

Breaking ground



Project begins—Breaking ground on the Tsawwassen First Nation's Tsawwassen Gateway Logistics Centre Monday (June 21) were (L-R) TFN elder Ray Williams, TFN youth member Richard Grann, Minister of Transportation and Infrastructure Shirley Bond and TFN Chief Kim Baird. Philip Raphael photo

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By [Philip Raphael - South Delta Leader](#)

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June 21 marked a number of firsts. It was the first official day of summer, it was National Aboriginal Day in Canada, and it was the day the Tsawwassen First Nation broke ground on its new industrial park that is planned to help take the community on to a prosperous future.

"It's a good day to celebrate the progress of Tsawwassen," Chief Kim Baird told an audience of local dignitaries and business people on the site of what will eventually become the Tsawwassen Gateway Logistics Centre along the southern foot of 41B St.

"If you look around you, what you are looking at doesn't look like much. Piles of dirt," Baird said as she viewed the land outside the plastic windows of a large tent erected for the ceremony. "But what it really is is the site of the Tsawwassen Gateway Logistics Centre. We're excited to see this as the first step of our industrial land strategy that we developed last year after becoming a treaty First Nation in 2008."

Baird added the advent of the facility is a major step towards attaining a sustainable economy for

the Tsawwassen people and providing the opportunity to improve the transportation efficiencies in the Lower Mainland.

Baird said the facility, which will act as a transportation hub, will help take trucks off the road and reduce vehicle emissions.

"We are looking forward for the Tsawwassen Logistics Centre to play a significant role in the transportation and supply chain sectors," Baird said.

To help provide services and road networks to the land TFN is using \$9 million from provincial and federal funding including Ottawa's Economic Action Plan.

"Not only will the industrial lands benefit from this project, but our whole community benefits from the infrastructure improvements as well," Baird said.

But the project does not come without its detractors.

Roger Emsley with APE (Against Port Expansion) said the site is not the right location.

"We can't keep industrializing farmland," Emsley said, adding a better decision would be to use short haul rail to move more containers through Deltaport rather than increase the number of trucks coming in and out of South Delta.

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