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**Subject:** Ridley Terminals in Prince Rupert to ship propane-eNews  
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**To:** [communicate@ilwu.ca](mailto:communicate@ilwu.ca)



Jan 22, 2016

## Santos container terminal reopens after fire quelled

Rob Ward, Special Correspondent | Jan 17, 2016 10:50AM EST

The Tecon Santos container terminal reopened Saturday night after firefighters put out a blaze at the largest South American port gateway that lasted more than 40 hours.

With the green light from the fire brigade chief and emergency services issued Saturday afternoon, Tecon Santos began receiving container ships again at its two berths, as well as roll-on, roll-off vessels at its Terminal Exportação de Veiculos facility, which has an adjacent berth at the left bank complex in Guaruja. The terminal reopened 7 p.m. local time Saturday and the first vessel docked at around 8 p.m., a Tecon Santos spokesman told JOC.com.

A handful of vessels were diverted from Tecon Santos to other container terminals in the Santos port complex, which were not affected by the toxic clouds. Two ships, Alianca Navegacao e Logistica 's Cap San Antonio and CMA CGM's Solar N, were diverted to the Embraport container terminal, operated by DP World and Odebrecht Transport.

Pedro Alvares Cabral, operated by Alianca Navegacao, a subsidiary of Hamburg Sud, and serving the cabotage trade, and the Tabea, operated by Hapag Lloyd in its Tango service from east coast of South America to United States East Coast, were the first vessels to dock Saturday, according to the Tecon Santos website. The Pedro Alvares Cabral was originally due to berth on Thursday afternoon, but was still waiting the go-ahead as of Sunday morning.

The inferno started when heavy rain penetrated a container, causing a chemical reaction with chlorine that had been loaded into the container at the Localfrio terminal. The facility is adjacent to Tecon Santos but doesn't have a waterfront.

Toxic smoke, engulfing the Guaruja municipality and drifting across the Santos

channel to affect residential areas in the upmarket neighbourhoods of Gonzaga and Ponta da Praia, in Santos, sent 70 people to the hospital. They were diagnosed with respiratory problems, severe headaches and nausea. Some 500 local residents had to be evacuated from the site.

Local authorities and the fire brigade are conducting a investigation into the conflagration. The recent fire, the second in less than a year, as a fire at a liquid bulk terminal in April crippled the port, has reawakened questions about safety and controls at the country's leading port

"We need a much better system of controls and checks in the port of Santos, especially for the terminals that are handling hazardous products," Paulo Saldiva, a researcher in the University of Sao Paulo Environmental health department, told Globo News.

The terminal, owned by Santos Brasil, South America's biggest box handling company, handled 1.2 million, or 34 percent of the port's 3.5 million twenty-foot equivalent units, during the first 11 months of last year.

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## AltaGas proposes propane export facility at Ridley Terminals

AltaGas has subleased lands from Ridley Terminals to build a propane export facility.

by [Kevin Campbell - The Northern View](#) posted Jan 20, 2016 at 2:00 PM

The West Coast of Canada's first-ever propane export facility could be located at Ridley Terminals outside Prince Rupert.

On Wednesday, Jan. 20, AltaGas Ltd. announced that it has signed into an agreement, including a 20-acre sublease with Ridley Terminals, to develop, build, own and operate a terminal, called the Ridley Island Export Terminal, as an initial step in the regulatory approval and civic engagement processes to come in the future.

A final investment decision by AltaGas is expected to come in late 2016, with propane export operations commencing in 2018 (as a target date).

The proposal includes exporting 1.2 million tonnes of propane per year, which is expected to come from B.C. and Alberta natural gas producers, equalling 20 to 30 ships per year capable of carrying half 500,000 barrels of propane calling on the Port of Prince Rupert.

The CN rail network is expected to be the mode of transportation to deliver the propane to the facility on Ridley Island.

"We had been looking for a good site for years now on the West Coast and this one really seemed to be the best possible one for us as it's an existing facility. There's already a world class marine jetty. It's brownfield, it's on an existing industrial site, and we know Prince Rupert, our affiliate Pacific Northern Gas serves Prince Rupert. We like the area and it's a really good fit for us," said AltaGas executive vice president John Lowe Wednesday.

