

Transportation II Session Proceedings
PNWER Annual Summit – Whistler, British Columbia
July 23, 2014

Co-Chair Senator Curt McKenzie, Montana

Co-Chair Bruce Agnew, Cascadia

Speakers

Senator Richard Neufeld, Chair, Senate Committee on Energy, the Environment, and Natural Resources, Parliament of Canada

Dale Jensen, Program Manager, WA Department of Ecology, Spill Prevention, Preparedness & Response

Tim Meisner, Director General, Marine Policy, Transport Canada

Jeannie Beckett, Principal, The Beckett Group

Rep. Luis Moscoso, Washington State Legislature

Opening Remarks

Recap of the morning's discussion:

- Truck size, weight, and efficiency.
- Steve Marshall about automated vehicles and high technology to move people and freight more efficiently.
- Green port gateways, measuring GHG at Blaine.
- Mark, HDR, LNG and trades and the financial challenges of converting a fleet to LNG.

As a Working Group, need to do policy tours as well as attend the conference. Last year, the pre-PNWER tour flew up to the Port of Prince Rupert, took a ferry to Ketchikan in Alaska, and then onto Anchorage. This year, the tour took an Amtrak Cascades train to Bellingham for a briefing on choke points and the transportation of oil, and then visited Cherry Point industrial facility before travelling to Canada and the Westshore coal facility and Deltaport container terminal at Roberts Bank. The next morning was briefings on Port Metro Vancouver (PMV) before arriving in Whistler.

The PMV briefing shared the project of building 17 highway rail overpasses for \$700 M to make PMV more efficient and address community concerns over safety as part of a huge investment in the Pacific Gateway. There is an alignment of purpose for Canada's Pacific Coast trade strategy, focused on efficient movement of goods. Additionally, the idea of social license in Canada is different from the layers of process in the US through different groups of stakeholders working problems out.

Before the November PNWER conference, there needs to be an effort made to visit the Port of Tacoma to view the interface between a major industrial area and an increasingly gentrified city (people moving in to work for Amazon).

Senator Larson and Montana delegation working on Washington Rail Caucus to meet in Spokane to discuss congestion in Spokane area and challenges of moving oil and coal with grain and other products. Pleased to note Johan Hellmann is here to talk specifically about this issue.

For next year's PNWER summit, intend to take delegation via Montana Rail Link from Spokane to Bozeman and then to Big Sky.

Rail Safety and Capacity: Oil Spill Preparedness and Response

No system dominates the news more than the challenges of rail capacity and safety. Intend for today's session to resolve the mis-information and inform decisions.

Senator Richard Neufeld, Chair, Senate Committee on Energy

As background information, Senators are appointed in Canada (not elected), a set number from each province and territory. The purpose of the Senate is to review all legislation put forward in the House of Commons. The Senate has approximately 13 committees to cover many different topics and produce reports. Moving Energy Safely was a report produced by Neufeld's committee.

Moving Energy Safely is a topic that has been receiving a great deal of attention in both countries. Study is safe movement of hydrocarbons by rail, pipeline, and truck. The study began before the Lac Megantic disaster and was intended to review spill preparedness and response in country, as well as make recommendations for change and improvement.

The majority of hydrocarbons are moved safely, but nothing is free of risk and accidents do happen. Pipelines are regulated either federally or provincially. Federal Energy Board is responsible for pipelines that cross provincial or territorial boundaries. Pipelines within provinces are regulated by the province. AB regulates 400,000 km of pipeline. Transmission pipelines move 97% of natural gas and crude oil to markets. Over 2000-2011 period, 97.999% of products moved without a spill – an impressive success rate. Canada's transportation systems are highly regulated to ensure safety.

However, accidents do happen and can result in the release of fuel. Two recommendations:

1. National Energy Board should work with companies and experts to develop mandatory auditing for increased safety
2. National access point for information on utility infrastructure and one call centre for "call before you dig".

