



# Manifest

ASSOCIATION OF CANADIAN PORT AUTHORITIES

*"Charting a Course for Tomorrow - Today."*

## LETTER FROM THE CHAIR

As a member of the Association for 30 years, I am pleased to be your Chair for 2005-2006 and I look forward to hosting you at next year's Annual Conference in Oshawa. Thank you for taking the time to read this edition of Manifest. With 24-hour news flashing all around us, bulletins coming in via email, magazines and newspapers, it's a wonder anyone reads anything anymore. Manifest is meant as a recap of what has transpired in the previous quarter that may be of specific interest to ACPA members. In some cases you will have seen some of this before, but you may have missed it as well. A senior official of Transport Canada, new to the port sector, recently commented that this newsletter was most helpful in getting him up to speed on the issues of importance to the port community. In this edition you will find several new sections that will help you stay abreast of information relevant for Canadian port operations. I invite you to provide any suggestions for ways in which we can improve upon the newsletter, whether in format or the type of information you would like to see covered in future editions.



As you can see from the events noted, the Association continues to add value for members with the seminars and conferences planned for this year. With the two seminars (Operations and Governance), Port/Government Interface and Annual Conference, the Association is busy ensuring that members obtain professional development to help in dealing with important port-related issues. In addition

to this, the Technical Committees continue to work on relevant issues for the port community, some of which will be covered in the various upcoming Association events. The Board Committees are busy as well with the CMA Committee working hard on ensuring that the proposed amendments to the Canada Marine Act are the right ones to take Canada's ports well into the 21st century. The Board of the ACPA continues to be committed to the five-year strategic plan and will endeavour to ensure this year's targets are met in order to advance the objectives of the Association.

Enjoy this issue of Manifest and please participate. To those who are not members we invite you to come onboard to help advance the interests of the entire port community in Canada.

Donna Taylor  
Chair

**The Association of Canadian Port Authorities was founded in 1958 and groups together ports and harbours and related marine interests into one national association. Canada Port Authorities handle more than \$100 billion worth of cargo annually. The ACPA is the pre-eminent Association for the advocacy and advancement of the Canadian Port Industry. ACPA members contribute greatly to the local, regional and national economy of Canada.**



## BOARD WALK

### **New ACPA Board Installed:**

New Chair, Donna Taylor, CEO of the Oshawa Harbour Commission, welcomed the eight new members of the board for a total of eleven, one new voting member representing the new, voting Associate Class. The full board is noted at the end of this newsletter.

### **Successful Annual Conference:**

The Board agreed that this year's conference was superb thanks to the efforts of the Vancouver Port Authority. The management and staff were lauded for their efforts.

### **ACPA Budget 2005-2006:**

The budget for 2005-2006 was tabled along with the recommendation from the outgoing Board that it be accepted.

### **Budget Issues:**

Given the changes to the budget detail for the Association's budget, future financial statements would be matched to the budget as required. There was a general discussion of the need to change the year-end for the Association to allow sufficient time for budgeting and the usual, formal audit prior to

the AGM in August. With a year ending June 30 it has always been a challenge to have both a budget and audit completed in time for the AGM. The Audit Committee will undertake to review the need for such a change and report back to the board with a recommendation.

### **CMA Review Committee:**

The Chair of the CMA Review Committee, Sean Hanrahan, provided a general update on the CPA-CEOs' agreement to provide their top issues related to the CMA for development of the Association's formal position on the proposed CMA amendments in Bill C-61.

### **ACPA Committees and Board Liaison:**

The Board has now agreed that there be one Board member to liaise with each Technical Committee of the Association. It was agreed as follows: Operations Committee (Gordon Houston); Finance Committee (Bob Hart); Law (Sean Hanrahan); Environment (Mike Cormier); Property (Darryl Anderson); and Gary Brush would be responsible for the Ad Hoc Committee on Strategic Plan Implementation. The responsible Board member would contact the respective Committee Chairs regarding the requirement for work plans and future quarterly reporting to the board.

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**BOARD WALK** Continued...

## **ACPA 5-Year Strategic Plan Implementation:**

The outgoing Board provided 14 recommendations re: strategic implementation targets for the year ahead.

## **ACPA Board Governance Committee:**

The Board agreed that the Governance Committee of the Board would consist of the Executive Committee of the Board chaired by the Past Chair. The Committee would develop a governance manual for board consideration at the next meeting of the board.

## **ACPA Position on Taxation Policy:**

Given the ongoing preoccupation on taxes in general, and PILT in particular, by the Federation of Canadian Municipalities and others, it was suggested that the Property Committee be tasked with reviewing the current status of taxation as it impacts Canadian ports. Reference was made to a recent FCM resolution to increase federal PILT payments on federal real property, including ports, from the current \$400 Million annually to \$4 Billion over time. There is also the issue of varying municipal approaches to taxation of Canadian ports and the ongoing study by the federal government related to 'best practices' related to port property.

**AGM 2008:** It was noted that the outgoing Board approved Saint John as the host port for the 2008 Annual Conference and AGM.

## **Customs Cost Recovery:**

Canadian customs policy continues to be an issue for Canadian industry in general and ports in particular. The federal government's cost recovery policy of 1987 is generally recognized as a disincentive to investment with over \$6 billion collected annually. The grandfathering provisions of the Act related to customs make certain business activities of ports difficult to start and uncompetitive when started. This has come to light especially as it relates to cruise activity with Toronto having to pay customs on its new ferry service and Prince Rupert being exempt from customs charges on its recently reinstated cruise business. There needs to be more work done to determine how big an issue this has become for Canadian ports before the Association takes a firm position and action on this issue.

## **CPA Governance:**

There was a general discussion of CPA governance and how the governance of CPAs is, by and large, proceeding very well. The Board gave instructions to ensure this year's Governance Seminar provides a balanced program to point out what CPAs have to do to comply with stringent regulations under the CMA and the success experienced to date.

## **ACPA Director Profile**

Mr. Cormier joined GVHA following his position as Harbour Master and Senior Manager, Marine Operations at the Port of Vancouver. He is an accomplished hands-on leader and manager with a broad base of experience in an active seaport environment. Mr. Cormier has also worked with Terminal Systems Inc. in Vancouver and Cerescorp Ltd. in Halifax. In addition to a Masters Degree in Business Administration, Mr. Cormier holds a Certificate of Competency as a Master Mariner. After nine years as a seagoing regular force Naval Officer in the

Canadian Armed Forces, Mr. Cormier completed a Diploma of Shipping and Marine Operations while a Naval Reserve Officer.

