

HUGE GROWTH PREDICTED IN SUPPLY CHAIN SECTOR

A few farm fields away from TFN's infrastructure work at its Gateway Logistics Centre, things are getting very busy at the Gateway Skills Centre on Falcon Way.

The first graduates of supply-chain training are entering the workforce, but there are 1,500 permanent jobs expected in the Lower Mainland's supply-chain sector in coming years. That is a lot of jobs, and a lot of training for parts clerks, equipment operators, material handlers, packagers... and that's not to mention engineering technologists, database analysts, web developers and transportation route schedulers.

Training advisor Terry Baird recently came to Gateway to help handle the growing number of activities at the training centre. Aboriginal people from throughout Canada are contacting his office as news spread about the opportunities that are becoming available.

"We are getting people from all over, of all ages, coming to see how we can help," he said. "Some are 17-18 and others are 55 years and older. All I can say is come and talk to us. We will help you see where you fit into this big industry."

On a tour of the future industrial area – as well as on the lands slated for commercial and residential developments – it is obvious that what is happening at TFN is definitely 'the big leagues' in terms of economic development. TFN will act as a significant employment generator for the entire region with those projected supply-chain jobs as well as 1,000 construction-related jobs.

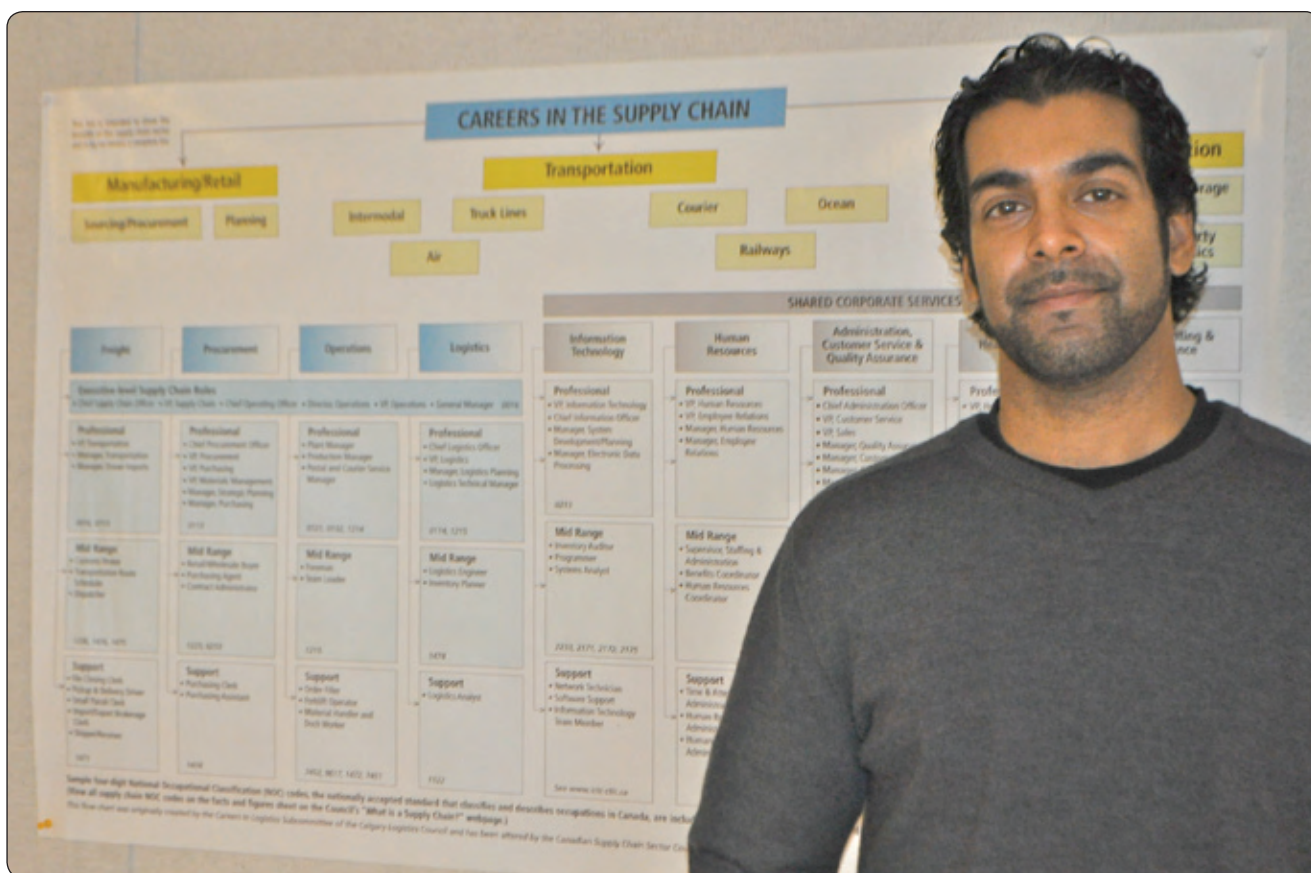
THE JOBS ON OFFER

Two of TFN's partners at the Gateway Skills Centre are VanAsep Training Society and the First Nations Employment Society (FNES). They hosted a supply chain career fair in early October at the Canada Place convention centre in downtown Vancouver.

Hundreds of people, of all ages, attended to learn about the supply chain. They also had a chance to meet with employers and learn about the variety of jobs and careers in the sector.

There certainly seemed to be something for anyone when it comes to finding supply chain employment. Here is a sample:

- Operational: Storekeepers, parts clerks, long shore workers, shippers and receivers, drivers and equipment operators, material handlers, packagers;
- Tactical: Manufacturing and industrial engineering technologists/technicians, database analysts, web developers, transportation route and crew schedulers, brokers, dispatchers, purchasing agents/officers, buyers in retail and wholesale;
- Managerial: Supervisors and managers of teams and organizations in a wide variety of applications, from operations of facilities to supervision of systems in all seven sub-sectors.



Supply chain instructor Sham Sangha of VanAsep in front of a poster showing the wide range of careers in the sector