Crude oil was the most traded commodity in the world, around the world. Tankers are generally viewed as a safe and effective way to move large quantities of petroleum products. Spills can occur and have lasting impact on coastal ecosystems and communities. The last large spill occurred 30 years ago. Tankers in Canada above 5000 DWT were required to be double hulled since 2010, but starting next year all crude oil tankers operating in Canadian waters are required to be double-hulled.

The team preparing the report met with stakeholders in Washington, Valdez, and AK and was impressed with work done since Exxon Valdez disaster. The volume of spills in Valdez could be measured in teaspoons in the past decade. Spills around the world have been decreasing as amounts of oil transported have been increasing.

Committee made five recommendations in relation to marine spills:

1. Expand and modernize the Transportation Safety Board's database to provide detailed information on ship source spills.
2. Adjust current spill preparedness and response capacity to tip the assessed needs of each region.
3. Provide umbrella responder immunity protection to Canadian marine response organizations for all non-ship source spills.

4. Provide for an independent periodic certification of the Canadian Coast Guard's mandated spill preparedness and response teams
5. Provide for pre-approval of certified marine response organizations to use disbursements, initiate controlled burning, and undertake other prescribed counter-measures in certain areas and under special circumstances.

Finally, the amount of dangerous goods transported by rail has been rising rapidly. On average, railcars move dangerous goods without spills 99.9% of the time, a proportion only slightly lower than pipelines, and there has been a downward incidence of accidents in the last decade. General decline of accidents by 25%, with dangerous goods by 40% between 2003 and 2012. Accidents involving dangerous goods declined by 48% since 2003.

Rail related oil spills can occur with devastating results, and the committee recommends:

1. Cooperative efforts between Transport Canada and rail companies to make existing safety culture assessments mandatory with audit program.
2. Arms-length review of Canada's railway regulatory framework standards and industry practices.
3. Cooperative effort by Transport Canada and US Department of Transportation to review the use of certain tank cars (specifically DOT 1-11 tank cars) and accelerate the move to new tank cars.
4. Implementation of all recommendations of transport of dangerous goods by rail that were in the Commissioner of the Environment's Sustainable Development Dec 2011 report
5. Application of appropriate minimum liability coverage thresholds to ensure rail companies can cover damages resulting from a major incident.

Additionally, Committee wants the National Energy Board and Transport Canada to create a web portal with interactive maps and detailed information on oil and gas spills. The size of spills is not generally talked about unless it is large, but the public should have a place to get the absolute truth on spills.

Since the tragedy of Lac Magnetic and since the release of this report, the Federal government has taken a number of actions, specifically, the federal Minister of Transport has issued a number of directives and proposed regulatory:

1. Immediately remove DOT 1-11 tank cars from service (those cars without continuous bottom reinforcements), approximately 5000 cars.
2. Require DOT 1-11 tank cars that do not meet the standards for thicker steel, as well as additional top fitting and hitch connections, to be phased out within three years.
3. Expect rail companies to share information with municipalities.
4. Ensure that all crude oil being transported is properly tested and classified with Transport Canada receiving those results.
5. Require shippers to develop emergency response assistance plans for crude oil and gasoline, aviation fuel, diesel, and ethanol.
6. Establish task force to provide government with comprehensive recommendations aimed at strengthening emergency response capacity.

Federal government has also taken action to improve pipeline and tanker safety, including:

1. Introducing absolute liability for all National Energy Board regulated pipelines. This means companies will be liable for costs and damages regardless of fault, giving NEB authority to order reimbursement of any clean up costs incurred by governments, communities, or individuals, imposing administrative monetary penalties to individuals and companies that

- violate federal safety requirements under the NEB act, ranging from \$25,000 to \$200,000 per day.
2. Introducing legislative amendments to allow the use of alternative response measures, such as use of chemical dispersants and burning spilled oil during an emergency, where there is likely to be a net environmental benefit.
 3. Strengthening the “polluter pay” system by introducing amendments that will enhance Canada’s ship-source oil pollution policy.
 4. Modernizing Canada’s marine navigation system by moving toward a system that can share real-time electronic marine safety information with mariners.
 5. Working with Canada’s four certified response organizations and stakeholders to develop and implement tailored response plans in four key areas of highest level of tanker traffic.

