



# Manifest

ASSOCIATION OF CANADIAN PORT AUTHORITIES  
*"Charting a Course for Tomorrow - Today."*

## LETTER FROM THE CHAIR



First of all allow me to take this opportunity to extend my best wishes to all of our members for this New Year. I hope it will be successful for you and I look forward to working with you as we face the challenges ahead.

Since our Annual General Meeting in Trois Rivières, the Association has been focusing its efforts on dealing with port security and the rapidly approaching deadline of July 1st for compliance with the ISPS Code. Transport Canada has just completed cross-country consultations on its proposed regulations to implement the federal government's commitment to the IMO in this regard and Port Authorities and the Association has been making representations both at the Working Group sessions and through the consultation process to bring forward their concerns. This is also the case with the many port facility operators. The three key concerns being brought forward by CPAs are in the areas of responsibility, liability and funding. The objective is to ensure that Canada's ports are among the safest in the world and at the same time, ensure that the appropriate arrangements are in place to be able to meet this objective.

This past November we completed a most informative and productive bi-annual Governance Seminar, hosted most ably by the Toronto Port Authority. This follows our very successful Annual General Meeting in Trois-Rivières last August. The session was well attended by Board members and port management from all CPAs. This event was most timely given the increasing importance of governance in both the public and private sectors and the fact that we have now reached a point where there are many new Directors being appointed to the Boards of CPAs. Also, given the unique structure of CPAs as 'agents' of the Crown, there is much to consider as we conduct our business.

The Association continues to work closely with other marine associations in what is now referred to as the National Marine Industrial Coalition (NMIC) on issues of common concern. One of the key initiatives of that group, working in concert with Transport Canada, is the Marine Industry Benefits Study (MIBS). The study is now underway and cost-shared 50/50 with Transport Canada. The study will be completed in late spring and will lay out the key economic impacts of the marine industry in Canada. For the first time we will have hard statistics for the marine sector. The NMIC also continues to work on developing an overall communications strategy for the marine sector, which can be taken back to the respective boards for approval. A more comprehensive undertaking

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*The Association of Canadian Port Authorities was founded in 1959 and groups together ports and harbours and related marine interests into one, national association. The ACPA represents all Canada Port Authorities, various government entities and companies doing business in the marine sector. 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.*



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continues related to the development of an overall blueprint for the sector in general and work continues on this for final approval in the not too distant future.

Last Fall, the Association joined with other Transportation associations as a founding member to form the Transportation Optimization Pact (TOP). The objective of this group is to raise the overall awareness of the need for strong transportation policy in the areas of infrastructure, taxation and overall competitiveness. It has been generally recognized that transportation, as the foundation of our economy, has to be given a much higher profile on the public policy agenda of all governments.

I bring to your attention our fourth Port/Government Interface to be held in Ottawa on February 23 and 24. The chosen venue is the Hilton Lac Leamy in Hull. This is a time for all in the port community to come together to discuss matters of mutual concern with respect to policies and programs of the federal government. We look forward to hearing from the new Transport Minister who will be speaking at the Interface. The focus this year is on what the federal government can do to facilitate the business of all Canada Port Authorities. Also, planning has begun in earnest on the highly anticipated Annual General Meeting in beautiful St. John's, Newfoundland, at the end of July, hosted by the St. John's Port Authority.

With respect to Committees of the Association, as with all organizations, there is a time for renewal. Several of the Committees have been reinvigorated and efforts will continue to ensure that our Committees continue to be an integral part of the Association as they have always been in the past. The Board has also embarked on the development of a five-year plan for the Association, which will be presented to the membership in time for approval at the Annual General Meeting in St. John's.

I am most pleased to be this year's Chair of our Association and leading the Association in dealing with the challenges we are facing. I realize that there is a lot to be done to ensure that the National Ports System is strong in the years ahead. It is also gratifying to see an increasingly coordinated effort developing among the port community in efforts to attain this goal.

As we move ahead, the Association must now also focus on establishing communication with the new Ministers in the Federal Government, dealing with port security and pushing the agenda on legislative reform ahead. It will be a challenging, but exciting year.

**Captain Alwyn Soppitt**  
**CHAIR**



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## BOARD-WALK

### **ACPA Audit Committee**

The overall governance structure and reporting relationships for the Audit Committee of the Board has now been developed with further refinements to be made at the next meeting of the Board. The committee would be appointed annually by the board and there would be a teleconference with the auditor once a year to address any gaps raised by the auditor. A quorum would be the Chair of the Audit Committee plus one.

### **CMA Review**

The recently created CMA Review Task Force held a meeting in Ottawa with representatives of the Marine Policy and Programs and Divestiture branches of Transport Canada. It was noted that not much was achieved except to note that more work could be done with central agency officials to educate them re: the ongoing needs of CPAs prior to the CMA Review Panel's recommendations being considered by the Standing Committee on Transport. The Task Force will be active again in the new year to attempt to advance the issue of immediate changes where possible.

### **Port Infrastructure**

There was a general discussion about the need for federal funding for port infrastructure given the amount of funding provided to other sectors of the economy under Infrastructure Canada. To make the case for direct funding it was suggested that a compilation of the five-year capital plans of all the CPAs be done and a survey completed to determine what plans CPAs may have included had borrowing limits not been an issue. The amount may be somewhat different than their respective, actual capital plans. Comparisons will be drawn between these plans and those of competitors in the US per the IBI Competitiveness Study completed for the Association last September.

### **Communications Plan**

As always, this is an issue for the maritime sector given statements made by senior Transport officials and the need to educate the public about the importance of the sector to the economy. This, in turn, will provide added impetus for governments to act positively with respect to key marine-related issues. It was noted that the marine associations have had this on their agenda for quite some time and the Board was generally in favour of supporting efforts to have a national

approach to communications related to the marine sector.

### **Seaport Security**

Given that the draft regulations are now public and Transport Canada is conducting Canada-wide consultations, it was suggested that the Association obtain the wide range of views on the subject of seaport security and attempt to provide a common position in concert with the Operations Committee. It was noted that the key issues for CPAs were still unclear or needed further clarification per the draft regulations, namely: 1) responsibility for overall security; 2) enforcement regime for port security; 3) liability issues; 4) who is responsible for waterside security; and 5) who will ultimately pay for the implementation or port facility security plans.

### **Green Ship Award**

It was generally agreed that there are no benefits to this proposal as presently laid out in recent consultations with Transport Canada. It was noted that private ports were excluded from the proposed program. Until CPAs see the benefits of this initiative for them the current proposed program cannot be endorsed. It was noted that an effort should be made to explain to the public the good work already being done by CPAs to protect the environment. Marine is still the most environmentally-friendly mode of transport, yet it is not widely known and more regulations are being contemplated.

### **Committee Workplans**

While most Committees have met and set a number of priorities, no workplans were submitted per se. It was suggested that the Committees be asked to prioritize the key issues for CPAs and disseminate to the larger membership for comment and action in the coming weeks.

### **Five-Year Plan**

The last plan under the CPHA, completed in 1999, was provided as background. It was generally agreed that the Board would need a special session to plan for the future of the Association. The Board will be planning a special meeting to discuss in detail a rolling five-year plan for the Association. Allen Domaas was elected to lead this initiative for the Association.