Mr. Cormier's community activities include memberships on the Board of Directors for the Victoria Symphony and the Victoria Tall Ships Society. He is also Chair of the Boat for Hope Foundation and he is a member of the Victoria Harbourside Rotary Club. His professional memberships include the Nautical Institute, the Company of Master Mariners of



## ACPA DIRECTOR PROFILE Continued...

Canada and the Naval Officers Association of Vancouver Island. He is a Board Member of the Cruise BC Association and the Cruise Industry Association of BC (CIABC). He represents GVHA at the Association of Canadian Port Authorities (ACPA) and at the American Association of Port Authorities

(AAPA). Mr. Cormier is the former Deputy Chair of the Chartered Institute of Logistics and Transport (Pacific Region), and former Deputy Master of the Company of Master Mariners (Vancouver division). Mr. Cormier resides in East Saanich with his wife, Cathie, and his two sons: A.J. and John.

## In Memoriam

### ***William Bellamy Rest, Q.C., LLB***

*On Monday, September 12, 2005, William Rest passed away at the William Osler Health Center in Etobicoke, surrounded by his loving children, in his 90th year. In WWII Bill served overseas with the RCAF Squadron No. 46 from 1942-1945. On his return home he read law at Osgoode Hall, and was called to the Ontario Bar in 1949. He was a former solicitor for the Toronto Harbour Commission. Following retirement in 1980, he volunteered on numerous committees in Etobicoke. He was named 1989 Citizen of the Year and in 1994 Senior of the Year. In 1997 he received the Association of Canadian Port Authorities Medal of Merit for dedicated service as Secretary-Treasurer from 1961-1980, and as a Director and Past Chair of the Association, then known as CPHA. Retirement activities included Chair of the Etobicoke Senior Sports Council; the Etobicoke Senior Citizens Advisory Board; and the Senior Golfers Association. Among many other things he was founding member of the Etobicoke Sports Hall of Fame. He was a strong supporter of the ACPA right to the end and always attended the Annual Conferences of the Association. He will certainly be missed and his efforts on behalf of the Association will not be forgotten.*



### ***George Colquhoun***

*It is with deep regret that we advise you of the death of George Colquhoun on October 11th, 2005. George first started working for the North Fraser Port Authority in 1977 in the position of Accountant and in 1982 he was promoted to Port Manager. George's relationship with the Fraser River went back as far as he could remember. He grew up in New Westminster, a block from the river. He and his friends used to swim in the Fraser River and George's father even remembered being able to skate on the river.*

*George retired as CEO in December, 2000. His colleagues will remember him for his dedicated service to the Port and for the unselfish commitment of his time and efforts that led to its successful operation.*

*We all extend our sympathies to George's family.*

## Upcoming Events to Note

The Association's National Operations Seminar will be held at the Hilton Bonaventure Hotel in Montreal on November 7 and 8, 2005. Full program and registration details are provided on the Association's website. The program will address many issues of importance to the port community including security, emergency preparedness, risk management and more.

The Association's Governance Seminar will be held at the Radisson Admiral Harbourfront in Toronto on November 28 and 29, 2005. This year's Seminar is once again jammed packed with useful information for both boards and management alike. The luncheon speakers hail from organizations similar to Canada Port Authorities. Andy Brandt, Chair, Liquor Control Board of Ontario and Andrew Poprawa, President and CEO of the Ontario Deposit Insurance Corporation. Both seminars will highlight a comprehensive program that deals with governance in general and the more important issues related to CPA governance in particular.



## TAKING CARE OF BUSINESS

### **Vancouver:**

(Trucking) In early August the Port of Vancouver required companies whose trucks access its container terminals to have an interim license that includes a declaration that they will adhere to compensation provisions laid out by the mediator, Vince Ready. The Port gave short-haul trucking companies a deadline to sign a statutory declaration and obtain their license. They agreed to compensate drivers according to a memorandum of understanding signed July 29. The measure is designed to restore trucking operations in the short-term while a long-term solution is found. The interim license arrangement will be in place for a period of 90 days, while the joint federal/provincial task force recently appointed develops a long-term solution.

(Environmental) The Vancouver Port Authority and Seaboard International Shipping Company Ltd. say that they have received promising results from tests conducted on a sea-going vessel which indicated that the use of fuel additive, "CombustAll", reduces harmful air emissions discharged from ships. CombustAll was tested in the diesel of Seaboard's vessel, The Skaybryn on a voyage from Canada to Japan in July, and on a separate voyage from Canada to Japan in July as well as from San Francisco to Vancouver Island in

September. Results show that the fuel additive reduces nitrogen oxides by five per cent, particulate matter by 45.5 per cent and carbon monoxide emissions by 5.9 per cent, which are all major contributors to smog and air pollution in the Greater Vancouver Regional District (GVRD). CombustAll, produced by Vancouver-based Catalyst Energy Inc., is a chemical catalyst added to diesel or heavy bunker fuel to increase the combustion efficiency of engines and boilers.

### **TSI Terminals:**

The Vancouver Port Authority has reached an agreement with TSI Terminal Systems Inc. (TSI) to enter into a new 50-year operating lease upon completion of the proposed expansion of Deltaport. The Vancouver Port Authority's plan to add a third berth will see a 50 per cent increase in capacity at Deltaport. Currently undergoing an environmental and regulatory review by provincial and federal agencies, a decision is expected by early 2006. "This agreement is meaningful as it demonstrates the confidence of our operators in the future of the Port of Vancouver and, in particular, our container expansion program at Roberts Bank" said Captain Gordon Houston, President and Chief Executive Officer of the Vancouver Port Authority.

"TSI is committed to working with the Port to enhance the efficiency

of this gateway," said Captain Norman Stark, President and Chief Executive Officer of TSI. "We have already made significant investments to increase capacity at the Vanterm container terminal by almost 30 per cent to 600,000 TEUs (twenty-foot equivalent units), and Deltaport represents the next step in that process." A capital investment of approximately \$300 million will be required to complete the third berth. Upon completion of the expanded terminal, expected by January 1, 2009, the 50-year lease agreement will replace the existing leases and operating agreements that TSI has with the port.

### **Neptune Bulk Terminals:**

Neptune Bulk Terminals (Canada) Ltd. has announced its intention to seek approval from the Vancouver Port Authority (VPA) for a \$93-million expansion and upgrade of its existing potash storage facilities. The decision to undertake the proposed expansion is a result of growing world demand for potash, a commonly used essential crop nutrient. The initial \$26.2-million phase will involve the extension of an existing potash shed, while the second \$66.8-million phase will involve replacement of the adjacent storage shed. Once completed, the expansion will result in an additional 190,000 metric tonnes (MT) in storage capacity for the termi-



## TAKING CARE OF BUSINESS Continued...

nal. "Neptune was selected from terminals along the west coast of North America by our major shareholder Canpotex Bulk Terminals Limited, because of our state-of-the-art handling facilities, skilled personnel, and stringent environmental safeguards," said Glenn Taylor, President and CEO of Neptune Bulk Terminals (Canada) Ltd.

