

THE GATEWAY NEWS

JUNE 2014 | VOLUME 3 ISSUE 1



ENFORCEMENT SERVICES NOW IN EFFECT

Maintenance issues and a lack of documentation were the key reasons a semi-truck driver entering the Global Transportation Hub (GTH) on May 5 found his vehicle pulled from the road and put out of service. While commercial vehicle violations are not out-of-the ordinary, having tickets and out of service orders issued by a GTH peace officer, is.

Brendan Tuchscherer, who also wears the hat of Manager of Operations and Public Safety at the GTH, officially donned his inspection uniform and participated in a commercial vehicle enforcement blitz with CP Rail Police, SGI, RCMP and Ministry of Highways last month. "If there is any safety infraction, a semi can be pulled over and taken out of service until the necessary repairs are made," said Tuchscherer. "Our focus with this particular blitz was on mechanical fitness of the vehicles

and trailers entering our site, as well as monitoring speed and traffic violations," he said.

Tuchscherer joined the GTH in the summer of 2013 after spending nearly 15 years with the Saskatchewan Ministry of Highways, Transport Compliance Branch. His breadth of commercial vehicle safety knowledge and enforcement skills has already proven to be a huge asset for the GTH.

"We don't deal with the same issues on a regular basis so a joint commercial vehicle inspection is a great opportunity for all agencies to work together and learn from one another," said Neil Schmeltzer with SGI's vehicle standards division. "Brendan's inspection experience with heavy truck weights and dimensions is very specialized, so we feel fortunate to be drawing on his knowledge."

At present, about 4,600 truck movements per week are coming and going from the GTH, principally due to Loblaw operations and CP's new intermodal facility. The GTH has worked closely with the Regina Police Service and RCMP in the past to help with enforcement work, but having a dedicated peace officer will provide an increased level of enforcement and safety awareness.

Since the passage of Bill 81, The Global Transportation Hub is transitioning into a full inland port operation with responsibility for its own governance and municipal services like policing.

"This isn't about fining drivers, it's about safety," said Tuchscherer. "Heavy truck traffic has undoubtedly increased in our community due to the economic activity at the GTH, so now we're doing our part to enforce and promote good driving behaviours and keep the public safe."

INDUSTRY EXPERTS JOIN THE GTH BOARD OF DIRECTORS

The Global Transportation Hub is pleased to welcome financial specialist Mr. Barry Goldberg and industry veteran Mr. David Watson to the Authority's board of directors.

Mr. Goldberg is a managing director with Canaccord Genuity Corp., a leading global financial services firm. As the global head of mergers, acquisitions and restructuring, Mr. Goldberg has also been a principal of Genuity Capital Markets since 2005 where he serves as a leading advisor in Canada's largest corporate restructuring situations. In addition to his global perspective on capital market banking, Mr. Goldberg has financial advisory experience for a range of industries including agriculture, forestry, oil and gas, steel, mining, and a variety of consumer products. He obtained Bachelor of Arts, Bachelor of Civil Law and a Bachelor of Common Law degree from McGill. Mr. Goldberg is from Toronto, ON.

Mr. David Watson is a retired shipping executive for a large integrated international container transportation, logistics and terminal company. His tenure with Orient

Overseas Container Line (OOCL) and associated companies saw him in numerous senior executive management positions in Canada, Hong Kong, Australia and Europe with extended experience covering the Trans-Atlantic and Trans Pacific trade. His experience and network of contacts with freight forwarding and global supply chain logistics will be of particular benefit to the GTH. Mr. Watson remains an active member of the Canadian Professional Logistics Institute and a Board Director of the Mission to Seafarers Southern Ontario, where he currently resides.

"Both gentlemen bring significant industry prowess to the board," said GTH President and CEO Bryan Richards. "We're building a world-class infrastructure and believe Barry and David will help us further access supply chains and global networks for Saskatchewan producers."

WANT TO HEAR WHAT'S HAPPENING AT THE GTH?

Sign up for our new online newsletter.

Email us at: newsletter@thegth.com

The GTH Economic Benefits - Spring 2014

The economic indicators below communicate the positive impact the GTH has on Saskatchewan as a critical economic development engine.

Figures as of March 7, 2014

\$485 MILLION
TOTAL PRIVATE INVESTMENT



PRIVATE INVESTMENT



EMPLOYMENT

732 FULL TIME JOBS

1,804 JOBS
EMPLOYMENT DURING
CONSTRUCTION

\$16,407,571
INCREMENTAL DIESEL FUEL
TAX GENERATED

\$12,805,507
PROVINCIAL PERSONAL
INCOME TAX



TAXES



IMPORT/EXPORT CAPACITY

4,600 TRUCKS
WEEKLY TRUCK MOVEMENTS

INFRASTRUCTURE IMPROVEMENTS BENEFIT GTH & ENTIRE REGINA REGION

A significant initial milestone on the Regina Bypass Project was reached this past fall when the overpass adjacent to Pinkie Road and Hwy 1 was officially opened.