Although hydrocarbons are transported very safely by pipelines, tankers, and railcars, accidents do happen. The federal government is taking actions to further enhance the safety of hydrocarbon transportation.

Tim Meisner, Director General, Marine Policy, Transport Canada - Moving Commodities by Rail

Transport Canada has done a significant amount of work on the movement on oil by tankers on the marine side, and last May, has announced the development of world-class system to increase safety:

1. Prevention – commitment to meet or exceed any regulations
2. Response & Preparedness – ready for worst case scenario
3. Liability and Compensation – unpaid by polluter

For each pillar, have a commitment to be world class and have established benchmarks and an intention to meet or exceed any international standard.

Rail is a bit behind on the work on marine side, but are using a similar model moving ahead.

Rail capacity in Canada:

- Rail is most economical way to move large quantities of products. In Canada, 70% of materials are moved by rail.
- CN and CP are two first class railways, moved \$120 billion in product last year.
- 60 short-lines feed into the main rail lines.
- Six or seven short-lines support resource sectors, such as mining.

Current framework:

- Have a legislative framework that is functioning as intended (arguable whether it is functioning appropriately).
- Two highly profitable railways that invest in their infrastructure and capacity (can take time), and are driving for increased efficiencies and profitability.
- Existing products: grain, crude oil, iron ore, and forest products (make up 25% of Canada’s exports – expected to grow by 2.3 – 3.9% per year over the next decade).

Current challenges:

- Increased demand to Asia has put pressure on transport to BC. Balance is shifting toward Asia from US.
- Projected growth to 2026 needs 100-200% increase on the red lines (see map on slideshow). Map statistics exclude transportation of oil by rail.

Oil by rail:

- Oil production forecast indicates that total growth to 2030 is significant (expecting a three-fold increase by 2016).
- The capacity of rail system will be under pressure in coming years.
- There is global demand for Canada's natural resources to be transported by rail, and Canada currently does not have the capacity to get resources to market.
- The tragedy at Lac Megantic put spotlight on rail safety, and the government has been responding to demands for change (refer to slideshow for further details)

Collaboration with railways and US colleagues and other key stakeholders is an important aspect of this work. Also anticipating report from the Transportation Safety Board that will likely have more recommendations to further improve the transportation of oil by rail.

Liability & Compensation:

- In addition to safety measures, shippers are required to carry insurance.
- 100% compensation is going to be made available under the "polluter pay" principle.
- Study is currently underway, with conclusion expected later this year.

Grain by rail:

- Western Canada produced a record harvest of 76 M tonnes combined with the harshest winter in 100 years resulted in harvest not getting to market.
- Government responded by introducing Fair Rail for Grain Farmers Act in May 2014 to set minimum grain volumes by CN and CP.

Collaboration and stakeholder engagement:

- The Asia-Pacific Gateway and Corridor Initiative was launched in 2006 to establish a transportation network that would be as efficient and effective as possible through collaboration and combined funding for infrastructure to improve transportation of goods.
- Different forums involve different parts of supply chain and public and private participants.
- Asia-Pacific Performance Table – Intermodal: make the supply chain as efficient as possible.

Commodity Supply Chain: seeking data as to where roadblocks are and working to resolve roadblocks to create evidence-based decision-making.

Johan Hellmann – Freight Rail Safety in our Communities

Mission is to deliver safety and prosperity in the Pacific Northwest. BNSF railway has 100+ year history (Great Northern Railway and Santa Fe combined). BNSF rail network spreads across US and into Canada. Serve 40+ ports.

Rail is now lowest emitting mode of transportation: can move 1 ton of freight 500 miles on one gallon of fuel. Four times more fuel efficient and 16 times safer than over-the-road transportation. Rail network map is extensive, but it is part of the broader transportation network with all the different modes of transportation that have to work together.