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### **Committee Activity Update**

There was a general update and discussion of the activities of ACPA Committees. The Law and Governance Committee worked on the Governance Seminar; the Environment Committee held a meeting to identify key priority issues and follow-up is being done; the Finance Committee met in September and made decisions on key issues for the Committee and minutes were provided to the Board; the PILT Task Force continues to obtain drafts of the best practices study and the case study related to CPAs and provides ongoing feedback to the Appraisal Institute of Canada/PWGSC; the Operations Committee has been consumed by the ongoing issues related to seaport security per the ISPS Code and new regulations being drafted for Canada. With respect to the Finance Committee the issue of membership fees was raised and it was suggested that ACPA adopt a process of annual self-assessment per the formula agreed to by the membership. Each year the formula would be sent along with the outstanding dues to each corporate member.

### **AGM Financials**

Trois-Rivieres reported that there was a surplus to the very successful AGM hosted by the Trois-Rivieres Port Authority last August. The past Chair of ACPA noted that the Association's portion of the surplus would be forwarded post haste. The current Chair thanked the Past Chair for all his efforts in hosting the AGM in Trois-Rivieres.

### **Transportation Optimization Pact**

This new initiative with other transportation associations including: Railway Association of Canada; Canadian Trucking Alliance; Air Transport Association of Canada; Chamber of Maritime Commerce; Canadian Airports Council; and the Canadian Busing Association. The key areas of TOP's focus include: Competition with the U.S.; Infrastructure Deficit/Investment Climate; and Institutional and Regulatory Framework

It was generally agreed that it was important that ACPA continue as a member of this organization and monitor ongoing activity to ascertain the overall benefit to the Association. The cost of being a part of this group is not prohibitive, but will be monitored closely and final decisions on a larger financial commitment would be brought back to the Executive Committee. The Executive Committee and, ultimately, the Board would be informed of the ongoing activities of this new group.



## **PORT TRADITIONS**

At the Annual Meeting/Conference it is customary to award the ACPA Medal of Merit which is generally awarded annually. The award is "made in recognition of outstanding works of service, preferably of national impact, by an individual, institution or organization in the port, shipping and maritime fields." Please forward any nominations to the national office for presentation to the Board for approval. It is also customary to award Life Memberships in the Association should there be any. Life Members consist of "individuals approved by the Board and who, while affiliated with a Corporate Member or an Associate Member, have actively participated in the affairs of the Association for approximately ten years and during that time have served either as a (i) director or (ii) an active committee member and who, in the opinion of the Board, have made a meritorious contribution towards the advancement of the objects of the Corporation.



## TAKING CARE OF BUSINESS

### ● **RECORD-SETTING PACE CONTINUES AT FRASER RIVER PORT**

In a year that has already seen record cargo volumes, Fraser River Port marked another consecutive period of growth as cargo throughput for the first nine months of 2003 reached a total of 25,577,213 tonnes. Container volumes more than tripled over the same period for 2002 to reach a record 184,813 TEUs, while deep-sea arrivals increased by 6% to 578.

International cargo volumes grew by an aggressive 22% over last year's results, to reach a high of 3,913,978 tonnes. Domestic volumes rose by 6% to 21,663,235 tonnes, exceeding the previous year's total for this period by 1.3 million tonnes.

Shipments of forest products and steel remained fairly steady but car shipments, another of the port's newly emergent niche cargoes, exceeded the previous year's results to reach 326,837 units. "We're on pace for another record year," said Ed Kargl, the Port Authority's Vice President of Business Development. Fraser River Port was recently ranked as the second largest auto port in North America by Automotive Logistics magazine.

### ● **Traffic Up at Saint John**

Total traffic at the Port of Saint John was 26,096,210 metric tonnes last year, a slight increase over 2002. However, Saint John Port Authority facilities showed an increase of 10% in marine traffic. Dry Bulk (potash, salt, fishmeal and sugar) showed a

13% increase overall with individual increases in each commodity.

Containers experienced a 20% increase, due largely to growth in business with Tropical Shipping. Maritime Metal Inc., which began operations at the Port of Saint John in 2003, is largely responsible for a 97% increase in non-forest products breakbulk, as well as a significant increase in man-hours for port labour. Forest products experienced a decrease of 7% in 2003. Within forest products, paperboard and newsprint were the two commodities hardest hit.

### ● **HarbourLynx Passenger Service Begins**

The HarbourLynx passenger only fast ferry had their inaugural run from Nanaimo to Vancouver in October. The ferry start up is great news for the Nanaimo Port Authority who had been working with a variety of interested parties over the past seven years to re-establish an operation similar to the one which ran in 1992. There were a number of proponents interested in this project, but after considering a number the Board of Directors awarded the operating rights to HarbourLynx in 2002.

### ● **Randle Reef Engineering Design Contract Awarded**

The Hamilton Port Authority, on behalf of its project partners Environment Canada and the Ontario Ministry of the Environment, is pleased to announce that it has awarded international engineering services firm AMEC E & C Services Limited the engineering design contract for

the Randle Reef Sediment Remediation Project.

AMEC is an Ontario based international engineering services firm. They will utilize the conceptual design recommended by the stakeholder consultation project advisory group (PAG) to develop the remedial design plan. PAG included representatives from the Bay Area Restoration Council, Cities of Hamilton and Burlington, Stelco Inc. and Local Union 1005, the Hamilton Conservation Authority, Hamilton Port Authority, Environment Canada, Ontario Ministry of the Environment, environmental groups, and community associations.

The engineering design study will provide details on the environmental dredging, containment facility, environmental monitoring, costing and scheduling. The engineering design study is expected to be complete in the summer 2004. Project construction could then commence after it is approved through the federal environmental assessment process and is fully funded.

"This work is a critical component that will advance the further remediation of Hamilton Harbour", said Hamilton Port Authority Chairman, Fred Eisenberger. "It is fantastic that the port authority is working alongside other key partners in the Harbour community to move this most important project along."

AMEC Project Manager Craig McDonald commented, "AMEC is very pleased to be able to assist in this very important remediation

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project. We have put together an expert team from our Oakville, Hamilton and Mississauga offices to best address our client's needs and those of the community regarding this issue."

The successful remediation of these contaminated sediments will be a significant step toward the ultimate delisting of Hamilton Harbour as an Area of Concern under the Great Lakes Water Quality Agreement (GLWQA).

### ● **CN Invests \$24 Million in Track Improvements**

CN is investing \$24.2 million in its Halifax-Montreal main line to improve the flow of intermodal passenger and general freight traffic. The railway's siding extensions program, one of the key initiatives of the \$24.2 million investment, will benefit VIA Rail Canada Inc. and shippers using the Port of Halifax by improving transit times and on-time train performance. Of the \$24.2 million, \$9.2 million is to extend four key sidings, while \$15 million is being invested in tracks, bridges, signals and communications. CN is also investing an additional \$4.5 million in the reconstruction of the wharf area of the auto compound in Halifax.