AltaGas executive vice-president John Lowe Wednesday.

"It's got the rail facilities in place. It's got a world-class port, it's a 10-day sail to Japan, which is a premium market for propane and we think everything aligned for us on it."

Lowe added that AltaGas is specifically looking at the Asian market and that the U.S., a traditional buyer of propane, currently has a surplus thanks to its shale gas production.

"We are very excited about the opportunities presented by the Ridley Island Propane Export Terminal," said David Cornhill, Chairman and CEO of AltaGas in a press release sent out Wednesday.

"We anticipate this facility will be the first to export propane from British Columbia's west coast, opening up new international markets for natural gas producers in Western Canada. We look forward to working closely with First Nations, governments, the community and other stakeholders to bring this project into operation," he continued.

Ridley Terminals Chief Operating Officer and President David Kirsop added that the diversification away from coal, Ridley's main export, is a good sign for the economic well-being of the company.

"Ridley Terminals is encouraged by this concrete step to diversify products shipped from our facilities while sustaining and creating new jobs in the community," he said.

Ridley Terminals, a federal crown corporation, currently exports metallurgical and thermal coal, and petroleum coke from B.C., Alberta and the United States to Asia. Ridley (RTI) is operating on leased lands from the Prince Rupert Port Authority and will sublease part of their land to AltaGas for this development.

Construction costs for the facility are expected to be within the range of \$400 million to \$500 million and AltaGas presently "owns or has an interest in" six natural gas processing facilities in B.C. and Alberta that produce propane and AltaGas also operates a similar propane export facility in Ferndale, Washington.

The diversification of Ridley Terminals also fits in with the Prince Rupert Port Authority's (PRPA) mandate to have a multi-faceted gateway by the mid-2020s that includes coal, LNG, container cargo, potash, grain, pellets and more.

"This project aligns with the type of growth and diversification envisioned in the Port's development plan, with the potential to advance Prince Rupert's support of Canadian export industries through our trade gateway" said PRPA President and CEO Don Krusel.

Lowe added that talks with the Port and Ridley were easy thanks to the shared interests of each organization.

"We were on the same side of the table on the diversity of the product. In western Canada, we need market access [and] we need new markets. Ridley and the Port are saying 'Well, look, we want diversification, we want growth'. This

is in line with the Port's development plan, it's in line with what Ridley Terminals has been trying to do to get new products on their docks," said the executive VP.

AltaGas also stated that preliminary engineering has been completed and the front end engineering and design study has begun, while the company has already begun engaging and consulting with First Nations communities, government and environmental and regulatory authorities about the project.

"We look forward to working with the community to bring this project to fruition," said Lowe.

## BC Federation of Labour



### What's happening this week at the BC Federation of Labour - January 20, 2016

#### 1) BC Federation of Labour Statement on International Persons with Disabilities Day

December 2015 marked the 23<sup>rd</sup> anniversary of International Persons with Disabilities Day, proclaimed in December 1992 by the UN General Assembly.

International Persons with Disabilities Day is an important time to raise awareness of disability issues and to renew our support for dignity, respect, well-being and the right to inclusion for all persons with disabilities, in all aspects of life.

Attached is a statement from Irene Lanzinger, President of the BC Federation of Labour regarding International Persons with Disabilities Day.

[See attached PDF](#)

#### 2) 2016 BCFED Regional Conference - Kamloops

For 2016 the BCFED Regional Conference will be held in Kamloops. So save the date on your calendar - May 13 to 14, 2016 - and join us for another successful conference.

[See attached PDF.](#)

#### 3) 2016 Young Workers' School at Camp Jubilee

Planning is already underway for the 2016 Young Workers' School at Camp Jubilee. Save the date, the school will be from June 17 - 19, 2016

[See attached PDF.](#)

#### 4) BCFED Health and Safety centre

The 2016 CourseSchedule is now available.