### Fraser River:

International and domestic cargo throughput at Fraser River Port reached 10,131,951 tonnes in the second quarter of 2005, exceeding the 9,366,715 tonnes for the same quarter in 2004. Year-to-date totals reached 19,156,711 tonnes, an 11 per cent increase over the same two quarters of 2004. International cargo exports remained steady overall at 1.5 million tonnes, similar to the same two quarters last year. Offsetting some declines, the largest increase in exports over the two quarters was lumber, which increased 72 per cent. Imports increased by nine per cent over the same period, with growth led by lumber and steel. Automobile imports at the Port rose by seven per cent, reaching a total of 239,994 vehicles through the first two quarters. Container traffic increased by 33 per cent compared against the first two quarters of 2004, reaching 194,354 TEUs. Import and export growth rates for container traffic

was relatively equal over the period, with exports growing by 31 per cent, and imports showing 35 per cent growth.

There was a marginal decrease in ship arrivals at the end of the second quarter despite the increased throughput, with totals reaching 350, versus 359 in 2004.

### CP Ships:

There have been two major mergers in the ocean shipping world already this year, and if analysis of the market is correct, there are more to come. The deal, if completed, will see CP Ships and TUI's subsidiary Hapag-Lloyd merged into a single ocean carrier. Earlier in August the purchase by AP Møller-Maersk A/S of Royal P&O Nedlloyd NV was completed. After February 2006, shipping lines Maersk Sealand and P&O Nedlloyd will be branded under the new name of Maersk Line. According to Ray Miles, CEO of CP Ships, his board recommended the deal with TUI in part because the surge in trans-Pacific shipping has infused carriers in the Asian trades with cash to the point that they are no longer potential acquisition fodder for the Canadian container carrier. "We were running out of opportunities...either to grow through acquisition or through organic growth," Miles said in a conference call for analysts. Miles said that the Maersk-P&O Nedlloyd merger and the rise in Asian trade

have together "significantly changed the landscape in our industry."

### Prince Rupert:

With the demolition of the existing terminal buildings almost complete, the container terminal at Prince Rupert's Fairview location is ready for construction. Construction is scheduled to begin at the end of this year with an 18-meter extension of the wharf into deeper water. This will allow the dock to accommodate the largest of vessels to come on-stream in the near future. The dock will extend to 55 feet at low tide. A recent study of the project found that Phase 1 of the new Fairview Container Terminal construction and operation will create 585 person years of construction jobs, more than 150 full time terminal positions, a multitude of job increases at existing businesses.





## ACPA ALLIANCES

This is a new section to the newsletter to focus on the many alliances the Association has with other organizations promoting various aspects of the marine agenda in particular as well as the larger transportation agenda.

### **National Marine Industrial Coalition**

This Coalition was created several years ago and includes eight marine associations working on behalf of its members in various capacities. Most recently this Coalition completed the National Marine Blueprint (see ACPA website) after a year of work developing it and is now working on an action plan to ensure the Blueprint continues to move the marine agenda forward. To this end the Coalition, at the suggestion of the Minister of Transport, is compiling a 'list of irritants' in the marine sector and the Minister has indicated his willingness to address these irritants within 90 days. More information will be provided on this initiative as we move forward.

### **Coalition for a Secure and Trade-Efficient Border**

In July the Coalition held a meeting with senior officials in Ottawa to obtain an update on current security initiatives. William Elliott, National Security Advisor to the Prime Minister and the Hon. Colin S. Kenny, Senator, Chair, Senate Committee on National Security and Defence attended. Bill Elliott reviewed the federal government strategy for enhancing national security amidst evolving security threats to North America. He addressed the recent bombings in London and noted that Canada continues to work closely with its allies through various established networks. He also reviewed the government's financial commitments for national security (\$9.5 billion total in last budget). Mr. Elliott provided a brief overview of the recently released first annual report on national security entitled *Securing an Open Society*. He also reviewed continental initiatives including the Smart Border Accord

and the Security and Prosperity Partnership of North America (SPP), a trilateral security agreement. He noted that a number of Coalition recommendations had been adopted into the SPP work outline.

Senator Colin Kenny reviewed key points from his Committee's recent report focusing on security. He noted several recommendations including increasing and harmonizing exemptions to \$2000 by 2010, increasing customs officer training to up to 16 weeks, arming border officers, ensuring that all border posts have at least 2 officers minimum, ensuring that all posts have real-time access to customs mainframe, introducing reverse inspection at all bridges, introducing tamper proof machinery for documentation, and introducing regular checks for FAST/NEXUS participants. Senator Kenny also discussed a number of issues with Coalition members including the introduction of a national secure ID card. He emphasized the importance of pushing the same agenda on this issue. He also addressed the serious issue of security at airports, noting that Transport Canada needs to take a number of steps immediately to ensure air security.

### **National Marine Industrial Council**

This Council was created over a year ago and includes four Deputy Ministers and nine industry representatives. The next meeting of the Council will be in mid-November and ACPA continues to be a member of one of the NMIC Working Groups on Marine Infrastructure and Strategic Vision. The outputs of the various working groups of the NMIC is expected to be completed early in 2006 and made available to all members.



## RO-RO: APPOINTMENTS

### **Belledune:**

Ligouri Roy of Beresford, New Brunswick, was recently appointed to the board of directors of the Belledune Port Authority. Mr. Roy began his career as a welder in 1966 and became a licensed mechanic in 1975. He later owned several businesses including a gas station and two new imported car dealerships. Mr. Roy is president of the Grand Bathurst Chamber of Commerce and the Réseau Service Chaleur for disabled people. He is also former president of the United Commercial Travellers.

Leo Saunier was appointed to the position of Director of Finance and Administration in late August. Prior to joining the Authority, Mr. Saunier was the Director of Materials Management for the Acadie-Bathurst Health Authority.

### **North Fraser:**

John C.R. Allan and Doug Butterworth, both of Vancouver, British Columbia were named to the board of directors of the North Fraser Port Authority. John C.R. Allan holds a bachelor of science degree in forestry and a diploma in sales and marketing from the University of British Columbia. He currently is self-employed in the forest and pulp and paper industries and has previously worked for Pacifica Papers and MacMillan Bloedel Ltd. Mr. Allan is a member of the Association of British Columbia Professional Foresters.