BNSF operates in 28 states with 7,000 locomotives and 43,000 employees, serving 30+ intermodal facilities and 40+ ports.

Service:

- Volumes of goods moved has recovered to 2006 levels: as economy improves, rail traffic is rebounding. Getting close to volumes saw in 2006 (the apex of recent usage). Done a lot of infrastructure investment since then.
- Commodity mix has changed since 2006: International intermodal has decreased, domestic intermodal has increased, petroleum has significantly increased (but is still only 5% of total), coal is slightly lower and agriculture is about the same.

Service Challenges:

- Huge increase in volumes of grain along Northern Corridor, and decreases elsewhere, leading to capacity issues.
- Significant increases in industrial products (minerals and oil) in the north and east.
- Weather extremes in the past year (major snowfall and below zero temperatures) has impacted service levels (nothing works when it is -15 degrees: metals are challenged, people can't go outside for long, can't do welding work, braking is less effective and have to reduce train length for safety, but with the same crew and locomotives for half the railcars).

The above challenges are driving capital commitments:

- Additional capital investment overall to \$5 billion on infrastructure upgrades on rail network, with \$1 billion to the Northern Corridor.
- This investment will increase capacity and improve transportation across the region.
- Implementation will take time (12-18 months), and increase challenges in the short term as construction happens.

Of this \$5 billion:

- 46% will go to core network
- \$1.6 billion to locomotives and freight car, other equipment
- \$900 million expansion and efficiency
- \$200 million to PTC (positive train control – safety)
- \$1 billion to the Northern Corridor

Northern Corridor truly has to operate as a network. A pinch point anywhere along the line can impact traffic anywhere (and possibly everywhere) else. E.g. a cloud of gas unrelated to railway but near the railway backed up trains all along route due to concerns.

Capacity improvements: also bringing on 500 new locomotives, 5000 new employees to operate new trains. New trains are lower emitting with better mileage.

Safety program is prevention, response, and remediation.

- Rail is one of the safest modes of transportation that exists. Air is much less safe, metal manufacturing, mining, truck transportation, etc.
- BNSF is safer than rail as a whole. Track record on safety is due to culture and deep commitment to safety. "Approaching Others" means anyone in the company can approach anyone else and remind about safety. E.g., CEO took a call on a tour and took his hardhat off. After, a yard worker reminded him to put his hardhat back on.

Step 1 – Prevention:

- Bridge and track inspection frequently, more often than required by regulations (main line daily, all routes four times a week).

- Private weather service and earthquake warning.
- Track geometry car (40-60 miles an hour) covers every piece of track twice a year to check for any flaws in track invisible to human eye. If a flaw is detected, car puts down a spot of paint and alerts crew to fix it, often by end of day.
- Hot boxes every 40 miles along the network (every 15 miles in environmentally sensitive areas) with a detection system using high frequency sound to identify any defects in wheels, and separate out cars that needs wheel replacement.
- Positive train control allows remote monitoring to have predictive, advanced train control. If a train approaching a station is not behaving in an expected way, BNSF can contact the driver and ask what is going on. In future, will have ability to remotely take control of train.
- Network Operations Center is compared to NORAD or NASA. In event of any incident, BNSF can broadcast information (via 19 x 27 foot screens) to everyone in the centre to react in real-time. Also is one of the few facilities in North America that could sustain a direct hit from a Boeing 747 and survive.
- Investing in “next generation” tank car: put out RFP for 5000 for these. Waiting for federal government to pass a rule about standards of new railcars to ensure BNSF would be compliant. Just this morning, US Department of Transportation announced a rule to phase out old tank cars in two years and bring on new (or retrofitted) cars. Full ½ inch shields the full height of the car, with more robust valves on top and better rollover protection. Valve on bottom can be taken off while car is underway. Thicker 9/16 inch steel around car, encased in temperature shield (like double-hulling) to protect in fire events. Similar to cars used to haul more volatile goods.

