

**Out-of-Province Ministerial Travel and Expenses**  
(including expenses of participants and general expenses associated with travel)

<b>Ministry</b>	Highways
<b>Title of Travel</b>	Port tours
<b>Location</b>	Vancouver and Prince Rupert, BC
<b>Date(s)</b>	October 11 – 13, 2022
<b>Participants</b>	Honourable Jeremy Cockrill, Minister of Highways (HI) Blair Wagar, Deputy Minister, HI Ryan Cossitt, Assistant Deputy Minister, Policy, Planning & Regulation, HI Karri Kempf, Executive Director, Transportation Policy & Programs, HI
<b>Purpose of Travel</b>	To tour the Port of Vancouver and the Port of Prince Rupert
<b>Total Travel Expenditures for Participants</b>	
<b>Air Travel</b> (including airfare and airport service fees, baggage fees)	\$5,206.50
<b>Ground Travel</b> (including taxis, car rentals, trains and buses)	\$97.14
<b>Accommodation</b> (including room charges, and all related taxes and fees)	\$3,705.76
<b>Meals</b> (personal per diem meal claims)	\$527.97
<b>Conference &amp; Registration Fees</b>	\$0.00
<b>Miscellaneous</b> (including incidentals, parking, temporary cell phone upgrades, fax and internet charges, passport and visa fees, medical and vaccination fees, and other sundry expenditures)	\$289.12
<b>Subtotal</b>	<b>\$9,826.49</b>
<b>General Travel Expenditures</b>	
<b>Business Hosting Expenses</b> (expenses for luncheon and/or dinner meetings hosted by the Government of Saskatchewan, including food, beverages, catering staff, service charges, equipment, and entertainment)	\$0.00
<b>Miscellaneous</b> (Including meeting rooms, translator and interpreter fees, police security, publications, shipping charges, gifts)	\$0.00
<b>Subtotal</b>	<b>\$0.00</b>
<b>TOTAL</b>	<b>\$9,826.49</b>

## Overview of Travel and Objectives

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Minister Cockrill travelled to British Columbia to tour the Port of Vancouver and Port of Prince Rupert. Both are integral for Saskatchewan exports. The purpose of this travel was to gain an understanding of port operations, represent Saskatchewan, advance our province's interests with key stakeholders and executives, as well as to gain insight into what the future may hold for the ports and their stakeholders.

### Travel Activity

The Minister of Highways and ministry officials travelled to British Columbia ports to achieve several ministry/provincial objectives related to the efficient movement of goods through western ports and to address persistent issues with intermodal transportation performance, supply chain disruptions and equitable access for western shippers.

These objectives included:

- Direct connection to terminals processing Saskatchewan commodities. Terminals and the shippers who use their services have consistently raised issues with port governance, port infrastructure and port fee structures. Viewing those terminals operations, their proximity to rail, congestion impacts and interviewing their operators/leaders is integral to Saskatchewan advocating for port improvements and having the context/evidence to support Saskatchewan positions. The Minister and ministry officials interact and advocate for those positions directly with port management, Transport Canada, Class 1 Railways (CN/CPP), Terminals Operators and western shippers.
- Rail performance and labour disputes have impeded the movement of goods and contributed to port congestion. The tour allowed the Minister and officials to see aging rail infrastructure, recent completed rail infrastructure projects and verify the impact of labour disputes, climate events and congestion on the rail operations to, within and out of the two ports.
- The federal government had created a national taskforce to review supply chain issues, focusing its time on shippers and transportation providers with little or no direct input from provinces/territories. The work was nearing completion (announced during the trip) and this visit to the two ports and connections made positioned us to validate those reports findings and assisted us in shaping the Saskatchewan response.
- The Port of Vancouver was preparing to do long term strategic planning and this trip served to shape Saskatchewan's participation in that process (now underway) by giving additional context to land use issues, infrastructure investment, First Nations partnership, environmental regulation and security issues.