Doug Butterworth holds a bachelor of commerce and business administration degree from the University of British Columbia. He co-founded Taiga Forest Products Ltd. and Envirofor (Alberta) Ltd. He has also been a consultant for the British Columbia Lumber Trade Council and the Department of Foreign Affairs and International Trade. Mr. Butterworth was a director for the North American Wholesale Lumber Association and a member of the British Columbia Ministry of Forest's Softwood Committee.

### **Pacific Pilotage Authority:**

Ulf R. Eriksen of Vancouver, British Columbia, was appointed to the board of directors of the Pacific Pilotage Authority. Mr. Eriksen is the vice-president and general manager of Star Shipping (Canada) Ltd. He has worked for Peraco Chartering (USA) Inc. as president, director and operations manager. Mr. Eriksen has been a shipbroker in grain, fertilizer and forest markets for more than 30 years and is a former board member of the Association of Shipbrokers and Agents.

### **Laurentian Pilotage Authority:**

Roger Demers was recently appointed as a member of the Laurentian Pilotage Authority. Mr. Demers graduated from Université Laval's faculty of administration. He is currently a partner at Raymond Chabot Grant Thornton. Mr. Demers is a member of the company's executive committee and is in charge of offices in the Québec City and Chaudière-Appalaches regions. He is currently a member of the Canadian Institute of Chartered Accountants, a Fellow of the Ordre des comptables agréés du Québec as well as a member of the Chambre de commerce de Lévis and the Chambre de commerce de Québec.

### **Prince Rupert:**

Odd Eidsvik was re-appointed to the Board of the Prince Rupert Port Authority for a three-year term. Mr. Eidsvik, F.C.A. is the principal of Eidsvik & Associates, a Chartered Accountant firm with operations in Prince Rupert and Richmond. Mr. Eidsvik has worked in the accounting, auditing and taxation fields for over 45 years. He currently serves as the Board Chair of the Audit Committee.

### **Nanaimo:**

Bob Bennie and Mike Hunter were recently appointed to the board of the Nanaimo Port Authority. Mr. Bennie has an extensive working career in the financial institution field. He started with the Bank of Nova Scotia, moved to the Bank of BC in 1972 and assumed the Assistant General Manager position with the Nanaimo Credit Union in 1978. In 1990, he became President and CEO of the Coastal Community Credit Union. Mike Hunter began his career as a public servant with the Department of Fisheries and Oceans. In 1984, he became President of the Fisheries Council of BC and after fifteen years in that capacity, he decided to start his own consulting business. In 2001, he became the MLA for Nanaimo. During his four year tenure as MLA, he served as Chair and Convener of the Vancouver Economic Summit.

### **Fraser River:**

The Fraser River Port Authority elected Peter Podovnikoff as Chair of the Board of Directors effective October 22. Mr. Podovnikoff joined the Board in May 2005. He is the retired President of Envision Credit Union in Langley. His extensive experience in leadership positions include merger projects at the local, provincial and national levels as well as a number of international evaluations and development reports. Mr. Podovnikoff currently sits on a number of boards including Chair of the Board of Directors of the Co-operator Group of Insurance Companies and on the Premier's Advisory Council on Literacy in British Columbia.



# INTERNATIONAL SCENE

## **Bush Initials a Freight Future**

In August the Coalition for America's Gateways and Trade Corridors applauded President Bush for authorizing a \$280 billion federal aid surface transportation bill that provides more than \$4 billion for freight and goods movement infrastructure. "Our more than two years of waiting for this new federal law is finally over," said Mort Downey, Chairman of PB Consulting and Coalition legislative spokesman. "Our work, however, is far from complete. Thanks to the unrelenting efforts of many groups and industry leaders, freight has a voice and strong foundation to build upon. We must keep the momentum going and promote new legislation that will strengthen support and increase funding for freight." Some of the projects to be funded include \$1.8 billion in the National Corridors program; \$1.5 billion in the Projects of National and Regional Significance; \$883 million in the Borders Program; \$140 million for the National Corridor planning and development and Coordinated Border Infrastructure programs for fiscal year 2005.

## **Boxship Charter Rates Fall**

Boxship charter rates continue to be unstable with an average drop of 8% taking place during the last two months. According to Braemar Seascope, "There is no doubt that the fall in rates over the last couple of months has partly been the result of seasonal factors, but the question everyone is asking is how much is genuine lack of demand pressuring the situation?" There are few ships available on the market in the coming months, and, although Braemar suggests that most ocean carriers have covered their long-term needs for chartered tonnage, there have been a number of recent off-market enquiries that could stabilize the market. Recent fixtures include the B181-class multi-purpose vessel Manila Bay. In the intra-Mediterranean trades, Marguisa Naviera has secured the 'Confidence-class' CEC Challenge (656TEU) for a three-year charter at \$12,000/day. Meanwhile, Hong Kong-based China Navigation has fixed the 419TEU Achilles at \$6,025/day for a 12-month charter. The boxship orderbook currently stands at some 1,100 cellular ships with a combined slot capacity of 4.5MTEU due for delivery up to the end of 2008 - over 50% of the existing fleet in service **(Fairplay Aug 15/05)**

## **Ports Coping Well**

Something will have to go dramatically awry for this fall's US peak season congestion to turn out as rotten as last year's. As of mid-August, no signs of impending disaster are evident, and predictions are almost universal: there will be some congestion and delays, but nothing near 2004's chaos. To get a better grip on planning after last fall's debacle, the National Retail Federation has created a Port Tracker monthly congestion analysis tool, featuring a three-level 'congestometer' to gauge conditions. The NRF's first Port Tracker report released last week registered low congestion at three-quarters of top US ports (including Los Angeles/Long Beach and New York/New Jersey), medium at 25% (including Seattle and Tacoma) - and none at high. The NRF predicted that US traffic will grow to a peak of 1.32M TEU during October, up 7.6% from last October, then settle down to 1.23M TEU in December, up 6.8%.

## **Security Funding for US Ports**

In September the American Association of Port Authorities (AAPA) welcomed the announcement by the Department of Homeland Security (DHS) that it will provide \$141.97 million in federal grants to help 36 U.S. port areas address physical security enhancements at their facilities. The majority of this round's grant funds went to the public sector, including seaports. According to a DHS press release, matching funds from the private sector totaled \$33 million, leaving a projected 77 percent of the grant monies for public facilities.