**Click here for the link:** [BCFED Health and Safety 2016 Course Schedule](#)

## 5) BC FORUM ADVOCATE

Official news magazine of the BC Federation of Retired Union Members (BC FORUM).

Click here for the link: [Advocate](#)

## 6) BC FORUM AFFILIATE LIAISON MEETING 2016

February 25<sup>th</sup> - 9:30 till Noon at the BCFED Office.

[See attached PDF.](#)

## 7) BCFED MEDIA

January 20, 2016 - Renewed calls for Public Inquiry on the Anniversary of Babine Sawmill Explosion.

January 7, 2016 - Remembering the fallen workers of the Bentall Tower tragedy.

More information at: [Media](#)

For more information about BC Federation of Labour events, campaigns, and current disputes please visit our website at [www.bcfed.ca](http://www.bcfed.ca).

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## Four years on, mill-fire victims still wait for justice

Four years ago Wednesday, B.C. suffered from one of its worst workplace catastrophes when the Babine Mill in Burns Lake exploded. And four years after the fire that killed Robert Luggi and Carl Charlie, family and friends and the other victims of the explosion are still looking for justice and still waiting for Premier Christy Clark to live up to the promises she made.

The community remembers. They remember Clark flying in the day after the explosion and saying, "we are going to be there. We are going to step up."

In the four years since, family members, joined by victims and families of a sadly similar tragedy at the Lakeland mill in Prince George, have had to fight their government. The government refused their request for a public inquiry. It had to be shamed embarrassed into even holding an inquest in northern B.C., and to respond to WorkSafeBC's attempts to cut injured workers off of benefits and rehabilitation services. Most recently, they've launched a lawsuit against the Liberal government and WorkSafeBC, so deep is their mistrust of the Clark government.

Their reasons for mistrusting this government and the regulating agency whose primary mission is protecting worker safety are obvious. As far back as 2005, agencies in the U.S. were flagging combustible dust as a danger. Yet even after fires began occurring at B.C. mills, including at Babine and Lakeland in the months prior to the 2012 explosions, WorkSafeBC failed to act.

After the Babine tragedy, as initial reports pointed strongly to wood dust as, at very least, a contributing factor to the explosion, the regulator issued no cleanup orders to other mills and even withheld that information from the public. Three months after Babine, the Lakeland fire in Prince George killed Glenn Roche and Alan Little. In all, four workers died and more than 40 others suffered life-changing injuries. We still don't have a clear picture of the litany of systemic failures that led to these workplace deaths. We know they were preventable tragedies. We know that WorkSafeBC botched the investigation, meaning no charges - regulatory or criminal - were laid in wake of these deaths. But the stubborn refusal by Clark to call a public inquiry into both fires kept the victims and their families from learning the truth of the events.

Can Clark honestly say that she and her government "stepped up" for these victims? The workers, their families and the community have repeatedly said they don't think so. They are just the latest who have seen Clark say what she thinks they want to hear, only to do whatever suits her own political purposes.

B.C. workers deserve better. They deserve to be able to go to work and know that they will be able to get home safely at the end of the day. And they deserve to have a government that will take aggressive actions to enhance worker safety.

There are specific actions the government can take immediately. New Democrats have been constant in calling for a designated Crown prosecutor for WorkSafeBC cases. In the 11 years since the implementation of the Westray Law - which was intended to punish companies for negligence leading to workplace deaths - there had been no criminal charges laid in B.C. until this year. A designated prosecutor, with proper resources, would not only punish the worst of the offenders, it would send a signal that workplaces must be safe for all workers at all times. We once had this prosecutor position in place but the Liberal government eliminated it in 2002.

We also believe that the WorkSafeBC board should have more members who reflect workers' interests and experiences so worker safety is the first priority of the organization. WorkSafeBC should have in place the resources for effective compliance and enforcement of current workplace safety rules.

Enforcement cannot be a reaction to a workplace tragedy; it needs to be the proactive tool that prevents tragedies in the first place. It also needs to stop ignoring recommendations to improve the enforcement of a workers' right to refuse unsafe work.