### ● **Ferry project should be making waves But Canadian side is dragging its heels in the water**

*(Excerpted from the National Post, September 25, 2003)*

Ontario's trading and tourism relationship with the United States far outstrips Japan or Europe's and yet the crowded border bottlenecks have not been improved. In 1993, 750,000 trucks travelled across the

world's busiest border. This year, 1.75 million trucks will cross and by 2008 the total will be 2.5 million.

Trade-related congestion has never been addressed, but finally a group in Rochester, N.Y., calling itself Canadian American Transportation Systems LLC (CATS) has made an important start. CATS has begun construction of a US\$20-million ferry terminal in downtown Rochester on Lake Ontario and is investing tens of millions more in providing a ferry service to Toronto.

The gigantic vessel will hold up to 800 passengers, 200 cars and 10 trucks. Plans are to run six, two-hour crossings a day, year-round, at a cost of US\$28 per person or US\$40 per car plus a discounted rate for passengers.

Market estimates are that the ferry will carry one million passengers a year. And once the infrastructure and services are put in place by governments, this system could eventually lead to the deployment of more ferries to haul containers full of auto parts, cars, electronics, foodstuffs and other commodities and goods.

The scheme is the brainchild of a group of Rochester individuals led by former Wall Streeter Dominick DeLucia. Unfortunately, the Canadian counterpart -- the harbour and government officials -- have been slower on the uptake. Like everything in this country, progress is bogged down by too many levels of government.

"We're going to be ready by May and it's a concern to us that the Canadian side won't be ready by then," said Mr. DeLucia. "This is a project that has been talked about for 25 years, but the problem was who would pay for it. It's being built

with 70% private money. The company is owned by individuals, including myself, employees and various companies such as the ferry builder, Astral Ships Ltd. of Perth Australia, DaimlerChrysler, ABN Amro and Lehman Brothers."

Meanwhile, on the Canadian side, things are in the hands of the public sector. The proposed location of the terminal is on Toronto Port Authority lands and the authority is issuing an RFP, or request for proposal, on Oct. 6. Plans are to build a \$8-million to \$10-million terminal to house marina and customs facilities in addition to possible retail or other outlets. Toronto city council has given the project its blessing but the joint federal-provincial-municipal Toronto Waterfront Revitalization Authority, with \$1.5-billion in funds, is still considering whether to support the terminal scheme financially.

Clearly, this ferry service is an idea whose time has come. There will be huge benefits on both sides of the border on a number of levels. For instance, the ferry will cut travel time in half between the two cities, opening up tourism in both directions. Some 1,300 new jobs could result in both cities, according to CATS market research.

There's another potential benefit for Canadians. "It costs about \$800 to fly to New York from Toronto," said Mr. DeLucia. "Now people will be able to hop the ferry to Rochester, pass through customs and grab a regional airline flight to the Big Apple out of Rochester for only US\$50 or take flights to other American cities."

For Americans the ferry will provide greater access to the most important entertainment capital in

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the region. "There are nine million people living around this lake and Toronto will benefit the most because it has NHL, NBA and major league baseball plus top-notch theatres, restaurants and festivals that people in the region will travel to attend," he said. Other draws include Canada's same-sex marriages and relaxed rules regarding marijuana use.

The ferry is in Britain preparing to cross the Atlantic. It is lavishly appointed, with restaurants, theatres and Internet cafés. For Rochester, this ferry enterprise is big headlines and big business. It has been endorsed and financially supported by New York Governor George Pataki, the feds through Sen. Hillary Clinton and the city's politicians and business community.

If the terminals are built successfully and the service launches without a hitch, Mr. DeLucia hinted that CATS

may eventually become an initial public offering. Whatever happens, both countries need this watery, new "highway" as much as they need to keep trading with one another.

It's a win-win.

### ● **Saint John Port Authority Welcomes CCRA's Technology**

In the Fall the Minister of National Revenue unveiled in Saint John one of the new mobile Vehicle and Cargo Inspection Systems (VACIS) purchased by the Canada Customs and Revenue Agency (CCRA) to enhance shipping container security.

The mobile VACIS is a truck-mounted gamma-ray mobile scanning system which captures an image of the contents of a marine container, rail car or truck, similar to

many ways to an X-ray. This state-of-the-art technology will further assist customs officers to examine densely loaded containers to detect suspected contraband, weapons, and other potentially dangerous goods.

The CCRA has purchased 11 mobile VACIS units which will be installed at strategic ports of entry across Canada. Each unit costs approximately \$2 million CDN. "This new technology is safe, secure, fast, and reliable," said Minister Caplan. "The mobile VACIS™ unit is part of the CCRA's overall strategy to stop dangerous goods from entering Canada." Over the past several years, the CCRA has invested approximately \$45 million in contraband detection technology. This equipment is currently being delivered to customs ports across Canada.

## KEY ISSUE FOCUS

### **Security: Deadline Looms**

The deadline is fast-approaching for the implementation of new IMO standards for maritime security, now commonly known as the ISPS Code for International Ship and Port-Facility Security Code. In late 2002, representatives from the ACPAs Operations Committee attended IMO meetings in London, England where the IMO ratified amendments to SOLAS at the conference of Contracting Governments to SOLAS convention, creating the ISPS Code. As the contracting government, Transport Canada signed the agreement for new security standards and since

then have initiated a process to ensure that the requirements of the Code are implemented by the deadline of July 2004.

To this end port facility operators and CPAs came together in working groups to have direct input into drafting security regulations. These regulations were made public at the end of November 2003 and final cross-country consultations on the proposed regulations concluded in Ottawa on January 16. The goal is to now publish the new regulations in the Canada Gazette after which stakeholders will only have 30 days to provide comment. While this process is unfolding 'port facility

operators' have been busily conducting 'threat assessments' and 'port security plans' which must be submitted to Transport Canada who will then issue a 'certificate of security compliance.'

The ISPS Code designated 'port facility operators' as the entities that must comply with the new regulations and they would be the recipients of the eventual 'certificates of compliance.' Canada Port Authorities (CPA) were not identified in the ISPS Code, thus creating a unique role for ports in the ongoing development and eventual implementation of the ISPS Code for port-facility operators.

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As a result, the Chair of the ACPA Board wrote the Minister of Transport outlining key concerns related to security as it relates to CPAs, namely, the need for clarification in the regulations on the following: 1) responsibility for overall port security on CPA managed property including federal lands; 2) the enforcement regime related to the implementation of the ISPS code; 3) liability related to the implementation of Transport Canada regulations; 4) responsibility for waterside

security; and 5) funding for the effective implementation of the contracting government's commitment to the IMO. While much good work has been done and CPAs continue to work with port facility operators to ensure that new ISPS standards are fully met, these issues, admittedly, have not been fully addressed and continue to require clarification in the proposed regulations.

## ASSOCIATE MEMBER PROFILE

### *TSI Terminals*

Over the past 25 years, TSI management have participated in the design, construction and operation of three state-of-the-art container terminals. As a result, TSI has gained considerable knowledge and experience.