A \$200 million injection from the federal government is bringing the Regina Bypass Project closer to reality. The announcement of the public-private partnership to support construction was made on May 5.

The Bypass will provide a safer more direct route for all vehicles using the highway system in and around Regina. It will serve as the primary access to the GTH and feature new overpasses at Dewdney Ave. and at Hwy 11, making it safer and faster for commercial vehicle haulers travelling to and from the GTH.

"Speed of the supply chain, getting to market faster so they can have more products into their customers' hands faster, is a big priority for our clients and potential clients," commented Bryan Richards, President and CEO of the GTH. "By improving truck flow, and allowing for the benefits of larger, longer trucks (turnpike operation) there is further logistical appeal for businesses to set up at the GTH."

By using a P3 model, the Ministry of Highways' expects the Regina Bypass

project to be complete in the Fall of 2018 – years earlier than under a traditional delivery model.

The project, one of the biggest transportation infrastructure projects in Saskatchewan's history, will begin on Hwy 11, northwest of Regina, and will then wrap around south of the city and connect back with Hwy 1 on the east side of Regina.

BACK TO SCHOOL FOR THE GTH

Not often do people give thought to what it takes to move goods from a manufacturing or processing plant to a consumer – or the best place to set up for that type of business. Operations Management students at the University of Regina recently had the opportunity to tap into the knowledge of someone who lives and breathes that world.

Rhonda Ekstrom is responsible for attracting clients to the Global Transportation Hub. Every day she touts the benefits of Canada's only self-governing inland port authority.

As a guest lecturer at the Paul J. Hill School of Business in mid-April, Ekstrom shared her insight into logistics as well as the management and transportation of goods in a global economy.

"So many people think of us as the Loblaw building just west of the building, so it's great when we have the opportunity to describe the bigger picture and the supply chain advantages offered by the GTH," said Ekstrom, who serves as the

Vice President of Business Development. "This is a new generation of people entering the industry, so it's important for them to understand the GTH and how this incredible asset connects Saskatchewan to the world."

Sixty-eight students were tuned into Ekstrom's 45 minute, slide show, and were anxious to ask questions like why Regina would be selected as a distribution hub when there are so many larger centres in Canada and the USA.

"We have a very smooth process that drives return on investment and we're located in the middle of North America to offer a central location advantage," she explained. "Having a supportive government and sustainable practices are definitely things companies take into consideration."

"Our students definitely benefit from hearing about supply chain management and the role location and access play in business decisions," said Dr. Eman Almehdawe, assistant professor. "The business perspective of a logistics and



transportation hub right here in our own community is incredibly valuable to the students and this knowledge will undoubtedly stay with them throughout their careers."

"My hope is that when these talented people enter the workforce, they'll help us create awareness and maybe even be the catalyst for another company setting up at the GTH," said Ekstrom.

EMPLOYEE PROFILE ROBIN LITZENBERGER

Robin Litzenberger has distinguished himself in both his academic and professional career with numerous accomplishments. Litzenberger is a graduate of the University of Fraser Valley in Abbotsford, British Columbia, with both a Bachelor of Arts and a Master of Arts (Criminal Justice) degree. Both degrees were awarded with distinction.

During his academic studies, Litzenberger worked on a variety of research projects for the RCMP and the Justice Institute of British Columbia, as well as various municipal police agencies. His work resulted in several published articles and presentations to the Academy of Criminal Justice Sciences.

Litzenberger is currently the Executive Director of Planning, Operations and Public Safety for the Global Transportation Hub. He joined the GTH in 2011 and was immediately responsible for creating the GTH's International Public Safety Advisory Committee and the Local Public Safety Working Group. Both groups have



Robin Litzenberger,
Executive Director, Planning,
Operations and Public Safety

advised the GTH on public safety issues from an international, national and local perspective.

Litzenberger played an important role in the completion of the GTH's \$33 million capital infrastructure project in 2012, which delivered close to four kilometres of roadways and asphalt paving, water and sanitary sewer lines, site grading and storm channel construction.

With the evolution of the GTH from municipal to provincial jurisdiction through the proclamation of the Global Transportation Hub Authority Act in August of 2013, the GTH

is now the authority and regulator of its own footprint. Litzenberger's responsibilities have increased through the establishment of the GTH Enforcement Service, which has just recently appointed a peace officer who will be enforcing GTH Bylaws and Traffic Laws.

Litzenberger began his career with Saskatchewan Highways and Transportation, and worked as the Assistant Fleet Services Manager and Workplace Diversity Coordinator before taking on the role as an Enforcement Analyst, and later an Enforcement Specialist.

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WE'RE GOING DIGITAL

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