

Schedule 2 to the Minutes of the
General Purposes Committee
meeting of Richmond City
Council held on Monday,
November 19, 2018.

General purposes committee

Nov 19,2018

Transport Canada: Port Authority Review

Referral : Direct staff regarding the Submission to Transport Canada to highlight these

KEY POINTS :

- * Port of Vancouver mandate changed to Govern Western Canada to take pressure off Metro Vancouver lands and to share port activities with inland terminals and alternative ports
- * The City of Richmond stands firm in opposition to the Vancouver Airport Fuel Facilities Corporation (VAFFC) Jet Fuel project plan which includes a 100 million litre jet fuel tank farm on federal Port lands and the Marine terminal on the federally governed Fraser river.
- * The Port of Vancouver cannot purchase Agricultural lands as per the Agricultural Land Commission guidelines that restrict the use of the ALR land the agricultural purposes.
- * The Port of Vancouver should not be permitted to conduct environmental reviews for lands that they have an interest in or assign those reviews to BC Environmental Assessment office. (BCEAO).
- * Port of Vancouver operations must follow the same approval processes as all businesses who wish to operate in the City of Richmond.

Comments:

The language should be stronger with clear direction to staff for example that headings such as

" *recommendations*" be changed to

"*Critical Changes Necessary*"

" *Consider municipal priorities*" be changed to

" *obey City of Richmond bylaws* "

Carol Day



JOE PESCHISOLIDO

Member of Parliament
Steveston – Richmond East
Joe.Peschisolido@parl.gc.ca



November 19, 2018

Ports Modernization Review submission Western Canada Port Agency concept

Geographical Economics and Governance Structure

- Geographical approach encompassing all of Western Canada.
- Accordingly, calculations of port capacity are for Western Canada capacity or in that context.
- Structured as a single inclusive port agency—the Western Canada Port Agency, WCPA.
 - o Replaces the Vancouver Fraser Port Authority and Prince Rupert Port Authority.
 - o Is held accountable for excellent port service to its service area.
 - o Collaborates in a Western Canada strategy that utilizes marine and inland ports.
 - o Includes at least these principle associated ports within the area served:
 - Marine Port Alberni Port Authority and Nanaimo Port Authority.
 - Major inland ports in/near Ashcroft, Prince George, Edmonton (Port Alberta), Calgary, Regina (Global Transportation Hub) and Winnipeg (CentrePort Canada).
- Has authority to serve and direct Western Canada’s various marine/inland ports within a network in mutual value-enabling ways.
- Works closely with the entire transportation system of Western Canada and beyond.

Economic Management

- Facilitates efficient cost-effective movement of cargo via private-sector terminal operators.
- Operates on a financially self-sufficient basis.
- Enables optimal flow of goods to, from and through all parts of Western Canada.
- Focuses on optimal port service for Western Canada as the fundamental goal.
- Enables tenants to plan with sufficient lease security by extending and rolling over leases in a timely and responsible manner.

Fiscal and Financial Accountability

- WCPA should be in the business of enabling shipping and trade for the benefit of Canadians, not in the property development industry.
- WCPA should be accountable to the public and the Federal Government.
- WCPA should not be focused on building up real estate and assets with a high return for vested interests, as is currently the case with the Vancouver Fraser Port Authority.
- WCPA should not be buying up farmland, including land in the Agricultural Land Reserve, to lease to logistics and operations companies as a port business, as VFPA is doing.
 - o VFPA should not purchase any more lands for containers.
 - o VFPA should sell the Gilmore Farm in Richmond to farmers who will farm it.
 - o With WCPA, new container facilities would typically be located at Prince Rupert.
- WCPA should not act as proponent for projects, as VFPA is doing.
- As far as possible, private-sector terminal operators should be able to expand their terminals as they see fit (assuming environmental assessment, etc.).
- Instead of VFPA/WCPA, individuals/corporations should purchase land for developments.
- WCPA should maintain good working relationships with municipalities and stakeholders.
- VFPA/WCPA should cease Roberts Bank Terminal 2 (environmentally destructive).

Environmental Regulation and Approval Oversight Process

- Restore and further enhance the Fraser River Estuary Management Program (FREMP) and Burrard Inlet Environmental Action Program (BIEAP) to provide environmental management that is independent of VFPA/WCPA, with continuous improvement.
- FREMP and BIEAP:
 - o Intergovernmental program that coordinates environmental management review and interagency communications for projects and ongoing environmental improvement in Burrard Inlet and the Fraser River Estuary.
 - o Streamlines environmental reviews for projects that may impact the water or foreshore in the Lower Mainland, while maintaining quality.
 - o Takes a project application from the proponent and then contacts all the relevant agencies and consolidate their feedback into one coordinated response.
- Background: In 2012, the Port of Vancouver was granted the power to undertake kinds of environmental assessments and grant permits to port projects, environmental oversight and regulation roles that are viewed as “the fox in charge of the chickens.”
- Conflict of interest aspect: The Port simultaneously functions as a government agency, a self-policing regulator, a landlord to private sector tenants, and a competitor to private-sector interests through business development and land acquisition initiatives.
- In short: VFPA should be replaced in the environmental role by the restored and enhanced FREMP-BIEAP and in its port-service agency role by the Western Canada Port Agency.

Examples of possible Metro aims in Ports Modernization Review

1. To reform or replace the Vancouver Fraser Port Authority (VFPA).
2. To bring back the heeded voices of Metro Vancouver and its municipalities and communities in the port issues of the region.
3. For VFPA/successor to act collegially with its Metro Vancouver stakeholders (Metro and local governments and people).
4. For VFPA/successor to respect provincial and municipal zoning, e.g., with Agricultural land Reserve (ALR) land.
5. For VFPA/successor to proactively be commendable in its use of the natural legacies of the Fraser Estuary and Salish Sea.
6. For the Federal Government to restore and enhance FREMP and BIEAP so that they—NOT VFPA/successor—implement environmental standards in the Metro/Salish Sea area, including dredging.
7. For the Federal Government to NOT allow VFPA/successor to rule like an oligarchy with the federal crown powers.
8. For the Federal Government to make VFPA/successor accountable, including by transparency and more Metro influence on the board.
9. For the Federal Government to direct VFPA/successor to aim for Western Canada port service, not self-growth.
10. To bring the Industrialization of the Fraser into balance, in contrast to the continuous and unsustainable ecological decline.
11. To better enable the West Coast ports, BC and Western Canada to prosper economically, environmentally and holistically.
12. To replace VFPA and the Prince Rupert Port Authority with the Western Canada Port Authority—with aims like this list.