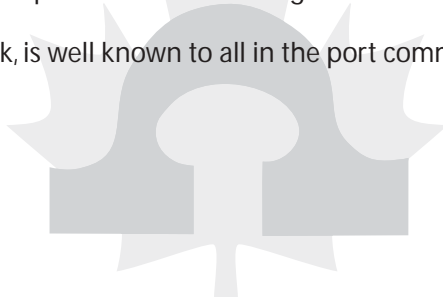
As an example of its extensive operations at the Vancouver Port Authority, Deltaport represents significant technological advances in the art of container handling. The size of this facility demands innovation in the ability to shuttle up to three containers at a time. TSI employs a multi-trailer system allowing one tractor to pull a three container train between gantries, storage and intermodal yards. TSI operates Vanterm, which is located in the inner harbour of the Port of Vancouver, under a long-term lease agreement with the Vancouver Port Authority. Some of the unique characteristics of TSI include the following:

- 76 acre site
- 5 gantry cranes
- 2 container berths
- 12 Rubber Tired Gantries (RTGs)
- 8 toplifts
- 8 side handlers (racks)
- 29 yard tractors
- 35 yard chassis
- Extensive mobile equipment: forklifts, pulp chassis, Mafis, etc.
- Storage for 7,000 full TEUs



TSI's corporate structure is geared to address the demands of an increasingly specialized and highly competitive worldwide shipping industry. To that end TSI created four specialized service areas within the company: Container Division; Cruise Ship Division; EDI Consulting; and Terminal Consulting. The Terminal Consulting Group makes this expertise available to other private and public concerns throughout the maritime industry.

TSI's President and CEO, Norman Stark, is well known to all in the port community as the past President and CEO of the Vancouver Port Authority.





## RO/RO: APPOINTMENTS

**Thunder Bay:** Douglas Vanderwey of Thunder Bay, Ontario, was recently appointed to the board of directors of the Thunder Bay Port Authority. Mr. Vanderwey, a chartered accountant, holds an honours bachelor of commerce degree from Lakehead University in Thunder Bay. He is an office managing partner for Ernst & Young and has previously worked as a client service partner for Ernst & Young/KPMG, and a manager for KPMG and Dunwoody and Company. Mr. Vanderwey has served on several boards, including the Northwestern Ontario Chartered Accountants Association.

**Nanaimo Port Authority:** Martyn J. Green of Nanoose Bay, B.C., was appointed to the board of directors of the Nanaimo Port Authority. Mr. Green, who attended the London Polytechnic and London University, most recently served as president and general manager of Burrard Clean Operations, an industry oil spill response cooperative. He has conducted many oil spill response training sessions on a variety of subjects in Canada, the United States and in Vietnam. In 1972, he joined the British Columbia Petroleum Association, a petroleum industry trade organization, and created a spill response network. Prior to 1972, Mr. Green served as a senior marketing manager with a major international petroleum corporation. He is currently the president of the Vancouver Maritime Museum and serves on both the boards of directors of the Western Marine Community and the Pitch-in British Columbia Waste Management Society.

**Saint John Port Authority:** Peter T. Zed, Q.C., of Saint John, New Brunswick was appointed to the board of directors as a user representative at the end of the summer. Mr. Zed graduated from the combined program of the Faculty of Graduate Studies and the Law School at Dalhousie University, receiving a degree in law and a Masters of Business Administration in 1980. He is a member of the Canadian Bar Association, joining both the National and New Brunswick Branches. He is also a member of the Law Society of New Brunswick, an author and editor of the Bar Admissions Course materials on Trust Accounts, and served as the chair of the Personal Property Securities Act Implementation Committee. He has served in many capacities on the Law Society of New Brunswick, the Federation of Law Societies of Canada and the Canadian Bar Association, and he was awarded the Queen's Counsel designation in 1997. Mr. Zed volunteers with the United Way of Greater Saint John.

**Port Alberni Port Authority:** Jim Creighton of Port Alberni, B.C., was appointed to the board of directors of the Port Alberni Port Authority. Jim Creighton is area manager of Budget Car and Truck Rentals, where he oversees franchise offices in Parksville, Port Alberni and Tofino. He previously served in the Canadian Navy as a marine engineering mechanic, worked as an industrial millwright and worked in customer service. Mr. Creighton is president of the Alberni Chamber of Commerce and director of the 2004 B.C. Winter Games Society.

**Prince Rupert Port Authority:** Helen Christina Smith of Prince Rupert, B.C., was recently appointed to the board of directors of the Prince Rupert Port Authority as a federal representative. Ms. Smith currently serves as the director of S & C Management Ltd. and of the Crest Hotel Limited, a full-service, four-star property. She has almost twenty years of experience in the hotel and hospitality industry. Ms. Smith attended Camosun College, Victoria, and completed various business courses. Since 2001 she has served as a director of the Prince Rupert & District Chamber of Commerce, and has served as chair on many committees. From 1998 to 1999, she was the social director of the Northern B.C. Winter Games.

**Quebec Port Authority** Michèle Thivierge of Sainte-Foy, Que., was appointed to the board of directors of the Quebec Port Authority. Ms. Thivierge is a senior associate with the law firm Brochet Dussault Lemieux Larochelle. She received a law degree from Université Laval. Ms. Thivierge has been a member of the Barreau du Québec since 1985, and is currently Membre du Conseil général du Barreau du Québec.

**Great Lakes Pilotage Authority:** John Joseph Campbell of Saint-Anicet, Quebec, was recently appointed to the board of directors of the Great Lakes Pilotage Authority. Mr. Campbell currently works in business and community administration in the private sector and previously spent 13 years as an estate planner for London Life Insurance Co. He has managerial

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experience with the McCallum Brothers - a manufacturing company - and worked for Bell Canada for five years as a sales representative. He served as Member of Parliament for Lasalle from 1972 to 1984 during which time he served as Chair, Standing Committee on Transportation. Mr. Campbell was also an elected member of the Lasalle City Council from 1967 to 1973 and served as chairman of the parks and recreation committee and drug and rehabilitation committee. He has also served as governor of the Lasalle General Hospital and director of the Lasalle Public Library

**North Fraser River Port Authority:** Art Cowie of Vancouver, B.C., was appointed to the board of directors of the North Fraser Port Authority. Mr. Cowie currently serves as vice-chair and president of Sungold Entertainment Corporation, and as president of Eikos Planning Incorporated. He holds a bachelor of science degree in forestry from the University of New Brunswick, a certificate of landscape architecture from University College London, England and a master of science, community and regional planning from the University of British Columbia. He

has worked in the United Kingdom and in Australia on landscape projects. He has also served as chairman and commissioner of the Vancouver Board of Parks and Recreation, and as alderman of the city of Vancouver.

**Fraser River Port Authority:** At a meeting of the Board of Directors of the Fraser River Port Authority held on January 9, 2004, Mr. Kim Husband was elected Chair and at a subsequent Board meeting, held January 21, 2004 Ms. Juliana Yung was elected Vice-Chair. Mr. Husband, previously Vice Chair, has been with the Board since 2001. He is a retired Provincial Court judge who sat on the Bench from 1978 to 2001, prior to which he was a practicing lawyer in New Westminster. Ms. Yung has extensive experience in banking and financial administration at Senior Manager at the Gulf & Fraser Fisherman's Credit Union, where she has worked for over 20 years.

