



## **HBRA 2022 MEMBERSHIP REQUEST SUPPORT OUR PRAIRIE PORT**

To Members and Potential Members:

Another year has come and gone, and the events of the past two years have continued to provide challenges for us all. A severe drought has put a huge strain on our ag communities in Western Canada. We continue to have supply chain restraints and weather events that have restricted our transportation corridors. This has led to rising inflation and cost of living. On a positive note, 2021 saw many improvements on the Hudson Bay Railway and at the Port of Churchill. These assets are now wholly owned by First Nations and civic communities that depend on the continued existence of these assets, as they focus on building for the future.

Sheldon Affleck, CEO of Arctic Gateway Group, has led a team to address problem areas that have restricted past rail movement on the HBR, especially in the areas between Gillam and Churchill. Ground penetrating radar has been used to assess areas with lack of ballast, and geo-cell technology has been used to improve rail-bed stability. At the terminal, a new roof has been installed with a rubber compound, to alleviate leaking issues. Many windows were sealed and insulated, to prevent birds from entering. LED lights were also installed to create a brighter interior, with less power requirements. The tank farm is in the process of being recycled, which is providing revenue from the sale of the steel.

At the link below, you can find a presentation, with pictures, on the work completed on the Hudson Bay Railway during 2021:

[https://hbra.ca/files/HBR\\_Projects\\_2021.pdf](https://hbra.ca/files/HBR_Projects_2021.pdf)

Hudbay Minerals continues to be a primary revenue source for Arctic Gateway Group. Churchill will require the movement of large volumes of grain and other commodities to be profitable. HBRA continues to explore import/export opportunities in the grains and commodities sector that will have longterm benefits, both domestically and internationally.

There is a real need for increased rail expansion and port access. We remain actively involved in acquiring the Tisdale Sub from CN. This remains a challenge, but would be an important piece of the puzzle for longterm economic development in northeast Saskatchewan and at the Port of Churchill. Investment in ag, forestry, mines and minerals is severely restricted in the northern region, due to the lack of transportation infrastructure. HBRA continues to advocate for the lessening of inter-provincial trade barriers, and for expanding transportation corridors, to lessen the impact of transportation costs.

Unfortunately, we were unable to hold an in-person AGM for the second year in a row. We continue to conduct the business of HBRA by conference call, and we will be utilizing Zoom technology going forward, which we hope to use for our AGM in 2022.



As always, your support is so very important to HBRA's ongoing endeavours to put Churchill at the forefront as a major Arctic shipping port. The membership structure is as follows:

<b>RM's, Cities and Associations</b>	\$300.00 per year
<b>Towns &amp; First Nations</b>	\$100.00 per year
<b>Villages &amp; Corporations</b>	\$ 50.00 per year
<b>Individuals</b>	\$ 20.00 per year

Up-to-date information can be found on our website [hbra.ca](http://hbra.ca) or by email at [info@hbra.ca](mailto:info@hbra.ca)  
Call President Jim Berscheid at 1-204-623-0393

**Please note, our mailing address has changed.**

**Cheques may be mailed to:**  
**Hudson Bay Route Association**  
**Box 293**  
**Leroy, SK**  
**S0K 2P0**

Interac e-Transfers may be sent to [payments@hbra.ca](mailto:payments@hbra.ca)

**Please fill in this portion and return with your cheque.**

**Name** \_\_\_\_\_

**Address** \_\_\_\_\_

**Email** \_\_\_\_\_