Funds are also being provided through this program for U.S.-inspected passenger vessels and ferries. This year, the Port Security Grant program's focus was on what DHS determined to be the highest risk ports, with a priority on addressing threats from explosives and non-conventional threats that would cause major disruption to commerce and significant loss of life. Only 66 port areas were deemed "eligible" to apply for this round, leaving many ports to fend for themselves. To better protect ports against acts of terror, AAPA has called for a funding level of \$400 million a year to harden security at all seaports that need to comply with the Maritime Transportation Security Act (MTSA).



## **AAPA Chair Speaks to Congress**

**Gary LaGrange  
CEO Port of New Orleans**

**Below are the some of the verbatim comments made by the Chair of the AAPA to Congress. It has been a very difficult year for the port system in the U.S., but as you can see from Mr. LaGrange's strong remarks, they are not lying down. They are to be congratulated for their courage and perseverance.**

This nation is heavily dependent on maritime trade. America's ports are our gateways to the world and a critical component in the nation's economic health and national defense. When ports are impacted, there is a quick and sizable ripple effect throughout the economy. U.S. ports and waterways handle over 2 billion tons of cargo annually. Much of that commerce flows through the impacted ports in Louisiana, Texas, Alabama and Mississippi. These ports are heavily linked to this nation's petroleum, grain and farm products, fruit, poultry, coffee, chemical and steel trades. The Port of New Orleans serves as the focal point for waterborne transportation of cargo to 28 states. That cargo activity supported \$37 billion in economic benefits to the country and generated \$2.8 billion in federal tax revenue.

Agricultural products from 17 Midwestern states flow through the Mississippi River. Over half of the grain exports for this nation depart from ports impacted by Katrina. Oil, agriculture and chemicals rely heavily on the infrastructure provided in these port areas. Additionally, these Gulf ports serve as one of the nation's largest gateways for poultry exports, and the inability to handle frozen poultry products through unique dockside facilities would affect the industry worldwide. Estimates for the Port of New Orleans shows that relying on less efficient means to transport these products would increase costs by \$7-to-\$8/ton, thus making U.S. poultry products extremely noncompetitive in the international marketplace.

Steel is another commodity handled by the Port of New Orleans. The cost of diverting steel imports from New Orleans would increase the cost of such products by an estimated \$80-to-\$90/metric ton because of reduced access to inland barge and rail transportation systems and associated delay costs.

Cruises are also an important component of many ports activities, including the Port of New Orleans, which prior to Katrina was the fastest growing cruise port in the World. Cruises provide significant tourist trade, jobs and income for New Orleans and the region, and their rebound will depend heavily on the ability of New Orleans to rebuild.





## OTHER MODES IN BRIEF

### **CN Increases Storage Rates**

Canadian National Railway has announced that, effective September 1, 2005, the cost of storing empty impex containers in Brampton, Ontario and Montreal, Quebec will increase—\$200 per day after two days in Toronto and \$100 per day after three days in Montreal. The new storage rates will also apply to empty containers that arrive by rail. "In order to protect your long-term growth requirements and maintain an efficient operation, all containers arriving or departing these terminals must dwell for a minimum period of time," CN said in its announcement.

### **Trucking Weak in 2005**

The trucking industry is not as strong in 2005 as it was in 2003 and 2004, thanks in large part to continued cost increases and the capacity crunch, says David Bradley, CEO of the Canadian Trucking Alliance. "There can be no denying that even prior to the fall-out from Hurricane Katrina, 2005 was shaping up to be a bit of a retreat from the buoyant performance of 2003-04 for many segments of the trucking industry," Bradley says. "Despite the softening of economic activity in most of the country and the fact that some carriers have felt pressured to give back some of the financial gains made in the previous two years, it is only a matter of time before the reality of continued cost increases for trucking labour, fuel and equipment set in and are fully passed on." The CTA has also predicted that the driver shortage is going to get worse and will absorb any capacity that might be freed up.

### **Trade Groups Support Border Crossing Project**

Canadian and US trade organizations have announced their support for the timely construction and completion of the Detroit River International Crossing Project, a joint initiative of Canada, the US, Ontario and Michigan. "The age of current infrastructure (75 to 100 plus years), the pro-

jected growth in bilateral trade and cross-border traffic volumes, and the essential need for redundant capacity, make a new crossing at Detroit-Windsor critical to the security and economic prosperity of both Canada and the United States," the Canadian Association of Importers and Exporters said in a press release. The following organizations support the project: American Chamber of Commerce in Canada; Canadian/American Border Trade Alliance; Canadian Association of Importers and Exporters (IE Canada); Canadian Manufacturers and Exporters; Ontario Chamber of Commerce and the Ontario Trucking Association.

### **Border Delays**

A lack of understanding of Customs rules and procedures among Canadian companies is adding to unnecessary delays at borders, according to a study of Canadian exporters' views on cross-border trade commissioned by FedEx Express Canada. The study, conducted by Léger Marketing for FedEx, found that the vast majority of Canadian companies believe exporting is critical to their business. However, three quarters of Canadian exporters have their shipments held up at the border occasionally, while a quarter said this happens to at least half of their shipments. Respondents stated that shipments are frequently held up waiting in line at the border for processing and examination at Customs, often because of a glut of faulty paperwork and incorrect information. "One quarter of exporters indicated that they've noticed an increase in delays at the Canada-US border, which they attribute to a growing list of regulations designed to strengthen border security," says Dave Scholz, vice president, Léger Marketing. "Furthermore, these delays often take more than a day to clear up and have a number of adverse effects on companies, from lost money to damaged reputation." According to a report from the Ontario Chamber of Commerce, a conservative estimate of the negative impact of border delays on Canada is \$8.34 billion a year, or \$952,000 per hour.



## EYE ON OTTAWA

The legislative agenda in Ottawa continues to move along in this minority Parliament. The Hon. Tony Valeri, the Government House Leader, has tipped his hat as to the Bills to be advanced in the coming weeks. With respect to transportation Bills he has indicated that the Bill amending the Canadian Transportation Act and the Air Canada Act will advance to Second Reading in the House of Commons before Bill C-61, the proposed amendments to the CMA. Should the CTA Bill proceed to the Standing Committee on Transport before C-61 it is likely to dominate the work of the Committee for quite some time. That said, ACPA's CMA Committee, chaired by Sean Hanrahan, has developed the Association's formal position and continues to monitor the progress of the legislation or the lack thereof. Work will continue in the coming weeks to ensure that when CMA amendments proceed they will be the right CMA amendments for a more competitive port system for Canada.