**Shipping Federation of Canada:** Michael Broad, a well-known and active member of the maritime community, has been appointed President of the Shipping Federation of Canada, effective January 1, 2004.

Mr. Broad was formerly President of B & K Shipping Agency Ltd., a maritime agency based in Montreal. He is extensively familiar with the Federation and the many issues with which it is involved, having served as a member of the Board of Directors since 1987 and as Chairman of the Board from 1997-98. He is the current President of Mariners House of Montreal and a Past President of the Grunt Club. Mr. Broad holds a Bachelor of Commerce from Loyola College and a Master of Business Administration from the University of Western Ontario.

**AAPA:** Allen Domaas, President and CEO of the Fraser River Port Authority was elected the Chair of the Canadian Delegation of the American Association of Port Authorities at this years AAPA Convention. Bill Mills, President and CEO of the Nanaimo Port Authority was elected director of the United States and Canada North Pacific Port Region of the AAPA. He was elected at the October 2003 AAPA Convention and will serve for a two year term. Gordon Houston, President and CEO of the Vancouver Port Authority also sits on the same regional committee.

## PORT PROFILE

### Halifax Port Authority

The Halifax Port Authority is Located on the Great Circle route at 44o38' N 63o33' W, the Port of Halifax, is the only port on the east coast of North America capable of handling fully laden post-Panamax vessels.

Our deep water, ice-free harbour and Great Circle route location have established Halifax's reputation as a world-class port and an effective gateway for all types of cargo. Halifax is an ideal choice as the first westbound and last eastbound North American port of call and a preferred East Coast connection to Europe,

the Mediterranean, the Middle East and Southeast Asia via the Suez Canal.

The Port of Halifax is also strategically positioned for service to inland centers. The Port has excellent truck, water and air connections and on-dock rail service. This unique location relative to inland industrial centers saves time for both importers and exporters. The Port has a strong and growing cruise business and continues to enjoy strong commercial activity with increasing levels of containerized business and a total annual economic impact on the provincial economy of almost \$700 million annually.



## CPA CHAIR PROFILE

### ***Mel Woodward***

Mr. Melvin Woodward, founder and CEO of the Woodward Group of companies, was born in Boat Harbour, Newfoundland. He founded Woodward's Oil Ltd. in 1960 and was appointed the Imperial Oil Ltd. agent for all fuel distribution and aircraft refueling in Labrador. Over the next four decades, Mr. Woodward built a number of enterprises encompassing fuel, trucking, stevedoring, transportation of petroleum and chemical products and automotive leasing and sales. Today, the Woodward Group employs over 400 people.

Mr. Woodward also has a distinguished career in public life and community service. Having served one term in the Provincial House of Assembly as Minister of Labrador Affairs and a further term in opposition (1971-76), he has also served on a number of Boards: Director, Bank of Canada, 1981-1987; Founding Member and President, the Labrador North Chamber of Commerce; President of the Liberal Association; Chairman of the Enterprise Development Board for Industry, Trade and Commerce; Member of the Board of Regents, Memorial University; and Chairman, St. John's Port Authority from October 1994 to April 2004. In 1996, Mr. Woodward was honoured with the Atlantic Entrepreneur of the Year Award – Master Entrepreneur Category. He was inducted into the Newfoundland and Labrador Business Hall of Fame in 2001 and was awarded an honorary Doctor of Laws degree from Memorial University of Newfoundland in 2003.

## INTERNATIONAL NEWS

### ***U. S. DEPARTMENT OF HOMELAND SECURITY Transportation Security Administration December 10, 2003***

As part of the Department's commitment to enhancing security at our nation's key ports and facilities, Secretary of Homeland Security Tom Ridge is pleased to announce \$179,025,900 million dollars in Port Security Grants. The Port Security Grant Program provides resources for security planning and projects to improve dockside and perimeter security which is vital to securing our critical national seaports. These new awards will contribute to important security upgrades like new patrol boats in the harbor, surveillance equipment and the construction of new command and control facilities.

"The Department of Homeland Security is committed to further securing our nation's highways, mass transit systems, railways, waterways and pipelines, each of which is critical to ensuring the freedom of mobility and economic growth," said Secretary Ridge. "These projects are critical to the mission of securing our ports."

The Transportation Security Administration, the United States Coast Guard and the Department of Transportation's Maritime Administration evaluated the

Port Security Grant Applications and selected the grant award recipients. The latest round of grants has been awarded to 442 projects in 326 locations to 235 applicant organizations from across the nation. "The Department is committed to improving security at our maritime facilities, and we know that our ports are not secured from Washington. The relationship between the government and the private companies that run these facilities is a crucial one that we are committed to strengthening to protect our nation's ports," said Under Secretary for Border and Transportation Security Asa Hutchinson.

In addition to these awards totaling \$179 million, the Department of Homeland Security also awarded \$170 million from the FY'03 budget from the Port Security Grant Program in June and \$75 million in port security grants for specific projects from the FY '03 Supplemental Budget from the Office for Domestic Preparedness in May 2003.

### ***Sample of Grants from a long list:***

- Alabama State Port Authority, \$580,000 for physical enhancements;
- Los Angeles Harbour Department, \$3 million for surveillance;
- Shell Oil Products US, \$900,000 for surveillance and access controls;

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- Port of Oakland, \$250,000 for surveillance;
- SSA Terminals in Oakland, \$300,000 for \$150,000 for surveillance;
- SSA Terminals in San Pedro, \$700,000 for surveillance and access controls;
- Port of Stockton, CA, \$1.176 million for access controls;
- Westway Terminals, Jacksonville, FL, \$200,000 for access controls.

facilities to conduct vulnerability assessments, develop security plans and implement enhanced security measures.

Enhancing seaport security is a top priority for U.S. ports today. Public port agencies have invested millions of dollars to increase security and are committed to working closely with the Department of Homeland Security (DHS) which takes the lead on maritime security. These new regulations mark the first step toward implementation of the Maritime Transportation Security Act (MTSA) – landmark legislation enacted into law in 2002 aimed at fighting terrorism at our international sea borders. The next steps are further enhancing the cooperation and coordination and the funding to meet the law's intent. According to the USCG, implementing these regulations will

cost \$1.125 billion in the first year and \$5.45 billion over ten years.

The MTSA also calls for a grant program to help implement this heightened security. While Congress has appropriated \$513.2 million since September 11, 2001, for port security grants, to continue to make progress, sustained funds are needed. For FY'05 AAPA urges a federal funding level of \$400 million for the Transportation Security Administration's port security grant program to cost-share with local port authorities and facility operators to make the enhancements required under these new regulations.

The regulations are a culmination of several years of hard work and collaboration with the port industry on the best way to secure ports while keeping cargo flowing efficiently.

### **AAPA Presses for More Funding**

In late October of 2003 the American Association of Port Authorities commends Homeland Security Secretary Tom Ridge and the U.S. Coast Guard (USCG) on the release of regulations to secure America's ports from terrorist acts. These final regulations call for port

## **CAPITAL BRIEFING**

### **Regime Change**

On December 12 Canada got a new Prime Minister, a new Cabinet and a new direction. There were sweeping changes to the Cabinet with 75 percent new faces in the Cabinet. Parliamentary Secretaries were given new powers by being named as Privy Councillors, the designation that has up until now been reserved for Ministers. They will be permitted to attend Cabinet meetings when the subject matter dictates that they be at the table. There was also the reintroduction of the powerful Priorities and Planning Committee of Cabinet which has in the past been referred to euphemistically as the 'inner cabinet'. These 17 Ministers will likely be the ones deciding on the larger public policy directions of the day.



