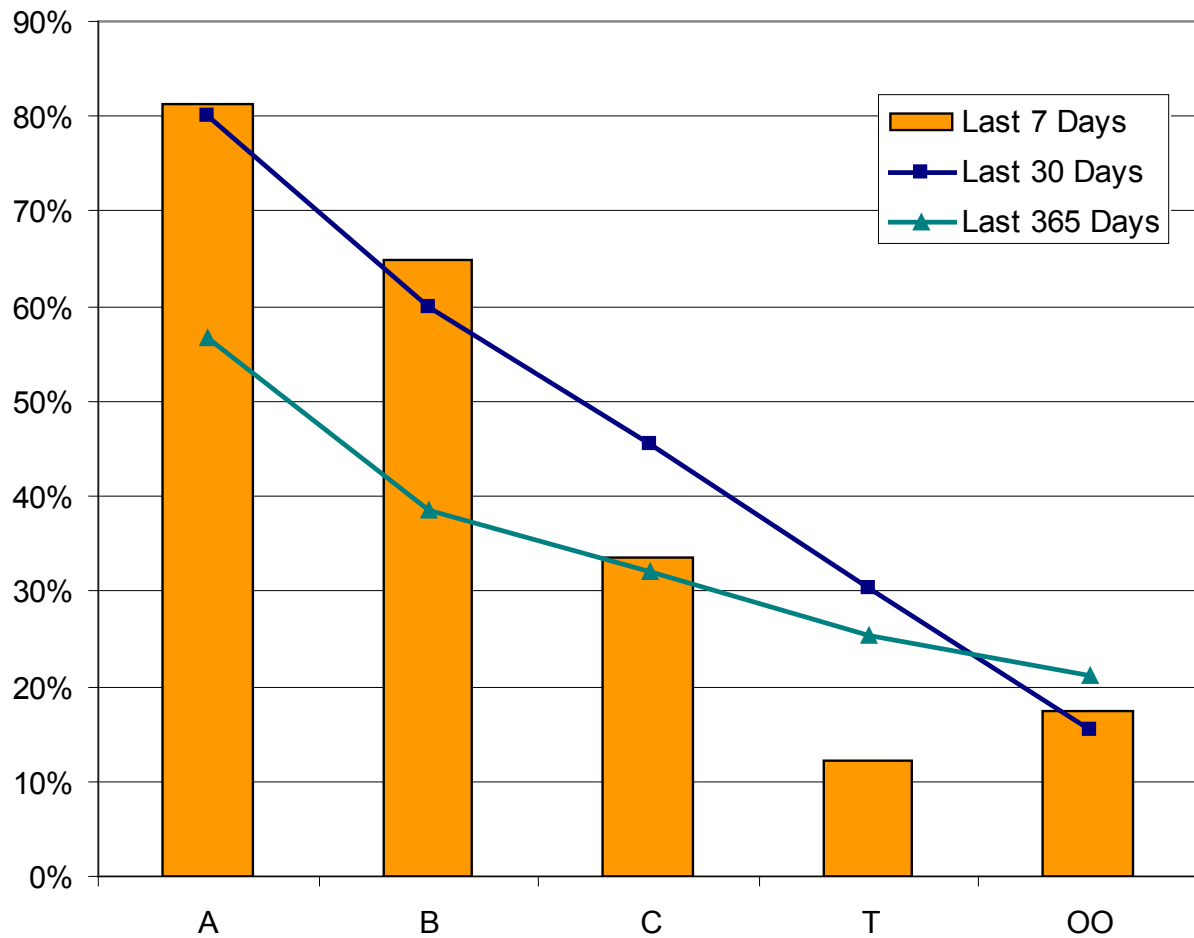
For the Period Sunday May 30, 2010 to Saturday June 5, 2010

| JOB | Jobs cut prior to dispatch (unable to fill) | Jobs filled thru employee extensions | Jobs filled by employee double shifting | Jobs filled by local 502 employees | Jobs filled by transferring employees | Jobs left unfilled after dispatch | TOTAL |
|-----------------|---|--------------------------------------|---|------------------------------------|---------------------------------------|-----------------------------------|-----------|
| 40 TON & RACK | | | | | | 1 | 1 |
| BULK OPERATOR | | | 1 | | 11 | 1 | 13 |
| CARPENTER | | | | | | 1 | 1 |
| DOCK GANTRY | | | | | 18 | | 18 |
| ELECTRICIAN | | | | | 2 | 1 | 3 |
| F.E.L. | | | | | 1 | | 1 |
| FIRST AID | | | | | | 1 | 1 |
| H.D. MECHANIC | 1 | | | | 1 | 2 | 4 |
| HATCH TENDER | | | | | 2 | | 2 |
| HEAD CHKR | | 1 | | | | | 1 |
| HT SIGNALS | | | | | 2 | | 2 |
| KOMATSU OP | | | | | 2 | | 2 |
| LABOUR | 1 | | | | | | 1 |
| LOCIE ENGINEER | | | | | 3 | | 3 |
| MILLWRIGHT | | | | | 3 | 17 | 20 |
| MOBILE CRANE OP | | | | | 2 | | 2 |
| RUBBER TIRE GTY | | | | | 1 | | 1 |
| SHIP GANTRY | | 2 | | | | | 2 |
| SWITCHMAN | | | | | 1 | | 1 |
| TRACKMAN | | | | | | 2 | 2 |
| TRACTOR TRAILER | | | | | | 1 | 1 |
| WHEAT MACHINE | | | | | 1 | | 1 |
| WHEAT SPECIALTY | | | | | 7 | | 7 |
| WINCH DRIVER | | | | | 5 | | 5 |
| TOTAL | 2 | 3 | 1 | | 62 | 27 | 95 |

Explains how shortages were handled by Dispatch



Vancouver Casual Employee % Dispatched per Dispatch Board



Future BCMEA Meeting Dates:

Finance & Audit Committee

Monday, June 21st 2010
9:30am - 11:30am
5th Floor Boardroom
349 Railway Street

Board of Directors Meeting

Tuesday, June 29th 2010
9:30AM - 11:30AM
5th Floor Boardroom
349 Railway Street

Finance & Audit Committee

Friday, Sept. 21st 2010
9:30am - 11:30am
5th Floor Boardroom
349 Railway Street

Direct Employers Committee

Wednesday, Sept. 22nd 2010
9:30AM - 11:30AM
5th Floor Boardroom
349 Railway Street

Your Feedback:



Have something for the
BCMEA Bulletin?

Send your comments
or contributions to the
Bulletin's Editor at
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(604) 694-2324.