THE START OF TRAINING

The first place to start finding out more about a job in the supply-chain sector is to talk with a training advisor such as Terry Baird at the Gateway Skills Centre or someone at VanAsep or FNES.

They will discuss your goals and show the ways that you can achieve them.

You may be asked to do an essential skills assessment to discover what your strengths are and what sort of training will benefit you the most. Essential skills are things like reading, math, using computers and knowing how to find information from a form or diagram. They are the skills that are required to do many jobs.



Training advisor Terry Baird assists Megan Joe from Sechelt

With a job that is a good fit for your essential skills:

- You make more money
- You learn faster
- You are more likely to enjoy your job
- You are less likely to injure yourself or others on the job

GATEWAY SKILLS CENTRE

The training at the Gateway Skills Centre is carried out by VanAsep under an agreement it has with Port of Metro Vancouver, Asia Pacific Gateway Skills Table, the Supply Chain Sector Council and First Nations groups.

Its mandate is to train people to fill the expected vacancies in the growing supply chain sector. It offers courses through the TFN Gateway Skills Centre, FNES and Kwantlen Polytechnic.

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LOCATION, LOCATION, LOCATION...

Out on 40 acres of industrial lands at Tsawwassen First Nation, freshly asphalted roads will soon be the only evidence of the 'treasures' that lie buried along the roadsides. Over the past six months, a network of underground electrical, water and sewage lines has been installed along new roadways. Announcements are expected soon about partners in the Gateway Logistics Centre.

When TFN officially announced that it was "open for business" early last summer, the groundbreaking ceremonies were held within sight of the continuous truck and rail traffic to and from DeltaPort.

Location is really what Gateway is all about. Proximity to railroads and major highways make it a prime spot for many industrial and commercial activities.

Gateway is at the western end of the \$1.2 billion South Fraser Perimeter Road project. That is a 40-kilometre, four-lane highway that will run along the south side of the Fraser River, providing better access to major trade gateways and reducing east-west travel times for both people and goods.

When completed, it will go from DeltaPort Way to Highway 15 in Surrey with connections to Highways 1, 91 and 99 and the Golden Ears Bridge.

'THIS IS THE HUB'

David Leitch is the project manager for TFN Construction/Matcon Civil, the joint venture company that started just over one year ago.