### **Key Ministers for Port Community**

Obviously, the new Minister of Transport will be important for the ports agenda. Tony Valeri has been a long-standing supporter of the Prime Minister and has now collected on that loyalty. He has been a member of the Transport Standing Committee in the past and is familiar with some of the primary issues in the sector. The Parliamentary Secretary is Jim Karygiannis, an MP who was first elected in 1988 in Scarborough.

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Anne McLellan is the new Deputy Prime Minister and Minister responsible for Public Safety and Emergency Preparedness. This is, in effect, Canada's answer to the Department of Homeland Security in the U.S. It is not yet certain what this will mean for CPAs, but it does point to more coordination and clarity on the security file. The situation will be closely monitored in the weeks ahead. She was an early supporter of the PM and is by far the most powerful in the new Cabinet.

Jim Peterson is the Minister of International Trade and has been a long-time supporter of the PM dating back to the time when they were classmates in University. He is also the brother of the former Premier of Ontario, David Peterson. He will have the ear of the PM.

Ralph Goodale is the new Minister of Finance and a long-time supporter of the PM. Finance is a key portfolio, but many observers expect the department to be run by the PM himself given his intimate knowledge gained in his 9-year tenure in that department.

David Anderson is still the Minister of the Environment, which may not be good news for the lifting of the ban for natural gas exploration on the northwest coast of BC. He is also the big proponent of the Green Ship Award. We will have to monitor this one closely as well.

Ray Pagtakhan is the Minister for Western Economic Diversification, which could be of some import for CPAs on the West Coast, who may wish to work with municipalities in various projects. It has worked well for some in the past.

Stan Keyes is the Minister of National Revenue who was a past Chair of the Standing Committee of Transport and most conversant with the key issues of the maritime sector. It will be helpful to have his views at the Cabinet table on issues of import to the port community.

Reginald Alcock is the President of the Treasury Board and could be most helpful on key issues related to the changes sought by CPAs under the Canada Marine Act Review.

Andy Scott is the Minister of State (Infrastructure) and clearly is an important Minister for CPAs as we continue

to investigate ways and means of ensuring that there is a specific infrastructure program for ports in future. He worked for Paul Martin when he ran for the leadership the first time around and stayed loyal for many years.

Gar Knutson, Minister of State (New and Emerging Markets). As some CPAs look overseas to develop new markets, this Minister and his team could bring something to the table in these marketing efforts.

Albina Guarnieri, Associate Minister of National Defence (Civil Preparedness). It is not yet clear how this function will interface with the new entity under Anne McLellan.

Joe McGuire, Minister for the Atlantic Canada Opportunities Agency could be of assistance for Atlantic ports seeking funding. Some have taken advantage of this in the past.

### **Parliamentary Secretaries**

The new and improved Parliamentary Secretaries may be important to the CPA agenda. John Godfrey is Parliamentary Secretary to the Prime Minister with special emphasis on cities. CPAs work closely with the municipalities in which they operate and can use this forum to advance their respective agendas on key issues.

Of course all the Parliamentary Secretaries to the key Cabinet Ministers noted above might be of great assistance in advancing the agenda of the ACPA. All of these should be considered in future advocacy campaigns of the Association or CPAs generally.

### **Transport Canada Issues Tender Call for Evaluation of Ship Security Plans**

On January 15, Tony Valeri, Minister of Transport, announced a call for tender for contractors to review vessel security assessments and plans for large Canadian flagged vessels that navigate international waters, and the ports that serve them. Transport Canada is implementing International Maritime Organization (IMO) requirements concerning security plans for commercial vessels that operate internationally, as well as for the ports they visit. The IMO, through its International Ship and Port Facility Security Code (ISPS), imposes a number of security

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requirements on maritime operators, including a requirement that all vessels of more than 500 gross registered tons that operate internationally and their ports of call have security plans in place by July 1, 2004.

Transport Canada continues to develop Canadian marine security regulations in order to implement all requirements of the ISPS Code. Transport Canada has already engaged in extensive consultations with stakeholders across the country. These consultations will enable Transport Canada to create the best possible standards to meet, or exceed, IMO requirements and also facilitate transborder trade by harmonizing standards with the United States.

### **Transport Minister Announces Canada-U.S. Memorandum of Cooperation on Shortsea Shipping Expanded to Include Mexico**

In October Transport Minister David Collenette announced that the memorandum of cooperation on shortsea shipping, signed in July 2003 between Transport Canada and the United States Department of Transportation, has been expanded to include the Communications and Transportation Department of Mexico.

The three countries will share information with the goal of enhancing the use of marine transportation. The trilateral memorandum of cooperation was signed by senior officials from the three countries at the 2nd Annual Marine Transportation System Short Sea Shipping Conference in Sarasota, Florida.

"The expansion of this memorandum of cooperation to include Mexico provides further opportunities to share important knowledge among Canada, the United States and Mexico," said Mr. Collenette. "This demonstrates Transport Canada's continuing commitment to working with foreign partners and stakeholders to enhance our marine transportation system and our North American trade corridors."

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. Encouraging shortsea shipping will help to ease surface freight transportation congestion and improve air quality.

The memorandum will facilitate increased transportation productivity and energy efficiency by applying advanced ideas and concepts to shortsea shipping. It calls upon the transportation departments of the three countries to:

- collaborate and cooperate in sharing knowledge and information on shortsea shipping technology in all appropriate situations;
- support research and development efforts of mutual benefit through the exchange of information and experience;
- communicate policy decisions, directives, and changes that may affect each country whenever possible; and
- aid in efforts to promote shortsea shipping when opportunities arise.

In *Straight Ahead*, Transport Canada's recently released vision for transportation in Canada, the department committed to explore opportunities to promote shortsea shipping. This shipping practice, in particular would help alleviate roadway congestion, facilitate trade, improve use of waterway capacity, promote modal integration, and cut greenhouse gas emissions.

### **Port State Control**

On December 2, 2003, Transport Minister David Collenette released Transport Canada's Marine Safety Port State Control 2002 Annual Report to update Canada's efforts to eradicate substandard shipping in Canadian waters. The report publishes inspection, deficiency and detention data for visiting vessels operating in Canadian waters in 2002.

"Canada plays a leading role in international efforts to bring vessels worldwide in line with international and Canadian standards and will continue enforcement action against operators who fall short of these requirements," said Mr. Collenette. "The commitment from participating countries to Port State Control initiatives is resulting in safer ships, cleaner seas and acceptable working and living conditions on board ships."

In 2002, 525, or approximately half, of the 1,159 vessels inspected in Canada under the Port State Control program had deficiencies. Of the 525 deficient ships, 476 had minor deficiencies, while 49 had deficiencies serious enough to

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warrant detention. This compares to 2001, when 1,197 ships were inspected, 634 were found to have defects, and 92 were detained.