Step 2 – Response:

- 212 first responders at 60 locations around network.
- Also contract with organizations to be deployed if necessary.
- Do free, hands-on community HAZMAT training for 3,500 local first responders, using a full-size model tank car. Training focuses on initial assessment of incident to know what to do right away.
- BNSF shares commodity shipment information with both state and local first responders.
- Specialized HAZMAT equipment includes helicopter trailers, chlorine kits, midland kits, current busters around Columbia River gorge, geographic response plans for most major water bodies that rail track runs along.

Step 3 – Remediation:

- If there is an event, BNSF is on the line to clean it up.
- BNSF will restore the site to pre-incident conditions – the local community has sign-off.

Questions:

Can you tell us whether BNSF is looking at double tracking the distance between Seattle and Vancouver?

Response: double tracking is a significant investment. Not a plan anytime in near future to do that. Network benefits from siding and think we can manage the network traffic through siding. Products are going both north and south, and also passengers. However, there is the possibility in the future.

US government just came out with requirements for new tank cars. Canada also has new requirements for new tank cars. Do both countries have the same requirements for cross-border transportation?

Response: I don't know whether there's been collaboration between the two countries. When we made the commitment to purchase new tank cars (first time owning tank cars), wanted to set industry standard for tank cars. Hopefully there will be coordination between US and Canada.

The most congested rail bridge in North America is across the Columbia at Portland and is also 100 years old. Now that bridge is taking oil and grain exports. What are the plans to replace that bridge?

Response: We don't plan to replace that bridge at any time soon, but every bridge has its lifespan. However, this bridge was engineered to standards that far exceed its load. The capital commitments BNSF makes are done on a yearly basis. As we look forward in coming decades, we will likely look into replacing the bridge, but not right now.

Collaborative Partnerships for Transport

Jeannie Beckett – Great Northern Corridor Coalition

Corridor surrounds the Great Northern Line, with divisions at the following distances from the line:

- 300 miles out,
- 200 miles out,
- 100 miles out
- 50 miles out.

Struggled with defining how wide is the corridor, where are the choke points to prioritize – it's a lot of mileage to cover. The corridor covers:

- Eight states: Washington to Illinois
- 27 million Americans and many jobs
- \$1.4 trillion in GDP
- 2,600 public grade crossings (plus 1,000+ private crossings)
- Many highways, inland ports, and shorelines (3,000 miles along rivers)
- 19 gateways, border crossings
- Key industries: agriculture, forest, consumer, energy, industrial, minerals, autos, and aerospace.
- 13% by value of goods moved to Asia
- 40% of jobs in WA are trade dependent,
-

Want to determine the top three projects in the corridor to promote economic growth and save time and money for all involved. Trade prosperity for whole region is linked to efficiency and effectiveness of transportation system. Corridor is only one piece of a very complicated system.

MCOM 1 Grant Award (\$299,910). Once MCOM 1 grant is complete, then there is MCOM 2 (\$419,200).

Goals:

- Position Great Northern as a national leader and model of collaboration to sustain and enhance economic vitality and global competitiveness of the region.
- Support efficiencies reduce carbon footprint, and to support sustainable and secure energy future and to support grain-compatible land use along the corridor.
- Invest in 21st century transportation system that is seamless and efficient.
- Encourage optimal modal freight movement based on efficiency, demand, capacity, and environmental sustainability.

- Implement advanced operations and technology solutions (communities do not see technology that BNSF is using).

www.greatnortherncorridor.org → look for memos, final report, and recommendations to come

Seeking communication and collaboration among members of the coalition, which includes many of the port authorities. Need to first establish whether members meet our own metrics to make things work better.

- Inventorying and assessing core infrastructure (tech memo on website)
- Analyzing freight flows and trends
- Identifying and developing project priorities and initiatives

Program is a SWOT analysis, and also a forecasting exercise. Looked at four different futures (instead of the traditional high med low cases) and tried to place ourselves within each of the futures to identify where was the sweet spot of the projects that would fit into each of the futures.

