

B.C. on the Move: Engagement Meeting Notes

OCTOBER 30, 2014

3:00PM

LANGLEY

ATTENDEES/AFFILIATION	<p><u>B.C. Trucking Association:</u> Louise Yako, B.C. Trucking Association Andrew Anderson, Sylvite Transportation Group Ltd. Michael Bennett, CMW Insurance Services Ltd. Ben Boon, Chevron Canada Ltd. Jim Charles, Berry & Smith Trucking Ltd. Clinton Connell, Eagle West Truck & Crane Inc. Gerry Cullen, Western Star & Sterling Trucks of Vancouver Doug Elliot, Apex Industrial Movers Jerry Gallant, First Truck Centre Vancouver Inc. Ron Gauley, Halton Recycling Ltd. Kenneth L Johnson, Ken Johnson Trucking Ltd. Kevin Johnson, Coastal Pacific Xpress Inc. Darren Racine, Protrux Systems Inc. Trevor Sawkins, Cold Star Solutions Inc. Murray Scadeng, Triton Transport Ltd. Paul Schroeder, Bison Transport Inc. Stacey Spencer, Canada West Coachlines Ltd. Stephen Szalkai, Rempel Bros. Concrete Ltd. Gary Vos, Tri-R Transport Ltd.</p>
MOTI REPRESENTATIVES	<p>Norm Parkes, Executive Director of Highways, Ministry of Transportation and Infrastructure (MoTI) Steve Haywood, Director, Commercial Vehicle Safety and Enforcement (CVSE), MoTI</p>
NOTE TAKER	Carmen Bennett, Kirk & Co. Consulting Ltd.
KEY THEMES (3-6)	
<p>1) Transportation planning: Participants noted that the reliability of highways, airports and border crossings are important to the industry. Improvements to main trucking routes are a priority to decrease delays.</p> <p>2) Economic growth: Participants expressed that growing the economy is a priority.</p>	
CHALLENGES AND OPPORTUNITIES	
<ul style="list-style-type: none"> Issues with reliability of trucking routes, highways and airports affect the movement of goods and impact the overall industry. 	
MOVING FORWARD – STRATEGIES	
<p>1) Moving People and Goods Safely and Reliably</p> <ul style="list-style-type: none"> One participant noted that Castlegar Airport causes problematic delays, which has impacts to the industry and the movement of goods through that region. One participant noted congestion problems on Highway 99 North around King George and questioned why there is an HOV lane on this highway that is only available to buses and not to the public. Another participant responded that this particular HOV lane does not have the necessary specifications to meet safety considerations, as there is no shoulder on the road. It is not available to the public for safety reasons. 	
<p>2) Growing the Economy</p> <ul style="list-style-type: none"> One participant noted that in the Discussion Guide, the section related to growing the economy is primarily focused on the Highway 1 corridor, and suggested that Highway 5 and Highway 16 are arguably more important as trucking routes. The participant questioned whether improvements to Highway 5 and 16 will be considered in the plan, as these corridors are important for moving goods. There are no avalanche issues on these roads, which are a cause for concern on other routes. Norm noted that Highway 1 is given as an example in the Discussion Guide, but all priorities will be considered in development of the 10-year transportation plan. 	
<p>3) Connecting and Strengthening Communities</p>	
<p>4) Maximizing Collaboration and Investment with Partners and Stakeholders</p>	
TOP THREE PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS	
<ul style="list-style-type: none"> Participants noted that they would like to see improvements to problematic congestion areas that impact reliability and the flow of goods (such as on Highway 99 and at border crossings). 	

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| <ul style="list-style-type: none">• Participants would like to see improvements to regional airports, such as Castlegar, which currently affect reliability. |
| <ul style="list-style-type: none">• Participants would like to see improvements to important trucking routes such as Highway 5 and Highway 16. |

ADDITIONAL COMMENTS/DISCUSSION
<ul style="list-style-type: none">• One participant questioned whether there is an opportunity to look beyond 10 years and to consider a 20 year plan.
<ul style="list-style-type: none">• Norm noted that 10 years was strategically selected, because this time frame allows for delivery of specific projects.
<ul style="list-style-type: none">• One participant questioned whether a change in government could affect the delivery of the 10-year plan.
<ul style="list-style-type: none">• Norm noted that the plan itself is not a political document and will be based on technical planning and work, but it will have the ability to adapt.