Under Canada's Port State Control Inspection Program, Transport Canada inspectors board and inspect foreign ships at Canadian ports. The international Port State Control agreements to which Canada is signatory require Transport Canada to inspect 25 per cent of all visiting vessels. Transport Canada has, over the last few years, exceeded this target by five per cent. Under Port State Control, all vessels are inspected at least once every six months by marine authorities in participating Port State Control nations. Vessels that do not meet safety standards are detained until their deficiencies have been corrected.

### ***Intelligent Transportation***

Minister of Labour Claudette Bradshaw, MP (Moncton-Riverview-Dieppe), on behalf of Transport Minister David Collenette, announced more than \$25,000 in funding for a project under the seventh round of the [Moving On Sustainable Transportation \(MOST\)](#) program. This funding is part of a federal contribution of \$266,650 announced today for seven projects across Canada under the program. Since 1999, \$55,000 has been allocated for two projects under the MOST program in the Province of New Brunswick.

The Université de Moncton – faculté des sciences de l'éducation – Groupe de recherche Littoral et Vie will receive funding under the program.

Under the MOST program, interested parties are invited to

submit proposals which then undergo a comprehensive evaluation process by an independent advisory committee comprising members from industry, federal departments, non-governmental organizations and academia. Projects are eligible for a maximum of \$100,000 over two years and must receive at least 50 per cent of resources from sources other than the Government of Canada.

### ***Government of Canada to Fund Study to Identify Improvements to BC Rail Corridors***

In November Transport Minister David Collenette and Secretary of State Stephen Owen (Western Economic Diversification) (Indian Affairs and Northern Development), announced that the Government of Canada will provide \$190,000 to fund a study by the Greater Vancouver Gateway Council to identify potential improvements in three rail corridors in the lower mainland of British Columbia.

The Greater Vancouver Gateway Council (GVGC) is composed of senior executives from industry and government who work together to support Greater Vancouver as a gateway for North America. The GVGC is undertaking a feasibility study to determine what rail infrastructure or operating changes are required to improve the efficiency of three critical rail corridors in the lower mainland of British Columbia. The first corridor extends from the United States border to the port of Vancouver and includes the New Westminster Rail Bridge. The other two corridors are the Canadian Pacific Railway corridor that serves the port of Vancouver and the Delta Port

Subdivision owned by British Columbia Rail.

The study is expected to cost \$390,000 and take approximately nine months to complete. Transport Canada is contributing \$100,000 while Western Economic Diversification Canada is providing \$90,000. Public and private partners will fund the balance of the study, including: the Province of British Columbia; the City of Vancouver; the Greater Vancouver Transportation Authority; Borealis; the Vancouver Port Authority; the Fraser River Port Authority; Burlington Northern Santa Fe Railway; Canadian National; Canadian Pacific Railway; and Southern Railway of British Columbia.

### ***Appointments to the Transportation Appeal Tribunal of Canada***

There are four new members on the Transportation Appeal Tribunal of Canada. Randy Allen is a locomotive engineer, a seasoned negotiator and was secretary treasurer of the Brotherhood of Locomotive Engineers. He currently serves as a member on the Board of Advisors of Serence Inc, and is a senior advisor for Asatte Systems Inc. He has over 10 years of experience with CN Rail and Via Rail as a safety instructor, locomotive engineer and conductor.

Jean-Marc Lalonde is a former chairman of the Safety and Operations Management Committee of the Railway Association of Canada, a member of the American Association of Railway Superintendants, and a member of the National Rail Passenger Committee. With 32 years of hands-on rail experience, he rose from

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being a conductor to a chief of transportation.

William Nicholson is chief pilot at Potash Corporation of Saskatchewan. With 34 years of commercial flying and 18,700 hours of flying time, he has held positions in the aviation sector including line pilot, supervisor, manager and owner/operator. He currently mentors students enrolled in the Saskatchewan Institute of Applied Sciences and Technology Commercial Pilot Course, and is enrolled in the National Business Aircraft Association Certified Aviation Manager Program.

Boyd Touchie is a senior consultant with ADI Ltd. A former head of the Department of Civil Engineering Technology at the New Brunswick Community College in Moncton, he was also a lecturer in civil engineering at the Université de Moncton. He is a member and past-president of the Association of Professional Engineers and Geoscientists of New Brunswick, a past president of the Consulting Engineers of New Brunswick, and a former director of the Canadian Council of Professional Engineers.

Established in June 2003, the tribunal provides a recourse mechanism for the air and rail sectors regarding administrative decisions and enforcement actions taken under federal legislation.

### **Transport Canada Announces New Marine Security Requirements**

In October, Transport Minister David Collenette announced a new marine security-reporting requirement for a wide range of Canadian-flagged vessels and port

facilities. The Canadian requirement will complement new security rules announced today by the U.S. Coast Guard.

"Transport Canada and the U.S. Coast Guard are working closely together to coordinate and harmonize the marine security regimes of the two countries, so that Canadian-flagged ships that meet our security standards can enter U.S. harbours." With this announcement, operators of certain classes of vessels operating on international voyages or on the Great Lakes/St. Lawrence Seaway will be required to identify themselves to Transport Canada for marine security purposes. These include:

- cargo vessels of 100 gross tonnage or greater;
- towing vessels greater than eight metres in length engaged in towing certain classes of barge; and
- passenger vessels carrying more than 12 passengers.

Port facilities that serve SOLAS-class vessels must also meet this requirement. SOLAS refers to the International Convention for the Safety of Life at Sea of the International Marine Organization and applies to vessels of 500 gross tonnage or more that operate internationally.

This approach builds on Transport Canada's commitment to implement new marine security regulations for vessels and port facilities by July 1, 2004, as required by the International Ship and Port Facility Security (ISPS) Code.

### **From BC's Capital**

Government is introducing a property tax relief initiative for Lower Mainland port operators, Finance Minister Gary Collins and Competition, Science and Enterprise Minister Rick Thorpe announced today. This more competitive tax strategy was developed after months of extensive consultations with the ports industry and affected local governments.

"For years, Greater Vancouver port terminal operators - tenants of port properties - have been concerned about escalating municipal property taxes, which have discouraged new investment and hampered their ability to compete," said Minister Collins. "Our initiative works to restore a competitive investment climate for B.C. ports while at the same time protecting local governments from decreased tax revenue through compensation."

"Ports are a vital link to British Columbia's economy, accounting for billions in cargo moved in and out of the province and tens of thousands of jobs across the country," said Thorpe. "It's critical that we act now to ensure ports are competitive, or risk missing out on large scale investments in critical transportation infrastructure."

Currently, property taxes for lower mainland ports are substantially higher than those paid by west coast U.S. ports. For example, according to a report commissioned by the Greater Vancouver Regional District entitled Competitive Factors Influencing Greater Vancouver Ports, occupiers of port district property in Washington pay a state legislated fixed rate, which is



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approximately one-quarter of the property tax rate of most Lower Mainland municipalities.