"This is the gateway... this is the hub," Leitch said as he talked about the work that went into constructing

"Our work here is sized to coincide with the new overpass," Leitch said. "Our road system is also sized to provide access to all the downstream roads and services that will eventually be built here."

He said similar projects would take place as more of TFN's industrial lands come on stream and as the commercial, residential and mixed-use lands are developed.

And, at the end of it all, few people will be able to see what Leitch and his crews have done.

"This area will be substantially complete by end of year," he said. "The roads will be paved by mid December. Most of the work is buried now."

FILL, FILL... AND MORE FILL

Leitch said that the biggest challenge throughout the project has been getting good quality soil for fill in order to build roadways and other sites up about three meters to the 100-year flood plain.

He estimated that two to three million cubic meters of fill has been brought on site, making the joint venture a major player in the Lower Mainland's commercial landfill market.

The soil – and the lack of it – has been an ongoing challenge, according to Leitch.

"Soil conditions here aren't great," he said. "We are always working underground in wet conditions. But the pipe specification we've used were made for this type of soil."

HIGH ENVIRONMENTAL STANDARDS

TFN's Terry Baird said that from the very start, the impacts of the Gateways project have been monitored and mitigated to the highest standards.

"Our environmental monitoring has been very stringent," he said. "The joint venture has ensured that all environmental work has been taken care of."

"Things like sediment control have been done to a substantially higher level than takes place in standard environmental practices," he said.

LAND PLAN OKAYED BEFORE TREATY

More than 75 per cent of voters approved Tsawwassen First Nation's land use plan in mid-2008, almost one year before final treaty settlement.

The community plan provided TFN with a long-term vision for the development of its lands. It allowed infrastructure planning to be finalized and it gave TFN the certainty to proceed with other aspects of its economic development.

The plan designated 135 hectares of treaty lands to be used for industrial development. The Gateway



Most evidence of the \$9 million project will soon be buried

Logistics Centre, on 40 hectares, serves as the hub for the first developments. About \$7 million of the \$9 million infrastructure project came from the federal and provincial governments.

The Land Use Plan document is clear about why the industrial lands are being developed: "To generate sufficient lease and taxation revenues as well as employment opportunities to sustain the community."

BEST PRACTICES FOR BREAKFAST

Best practices in joint ventures between First Nations and industry was the topic of an early December breakfast meeting in downtown Vancouver.

Chief Kim Baird of Tsawwassen First Nation and Ron Amos of Matcon Civil Contracting spoke about their two-year-old relationship at the gathering hosted by the Industry Council for Aboriginal Business.

TFN's economic development company is the majority owner of the TFN/Matcon joint venture, also known as TMJV. The partnership has allowed TMJV to successfully bid on a number of profitable projects. It has also allowed access to Matcon's capacity and its reputation.

The joint venture seems to be a perfect fit considering the scope of plans for the land that TFN gained through its treaty. The first need for development of the industrial, commercial and residential lands is large-scale excavations, road construction and utility installations. That is exactly the kind of work Matcon is known for, as well as for residential developments, parks and recreation facilities and landfill management.

Participation by TFN members and their businesses is considered a fundamental mandate of the joint venture. It provides employment and training opportunities in civil construction and heavy equipment operation.

Amos is a founding partner of Matcon's group of companies. He has managed several First Nations ventures including those for Tsleil Waututh Nation Development Company and YMC Limited Partnership.



the civil improvements on Phase 1 of Tsawwassen First Nation's industrial lands. All the while, Leitch and the project's engineers had to make sure that everything fit in with nearby mega-developments at DeltaPort and the new South Fraser road system.

Leitch is happy the way the Gateway Logistics Centre has been built to be integrated with surrounding developments like the nearby overpass on 41B Street. As work on the overpass starts, traffic will use a permanent bypass that the Ministry of Transport built to TFN's development.

Near the head of the Roberts Bank causeway, 41B Street also serves local and agricultural traffic. The new overpass will maintain connectivity for people and goods using the rail network and will eliminate frequent traffic delays and train whistling in the area.



Ruthie Adams control traffic around the construction site