The key issues identified by those most impacted by the CMA, the corporate members, include: 1) payments in lieu of taxes; 2) CPAs ought to have direct access to federal funding on the same basis as the private sector and/or other eligible organizations; 3) the ability of CPAs to borrow funds must be based on commercial banking tests, not set by way of bureaucratic regulation; 4) the gross revenue charge by the CPAs to the federal government, ought to be eliminated and these monies directed to port infrastructure; and 5) CPAs ought to be allowed to retain the proceeds from the sale of surplus port property with the proceeds being directed to port-related infrastructure. What happens next is anybody's guess at this point in time and caught up in the larger legislative imperatives of the federal government.

Ministers Lapierre, Emerson and Owen came together on October 21 in Vancouver to announce the Pacific Gateway Legislation to help boost B.C.'s economy and generate benefits across the West and throughout Canada. This is in recognition of the increased trade activity in the Pacific trade corridor

and the evidence of this growth seen first-hand by the Minister of Transport on his recent visit to China. While the legislation may not directly see funding for ports, it will signal the federal government's intentions to invest in rail, roads and bridges that will greatly facilitate the movement of goods in and out of West Coast ports.

If one had to sum up the most oft-used phrase in Ottawa, it would be: 'to be, or not to be.' This is the mantra of politicians and pundits alike, whether it be policy, program, legislation or election readiness. A minority Parliament creates a constant bevy of horse-trading with respect to both the substance and form of all things related to governing. Most predict that there will be a general election in early Spring and with a Christmas break factored in, there will not be much time for the legislative agenda in the month of February. There will likely be the usual budget in late February and after that there may not be much time for anything else.

### Canada Marine Act

Transport Minister Jean-C. Lapierre tabled amendments to the *Canada Marine Act* in Parliament in late June. These amendments are intended to provide Canada Port Authorities (CPA) with access to federal contribution programs for key infrastructure improvements. They would also enhance the safety and efficiency of Canadian waterways by reforming the enforcement regime. "It is important that Canada's ports be modern, efficient, competitive and able to respond quickly to emerging global opportunities and growing business volumes with China and other markets," said Mr. Lapierre. "I believe the proposed changes to the *Canada Marine Act* will help our ports in this regard."

The *Canada Marine Act* governs the marine sector in Canada. It has improved the effectiveness of major ports by creating a National Ports System composed of independently managed port authorities for ports that are vital to Canada's international and domestic trade. It also provides Canada's major ports with the necessary tools to operate commercially and efficiently.



### **GLSLS Study**

The joint Transport Canada-USDOT Great Lakes St. Lawrence Seaway Study is well underway. As many know the GLSL Seaway was constructed based on a 50 year timeframe and is now in its 52nd year. The study addresses what is needed to modernize the Seaway and the key drivers of the study include: infrastructure needs; economic vitality/efficiency; shortsea shipping; evolving/emerging markets; and strategic marine network. The working groups will present an initial study to the Steering Committee for consideration in March/April of 2006. The full cost of the study is \$1.5 million. Once the final report and policy assessment is complete it will be presented to the Minister and DOT Secretary. This is expected to be done in the Fall of 2006.

### **Transportation Mission to China**

Transport Minister Jean-C. Lapierre concluded his business meetings in China in September. Joining Mr. Lapierre on the mission was a business delegation consisting of more than 30 senior executives representing Canadian airports, passenger and cargo airlines, ports, railways and transportation-related associations; Members of Parliament Roger Gallaway and Don Bell; British Columbia's Minister of Transportation, Kevin Falcon; and officials from the Provinces of British Columbia, Alberta and Saskatchewan. Five CPAs joined the Minister: Halifax, Fraser River, Prince Rupert, Vancouver and Montreal.

The Shanghai leg of the trip focused on marine, rail and intermodal transportation. To kick off the official Shanghai program, Mr. Lapierre launched the Canada-China Intermodal Roundtable. More than 30 Canadian and Chinese officials participated in these discussions. New opportunities and best practices for the management of goods movement were discussed in light of the expanded trade between Canada and China. Furthermore, attention was given to policy considerations needed to support the increase in trade and requirements for further expansion of critical marine and intermodal infrastructure.

### **Environment Canada Wants Emissions Trading**

Companies, farmers and municipalities that come up with ways to cut greenhouse gases would earn credits under an emissions-trading scheme proposed by Ottawa as part of its Kyoto plan. The Environment Canada proposal would make it easier for large emitters—such as manufacturing plants, oil refineries and electricity generating stations—to meet their targets for reducing carbon emissions under the Kyoto climate treaty.

Large emitters could purchase so-called “offset” credits from other sectors of the economy rather than cutting their own emissions.

Potential sellers of credits include farmers practicing no-till agriculture, which preserves carbon in the soil, and forestry companies that plant new forests, which absorb carbon.

Real-estate developers that incorporate alternative energy sources into their projects could qualify for credits, as would municipalities that capture methane from garbage dumps.

### **Feds create BC Trucking Task Force**

The federal government and British Columbia created a task force to review transportation and other structural and representational issues underlying the recent trucking dispute at the Port of Vancouver and other ports in BC's Lower Mainland.

The three-member task force will recommend a long-term strategy to assist industry relations, ensure the efficient movement of containers and improve the effectiveness and reliability of the regional and national transportation network. Vince Ready, who facilitated the interim solution to the dispute, will serve as special advisor to the task force. Task force members include: Ken Dobell, deputy minister to the premier and cabinet secretary of British Columbia; Randy Morriss, who was most recently the director general of port programs at Transport Canada; and Eric Harris, a founding partner of Vancouver-based law firm, Harris & Company.



## EYE ON OTTAWA Continued...

The task force will submit its recommendations and a final report to the minister of transport within the next three months. An interim report has now been completed.

### **Security Advisory Council**

Public Safety and Emergency Preparedness Minister Anne McLellan announced the appointments of members of the Advisory Council on National Security. The council will work with the national security advisor to the prime minister to provide advice to the deputy prime minister and the Cabinet Committee on Security, Public Health and Emergencies. The members are: The Honourable Leo Kolber (Chair), Dr. Rachad Antonius, Dr. Sami Aoun, The Honourable Perrin Beatty, Dr. David Bercuson, Mr. James Bertram, Dr. David Charters, Mr. John Dalzell, Dr. Pierre Duplessis, Mr. Brian Flemming, Mr. Norman Inkster, Mr. James Clifford Mackay, Dr. Lindsay Nicolle, Mr. Bud Streeter and Dr. Wesley Wark.