WorkSafeBC has lost sight of its core mission. It has become an insurance company more concerned about the liability of businesses when it should be, primarily, a safety regulator. New Democrats believe that if Clark is going to live up to her promise of being there for injured workers and their families in Prince George and Burns Lake, she will take immediate steps to fix the problems at WorkSafeBC.

*John Horgan is leader of the B.C. New Democratic Party and MLA for the riding of Juan de Fuca.*

This op ed article appeared in the Province newspaper on January 20th, 2016.

This op-ed article appeared in the Province newspaper on January 20<sup>th</sup>, 2016.  
<http://blogs.theprovince.com/2016/01/19/john-horgan-four-years-on-mill-fire-victims-still-wait-for-justice/>

**Vancouver & District Labour Council  
Women's Committee invites you to**

# **CELEBRATING WOMEN: WOMEN IN TRADES**

**INTERNATIONAL WOMEN'S DAY 2016**

**Tuesday, March 8**

**5:15 pm - Doors Open**

**6:00 - Welcoming**

**6:30 pm - Dinner**

**Fraserview Hall**

**8240 Fraser Street**

**south of Marine Drive**

**Speakers:**



**Entertainment:**



**Tickets \$45/ \$30 low income (tables seat 8)**

**Primarily a women's event but open to all  
ASL interpretation provided**

For tickets or childcare assistance contact Keziah at the VDLC office  
604-254-0703 or [office@vdlc.ca](mailto:office@vdlc.ca)

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**Western Transportation  
Advisory Council**

**WESTAC** 

**WESTAC** is a non-profit society of major transportation organizations in Western Canada represented by business, labour, and government decision-makers. The ILWU is a founding member and holds two positions on the Executive Board, one is ILWU Canada President Mark Gordienko and the other through the ILWU Affiliate in Saskatchewan the Grain Services Union General Secretary Hugh Wagner.

[Click here for the weekly information package we receive from Westac, with links to many interesting articles that relate to transportation.](#)

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### News in Review - January 16 to January 22, 2016

- Alberta eyes value-added jobs; Petrochemical firms say royalty review could lure billions in investment
- 'Currency instability' now a serious concern for Canada
- First Nations equity stakes in major projects proposed; If PM buys in, implications huge for mining and pipeline projects
- Don't blame China for these global jitters
- Beyond infrastructure: Other ways to boost the economy: Editorial
- Oil export pipelines: Will Canada ever build another?
- Bill McKibben: How to drive a stake through the heart of zombie fossil fuel
- Early-stage firms to be main beneficiaries of \$100M Suncor, Cenovus cleantech fund
- Canadian Pacific wants investigation of merger opposition
- Transport Canada orders CP to change unsafe working conditions causing 'excessive fatigue'
- Infrastructure spending: Smart choices will pay dividends
- Building in haste an ill-advised economic move; Infrastructure needs require a plan
- Liberals to begin stimulus on Prairies; \$1B Planned
- Safety, savings fuel push for driverless trucks
- To retain drivers, some trucking companies try giving them a voice on the job

**Disclaimer:** These articles are not necessarily the opinions of either WESTAC or the ILWU. They are a sampling of topical reports on transportation issues only.

## BC Federation of Retired Union Members

[Click here to read the latest edition of the BC Forum Advocate.](#)

**BC  
forum**

## Waterfront News



## Reminder



The Waterfront News is the newsletter produced by ILWU Canada and mailed to members several times per year. The Dispatcher is the newsletter produced by our International Union and is also mailed to members several times per year. ILWU Canada keeps an address database for both of these, but we only receive addresses from the Locals or the Members directly.

[Copies of past editions of the Waterfront News are available here:](#)

[Copies of past editions of the Dispatcher are available here:](#)

If you are a Member of the ILWU in Canada, or on the A or B boards in any of the Longshore Locals you are entitled to receive one or both of these. If you are not receiving it now you should contact your Local to make sure they have your current address.

You can also send us an e-mail at [communicate@ilwu.ca](mailto:communicate@ilwu.ca) or phone us at 604-254-8141 to update us.



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