The four futures are very different:

1. One World Order
2. Millions of Markets
3. Global Marketplace
4. Nafastique (only North-South trade)

Refer to website for more information. The Seattle Pilot (Mar 2010) – WSDOT hosted workshop. See slideshow for graph – looking for projects with the most connecting points.

Next steps:

- Started with trends analysis, and now starting to look at projects.
- Took the 300-mile area off the table to prioritize communities (and their counties) within 25 miles of the line.
- Want to define the top three projects (what the project is, criteria is), but states not ready to politically come up with even their top five. Now, group is preparing an initial list to narrow down.
- Project Criteria: eight criteria in original grant, have added a few more. Need to identify the funding gaps and availability (each funder wants to be the last one to the table). Will prioritize projects based on benefit to corridor as a whole.

Pilot to test project types / criteria:

- Test methodology using TIGER 2014 applications and adjust criteria as appropriate to develop criteria to use in second group.
- Look at initiatives to develop, such as grade-separation, policy prioritization (currently looking at ten initiatives).
- Look at corridor-wide planning – projects in WA have to do cradle-to-grave planning. Can projects benefit from corridor-wide planning to benefit future decision-making?

For first round of project statement, relied on state plans:

- Most projects are clustered around the ends of the route, with nothing in the middle.
- Will work on developing projects for that area (state plans might be out of date).
- Need to filter list to take out any projects that are totally funded already or not relevant to the Northern Corridor.
- Want to identify projects that will resolve choke points that will really change capacity.

Many public at-grade crossings in the Great Northern Corridor:

- Not all of them need to be made into grade-separated crossings, but organization needs some kind of policy document about crossings at a national level.
- Every community thinks theirs is the most important, so need standard to ensure fairness.
- F.R.A. considerations include total number of trains, average daily crossings, predicted accidents, crossing exposure (# of daily trains x average daily crossings), highway speed, and type of road (interstate, highway of national significance).

Multi-state perspective: looking for a robust state alliance to recognize the importance of trade to the region and value of the Great Northern Railway Corridor.

Luis Moscoso, WA State Legislature

With colleagues, has been working to raise awareness about the importance of rail transportation in the state.

Pre-PNWER policy tours provide opportunity for perspective that hard to find in other ways. Valuable opportunities for exposure to ideas and the way others get things done. Based on what Canada has done, legislators want to step up and make Washington ports more efficient.

This year, participants on the policy tour got to see oil, commodities, PMV and the Asia-Pacific Gateway. Seeing this success challenges me to say what can WA do?

- PMV's 17 grade-separated rail crossings were funded by public-private fund of \$700 million, and were made possible by social license and engaging with communities (getting to yes, together) → Washington is interested in adopting a similar model for its work.
- LNG pipelines, terminals, vessel tracking, safety initiatives between industry and coast guard were also featured on policy tour.
- Inspired by last year's Prince Rupert trip → came home and formed first bi-partisan WA rail caucus to identify issues and raise awareness for infrastructure improvements (freight and port transportation) in WA State.
- Attended tours in central and eastern WA → Reaching out to Oregon, Idaho, and Montana to bring together initiatives.

Northwest Gateway needs to focus on tough issues and overpasses (as the Asia-Pacific Gateway in Canada has done).

- Cooperate regionally to compete globally.
- Want to propose and pass new legislation in the next session 2016/2017 in Olympia.
- Rail Caucus is putting together pre-PNWER tour in November for an in-depth look at Ports of Tacoma and Seattle: maritime economies, shipbuilding, cruise ships, fishing vessels, rail, and highway connections.
- For next summer, will be supporting another pre-summit rail session with rail travel delegation from Spokane to Big Sky.

The Rail Caucus is strictly non-political to get caught up on what is happening in BC and across Canada.