### **Contract Awarded for Dredging in Saint John**

Transport Canada has awarded to Harbour Development of Dartmouth, Nova Scotia to dredge the ferry terminal berth in Saint John, New Brunswick. The *MV Princess of Acadia* operates from the Saint John terminal and provides a ferry service to and from Digby, Nova Scotia. "This dredging project will allow the *MV Princess of Acadia* to continue operating within its existing schedule, and under safer conditions," said Mr. Lapierre.

The ferry terminal berth was last dredged in 1990 and has since filled up to the extent that ferry operations are restricted during low tide. Transport Canada has completed a hydrographic survey of the area and identified a need to remove approximately 15,000 cubic metres of material from the ferry terminal berth and turning area. Under the \$422,500 contract, the company will remove the required material by early November, 2005 when weather conditions are good and the work can be done with minimal disruptions for local industries. All work

related to this project will be closely monitored and controlled in accordance with the *Canadian Environmental Assessment Act*. The project is expected to create approximately 12 jobs.

### **Halifax Gateway Council**

Transport Canada and the Atlantic Canada Opportunities Agency (ACOA) are teaming up to fund research into making Halifax a regional transportation hub. Transport Canada is contributing \$50,000 for the development of a strategic plan, while ACOA is contributing \$75,000 for an economic impact study. Both investments are being provided to the Halifax Gateway Council, a collaboration of transportation stakeholders operating in the Halifax area. The strategic plan will focus on a broad range of regional transportation issues, such as land use and transportation planning, as well as infrastructure funding needs and development. The Halifax Gateway Council was established in the Fall of 2003 to provide a forum for regional transportation stakeholders to work together to improve the competitiveness and efficiency of the movement of goods and passengers through the Halifax region.

### **Short Sea Shipping**

Mr. Geoff Regan, Minister of Fisheries and Oceans recently announced, on behalf of Transport Minister Jean-C. Lapierre, that Transport Canada will provide close to \$26,000 in funding for a study on shortsea shipping on the east coast of North America to be conducted by the Faculty of Management of Dalhousie University. Shortsea shipping refers to the movement of cargo and passengers by water along coastlines, to and from nearby islands, or within lakes and river systems, but without crossing an ocean. Increased use of shortsea shipping could also help ease freight transportation congestion and improve air quality.

"This study will assist government and industry in realizing shortsea shipping's potential by shedding light on the challenges that affect it," said Mr. Regan. "Studies such as these are important in order for industry to compete effectively."



## VERBATIM

### **Transport Minister At Canada-China Roundtable (Shanghai, China - September 5, 2005)**

It's no secret that our world is changing. There is a new dynamism at play and China is leading the way. New economies are rising. The global power structure is evolving and China has come to occupy an increasingly pivotal role on the international stage. The Chinese dragon is on the move and Shanghai is at the forefront of the economic surge. As Deng Xiaoping said, "if China is a dragon, Shanghai is its head." When our Prime Minister Paul Martin was in Beijing at the beginning of this year, he said Canada welcomes this new dynamism. "We seek to enhance our engagement with China. To foster a real partnership that comprises not just economic pursuits, but also the global political agenda. Public health, environmental issues, human rights, and culture."

The Prime Minister went on to say, "we strive to more closely connect our two nations. Encouraging the two-way flow of capital, goods and services, while at the same time expanding our dialogue, our exchange of ideas and beliefs. For that is how friendships are deepened and the world made stronger." China is Canada's second-largest trading partner. Our two-way trade has grown to some \$25-billion annually — up from \$5-billion a year only a decade ago. In fact, our trade increased by 50 per cent last

year alone. And there is no doubt that it will continue to expand.

China is now Japan's number one trading partner and Europe and Russia's number two trading partner. It accounts for six per cent of the world's exports and 5.3 per cent of the world's imports. China is the second largest oil-consuming country in the world and the sixth largest oil importer.

For the Asia Pacific, the closest major deep-water port, and the closest major international airport in North America, are located in Vancouver, British Columbia. We're also expanding deep-water Canadian west coast ports that have increasingly strong ties to trade in Asia.

Look at the globe and you'll see the advantage. Vancouver is 5092 nautical miles from Shanghai — closer than any port in the U.S. In fact, traveling by sea, Vancouver is a full 58 hours closer to Shanghai than Los Angeles. Therefore, it's easier for Chinese products to get to the interior of North America more quickly and more efficiently through Canada than through the United States.

## WORTHY OF NOTE

### **New Port for Iqaluit?**

Plans to build a deep-water port here are advancing, with the final feasibility study presented to city council during its October meeting. "There are a million reasons why we should build the port," said Kim Rizzi, Iqaluit's economic development officer. "And I have been given the go-ahead by council to

find the funding." In 1980 a feasibility study was completed by Industry Canada that estimate a port would cost \$10 million. Twenty-five years later, the port is expected to cost \$49 million to build, with \$2.4 million in operating and maintenance costs each year. The new feasibility study indicates a user fee could cover the annual operating costs. Rizzi is organizing a committee of interested groups to lobby the territorial and federal governments for the money this fall. (Northern News, October 2005)



## OTTAWA MOVES

**Transportation Appeal Tribunal: Mr. Pierre Coutu** of Montreal; Dr. John Saba of Brossard, Quebec; and James Edward Foran, Winnipeg, were recently appointed to the Transportation Appeal Tribunal of Canada. Pierre Coutu holds a bachelor's degree in industrial relations from the University of Montreal and a doctorate in education from the Nova Southeastern University in Miami. He also completed his postgraduate studies in air transportation at Northwestern University in Chicago. During his 13 years working at Transport Canada, he was director of special projects at the Airports Group's headquarters and served on the Airports Transfer Task Force, established to oversee the transfer of government-owned airports to the private and public sectors. **Dr. John Saba** holds bachelor and Master of Arts degrees in economics and political science; bachelor, master and doctor of civil laws; and a diploma in air and space law from McGill University. At McGill, he is a lecturer in economics and an adjunct professor of law at the Institute of Air & Space Law, secretary-general of the Institute of Air & Space Law Association and the editor-in-chief of its newsletter. He is a professor in economics and political science at Champlain Regional College in St-Lambert, Quebec, and director of its World Studies program.

**Mr. Foran** is a partner at Aikins, MacAulay & Thorvaldson in Winnipeg, Manitoba, where he practices administrative law with a focus on transportation law. He received his bachelor of laws degree from the University of Manitoba and was called to the Manitoba Bar in 1962 and the Saskatchewan Bar in 1981. In 1985, he was appointed a Queen's Counsel. Over the course of his career, Mr. Foran provided legal counsel for a variety of industry and government clients before the Supreme Court of Canada, the Federal Court, provincial courts, the Canadian Transportation Agency and various provincial boards.