The current provincial initiative applies to 15 terminals in the Lower Mainland and includes:

- Σ capping the property tax rates that port terminal operators pay on existing ports facilities for five years with the aim of helping to level the playing field with competing ports south of the border
- Σ introducing a 10 year tax rate cap on new investment in ports facilities to encourage infrastructure growth
- Σ exempting berth corridors from property taxes to restore their traditional tax exempt status

Government will compensate local governments for lost municipal revenue due to the property tax rate cap on existing facilities. In 2007 the province will enter into consultations with the affected municipalities and ports operators to assess whether the program is achieving its objectives.

"We've repeatedly approached local governments and previous provincial administrations about doing something to encourage competitiveness for British Columbia's ports," said B.C. Wharf Operators' Association president Brad Eshleman. "This is the first time tangible steps have been taken to ensure that port facilities - like the one we operate - have the environment they need to grow and invest in British Columbia."

### User Fees

The Honourable Lucienne Robillard, President of the Treasury Board and Member of Parliament for Westmount - Ville-Marie, recently announced a revised policy on external charging, which requires

greater accountability, transparency and stakeholder consultation in the development and management of user charges. "Today, I am delivering on a promise made in the last budget to improve the management of user charging. This revised policy is a significant step forward as it will enhance transparency and accountability," Minister Robillard said.

The External Charging Policy is the product of consultations by the Treasury Board Secretariat with external stakeholders, departments and agencies, and Members of Parliament. The policy, which replaces the 1997 Cost Recovery and Charging Policy, retains and enhances the fundamental principles of equity, accountability and communication. Underscoring the importance of parliamentary oversight and ministerial accountability, it also increases emphasis on open, transparent and on-going stakeholder consultation, comprehensive monitoring and reporting.

The new policy compares favourably with other provincial and national jurisdictions in terms of the information provided on user charges and the requirements that must be met when instituting charging. These changes, which take into account many of the suggestions heard in Canada-wide consultations, will make the policy even better.

The revised policy outlines the conditions under which external charging is appropriate as well as the requirements for establishing, amending and managing external charges. It applies immediately to departments and agencies introducing new fees or amending existing ones. The policy aims to ensure that external charging is

managed in a fair and equitable manner, based on an appropriate and balanced understanding of stakeholders' interests.

### Great Lakes Sustainability Fund Support

The Honourable David Anderson, Minister of the Environment, recently announced funding of \$1.9 million from the Great Lakes Sustainability Fund to support 40 restoration projects in the Great Lakes Basin. The fund supports projects that improve the ecosystem health of Areas of Concern, around the Great Lakes that have been identified as being environmentally degraded and that require work to restore their ecosystem pursuant to the Canada-US Great Lakes Water Quality Agreement.

Great Lakes Sustainability Fund projects, involving partnership with local government and community groups, focus on a range of restoration activities, including restoration of habitat for fish and wildlife, improved practices in the treatment of wastewater by products, and preventing agricultural run-off from flowing into waterways that empty into the Great Lakes.

The funding is part of the Government of Canada's Great Lakes Sustainability Fund, first announced by Minister Anderson in July 2000. Through the fund, the Government of Canada is investing \$30 million over five years to help restore the remaining Canadian Areas of Concern. This funding is an important component of the Government of Canada's Great Lakes Basin 2020 Action Plan.

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### **BIG BAY PUBLIC PORT FACILITY OFFICIALLY TRANSFERRED TO LOCAL INTERESTS**

Natural Resources Minister Herb Dhaliwal and MP (Vancouver South-Burnaby), on behalf of Transport Minister David Collenette, recently announced the official transfer of the Big Bay public port facility, on Stuart Island, to the Asman Bay Dock Society. The transfer agreement includes a contribution of \$525,000 from Transport Canada's Port Divestiture Fund.

The Big Bay facility includes a seaplane float, four floats, a gangway, a shed and a breakwater. The \$525,000 federal contribution announced today is to offset initial operating costs, such as repairs and ongoing maintenance, for the port facility. Since 1997, the federal government has transferred over 60 regional port facilities into local hands in British Columbia, under the National Marine Policy.

## **OTTAWA PROFILE**

### **Hon. Tony Valeri, PC, MP**

Minister of Transport  
Riding: Stoney Creek (Ontario)

Tony Valeri was elected to the House of Commons in the general elections of 1993, 1997 and 2000 and represents the riding of Stoney Creek, Ontario. He was appointed Minister of Transport on December 12, 2003. Minister Valeri is a member of the following cabinet committees: Operations; Priorities and Planning; Domestic Affairs; Canada-U.S; Security, Public Health and Emergencies; and Expenditure Review.

Prior to his appointment as Minister of Transport, Minister Valeri was an active member of the House of Commons. He was appointed Parliamentary Secretary to the Minister of Finance in July 1997 and completed his term in September 1999. He also served on the standing committees of Finance, Liaison, Industry, Environment and Sustainable Development, and as chair of Government Operations.

Before entering federal politics, Minister Valeri was president of Canadian Financial Group Ltd. In 1976, he earned a Bachelor of Arts (Economics) degree from McMaster University.

Minister Valeri was born in Hamilton in 1957 and lives with his wife Terri and their two children in Stoney Creek, Ontario.

### **Oil Spill Task Force**

The Pacific States/British Columbia  
Oil Spill Task Force  
Is Pleased to Announce  
The grand opening of its new website.

## **ACPA BOARD OF DIRECTORS 2003-2004**

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Atlantic Pilotage Authority



## UPCOMING EVENTS

**February 23-24, 2004** Port/Government Interface  
Hilton Lac Leamy, Hull, Quebec

**May 31 and June 1** Saint John Port Days  
Saint John, New Brunswick.

**June 26-28, 2004** Hamilton Port Days  
Hamilton, Ontario

**July 29 & 30, 2004** Halifax Port Days  
Halifax, Nova Scotia

Tall Ships 2004 will arrive in Halifax Harbour on July 29<sup>th</sup> with the Parade of Sail scheduled for August 2nd. With up to 40 ships expected, Halifax is the only Canadian Port to host Tall Ships 2004.

## FUTURE ACPA BOARD MEETINGS

- Hull, Quebec, February 23, 2004, Hilton Lac Leamy.
- St. John's, Nfld., June 3, 2004, from 9:00 am. – Noon, St. John's Port Authority, 1 Water Street, St. John's.
- St. John's, Newfoundland, July 31, St. John's, Nfld. from 1:00 p.m. to 4:00 p.m. at the Fairmont Newfoundland Hotel.

## FUTURE ANNUAL MEETINGS/CONFERENCE

**July 30-August 4, 2004** The 46<sup>th</sup> Annual Meeting/Conference of the Association will be held July 30-August 4, in St. John's, Newfoundland, Fairmont Newfoundland Hotel.

**2005** The Vancouver Port Authority will host the 47<sup>th</sup> Annual Meeting/Conference of the Association.

**2006** The Oshawa Harbour Commission will host the 48<sup>th</sup> Annual Meeting/Conference of the Association.

## Future ACPA Conventions

**2004** Long Beach, California

**2005** Tampa, Florida

**2006** New Orleans, Louisiana

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**Published by:**  
Association of Canadian  
Port Authorities

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Traduction Myriade inc.

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**Desktop and  
Printing by:**  
Cindy Xin Li,  
Elm Printing Inc.

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