Senator Marilyn Chase

Been on the pre-PNWER policy tour three times. It is critical to have more legislators on tour to understand critical issues first-hand. Senator Chase works on economic development and is

concerned about transportation and logistics. How do we get our product to market? Supply chain is also critical – shipping parts across the country and continent. Constituents are more concerned about safety than anything else. Represent Puget Sound district. This last tour was helpful to be able to tell constituents specifically what railroads are doing to strengthen embankment along district to not come down on trains. In 1997, 51 feet of bank were lost, knocking four cars into Puget Sound. In rainy season, the railroad is often shut down. The tour showed remarkable precautions to stop the erosion of the bank. Now, Senator Chase can personally inform constituents of safety measures. We need to do more of these tours.

Bruce Agnew

These tours are Senator Kevin Ranker's tours, and have been hijacked and have evolved over time to add more and more aspects (pipeline discussion: Northern Gateway and Kinder Morgan). Legislators are impressed by the comprehensive approach to the corridor. Need to think about the larger view of energy and transportation – how the transportation system is powered – and how energy is transported. Discussion needs to happen about the benefits of moving product by pipeline vs. rail, barges vs. rail. These presentations need to be distilled down to a few points and distributed to all legislators.

Luis Moscoso

Need to have a place to have critical discussions. This Rail Caucus is essential to make these discussions happen. We need to be able to talk to each other where everyone is able to bring concerns to the table.

Stephen King

Works as Owner's Construction Manager on airport runways. Spent last week in the Bachans – this Rail Caucus is really needed there – cannot appreciate how fast the Bachans are growing. Need to get grade crossings built. The coal railcars are coming through – there is a choice whether the cars are unloaded in WA or BC.

Bruce Agnew

Recognize David Miller of CN Rail, sponsor of tour to Prince Rupert. Has the travel time has been improved from Prince Rupert to the US?

David Miller – CN Rail

To an extent. Some issues are still there, but there has been a big improvement. Foresee consequences that need to be addressed.

Stephen King

We can all learn a lot from the derailments in Canada. CN has done a lot of work building relationships, and we can learn from that.

David Miller – CN Rail

CN got out to 250 of the bigger communities that we would go through, and tried to get a public affairs person and dangerous goods officer in the room with mayor and fire chief to go through everything with them so they have the information they need. It has been challenging but it has made a difference. Often even the mayor and fire chief don't talk to each other and don't understand each other's capabilities.

Kim Reldman – Port of Prince Rupert

What we've heard today, across all cargos, these are issues that are at the forefront. We have been building education systems so they are in place when we start to talk about improvements and how to make a safe process safer. The education base means people actually know what you are talking about. For example, if people don't know what a marine pilot is, to say you're doubling marine pilots doesn't mean anything. Port of Prince Rupert is seeking to move the needle in Prince Rupert with our supply chain partners. It has been making a difference.

Rod

In 2013, I worked to get OR to put in \$500,000 for the Columbia River crossing – the most important project. It was distressing to see a handful of WA legislators block it (people not in this room). OR would like to be a close partner with WA for transportation projects, but it is becoming difficult when we stick our necks out only to get them chopped off.

Senator Marilyn Chase

I commiserate with you – I sit on the senate floor. We may revisit this issue in November. Elections matter so much. I appreciate your hard work and we tried our darndest. It is not just the Columbia River crossing. Seattle has the deepest natural port, and some want to shut it down and turn it into condos. I don't know how we can begin to convince people of the importance of moving freight by rail. Thank you to CN for the tour of Prince Rupert last year. It was a wonderful tour. I was not the passionate proponent of freight by rail before these tours that I am today.

Stephen King

I've been trying to get more involved in LNG transportation issues. Canadian Gas Association did an extensive survey of towns across country about how do we build pipelines through town. Major issue was education so you can effectively communicate that we can do it safely. Communities don't trust politicians and they trust industry only a little more.

Bruce Agnew

Please provide any comments on the action items, and we will see you all next year in Montana.