### Transportation Association

The **Transportation Person of the Year** was awarded to an individual who has assumed leadership

roles that have contributed to the improvement or advancement of the transportation industry. Mr. Dan Doyle of Burnaby, British Columbia, former Deputy Minister of the British Columbia Ministry of Transportation, was honoured for his tremendous contributions to the transportation industry over a long and successful career with the ministry. Mr. Doyle has spent his whole working life in transportation. He was also a recipient of the ACPA Medal of Merit at this year's Annual Conference in Vancouver.

**The Award of Excellence** is conferred on up to two individuals who have made outstanding contributions to the betterment of the transportation industry over several years in areas such as safety, sustainable development, technology, education, policy or corporate development. For 2005, awards were presented to Dan Di Tota and John Lawson, both of Ottawa. **Mr. Di Tota**, the national director of Operation Lifesaver, a national public education program sponsored by the Railway Association of Canada and Transport Canada, received this award for his work on this national program. Its goal is to reduce the needless loss of life, injuries and damages caused by collisions at highway/railway crossings and train/pedestrian incidents.

**Mr. Lawson**, who retired from Transport Canada in April of this year, was recognized for more than three decades as one of Canada's most reputable transportation economists. During a long career with Transport Canada, he served as senior research officer for the Royal Commission on National Passenger Transportation and director of research for the *Canada Transportation Act* Review panel, among many other accomplishments.

**Brian Bohunicky** recently joined Transport Canada as Director General, Strategic Policy, from a stint at the Privy Council Office. He returns to Transport after working in the Minister's Office many moons ago. **Helena Bourges** is no stranger at Transport having worked in a number of capacities and recently assumed the position of Director General, Special Projects. **Allan Bartley** takes over from Lauren Kinney as Director, Marine Security Policy



## OTTAWA MOVES Continued...

as Laureen takes on other duties in Transport. **Rod Dean**, Director General of Airport Divestiture, assumes the duties of recently retired Randy Morriss as the Director General of Port Programs and Divestiture.

### Transport Standing Committee

There are a few new faces to the Committee, but it is still an opposition controlled Standing Committee.

Dave Batters (C- Palliser); Don Bell (L-North Vancouver); Raymond Bonin (L-Nickel Belt); Robert Carrier (BQ-Alfred-Pellan); Roger Gallaway (L-Sarnia-

Lambton); Jim Gouk (C-Southern Interior BC); Charles Hubbard (L-Miramichi, NB); Peter Julian (NDP-Burnaby-New Westminster); James Moore (C-BC Port Moody-Port Coquitlan); Francis Scarpaleggia (L-Lac-Daint-Louis, QC); Andrew Scheer (C-Regina-Qu'Appelle); Caroline St-Hilaire (BQ-Longueuil, QC).

James Moore and Caroline St-Hilaire are the Transport Critics of their respective parties.

## FYI

This is a new feature of the newsletter that will attempt to uncover little known facts about helpful organizations, programs, policies on the federal scene. We will provide this **For Your Information**.

### Security and Emergency Preparedness

In the course of normal day-to-day operations, Transport Canada provides appropriate response to a wide variety of emergency situations, either departmental, national or international.

#### Mandate & Mission

The Emergency Preparedness branch has been given an important responsibility, one which is best captured by our mandate:

\* To ensure that, in all incidents, emergencies and crises, Transport Canada, with the support of other departments, agencies and the transportation industry, is ready to help maintain the best possible transportation system for Canada and Canadians.

\* In order to fulfill our duty to Canadians, we have developed a mission statement. This statement is the foundation of our approach to emergency preparedness: to plan, train, exercise for and respond to

all emergency situations that affect and/or require the support of any part of the national transportation system.

**The Emergency Preparedness Team:** Under the leadership of Director, Emergency Preparedness, the team configures its efforts to meet priorities in all our areas of responsibility: planning, exercise, and response. Each of the 3 sections which deal with these broad areas are headed by Managers.

**Plans:** Under the direction of the Manager, Plans the section develops as well as reviews the transportation element of emergency plans and supports other federal plans. The section includes planning experts responsible for surface, marine and aviation transportation. Each modal planner develops plans in consultation with their modal transportation representative within the Rail Safety, Marine Safety, and Civil Aviation Groups; the transportation industry, other governmental and non-governmental departments.

**Exercises:** The Exercise Manager is responsible for: exercises, communication strategies, training and quality assurance. He is supported by an emergency preparedness specialist and other members of the emergency preparedness team as required for the delivery of these functions.



FYI Continued...

**Response:** Emergency response is coordinated by an operations Manager, through the Transport Canada Situation Centre (SITCEN). The SITCEN includes full-time informatics support as well as a Desk Officer who, among other things, regularly trains emergency responders in the use of Situation Centre resources.

**Partnerships & Committees:** The branch maintains connections with many organizations involved in emergency preparedness. These relationships ensure that our contribution to emergency preparedness is relevant to the larger EP picture.

**International Partnerships - NATO & Canada/US:** The branch is also involved in international cooperation regarding emergency preparedness. This ensures smooth cooperation between nations during international emergencies, and also provides us with outside help during our own emergencies, through the sharing of supplies, information and manpower.

## ACPA BOARD OF DIRECTORS

2005 - 2006

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Oshawa Harbour Commission

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Hamilton Port Authority



## **UPCOMING EVENTS**

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For full details on upcoming ACPA Events and other marine industry events please see the Events Calendar on the ACPA web site.

### **ACPA Operations Seminar**

November 7 & 8, 2005  
Hilton Bonaventure  
Montreal, Quebec

### **ACPA Governance Seminar**

November 28 & 29, 2005  
Radisson Admiral Harbourfront  
Toronto, Ontario

### **FUTURE ACPA BOARD MEETINGS**

November 27, 2005 Toronto, ON  
February 2006 Ottawa, ON  
May 2006 Ottawa, ON  
August 13, 2006 Oshawa, ON

### **FUTURE ANNUAL MEETINGS/CONFERENCES**

#### **August 13 - 16, 2006**

The Oshawa Harbour Commission will host the 48th Annual Meeting/Conference of the Association at the Holiday Inn, Oshawa.

#### **August 25 - 30, 2007**

The Montreal Port Authority will host the 49th Annual Meeting/Conference of the Association at the Queen Elizabeth Hotel,

#### **August 17 - 21, 2008**

The Saint John Port Authority will host the 50th Annual Meeting/Conference of the Association at the Hilton Saint John.

### **Future ACPA Conventions**

2006 - New Orleans, Louisiana

For more information or comments on any item in this newsletter please contact the ACPA National Office:

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