

MAY 27 2015

Office of the Chair  
Tel. 604 432.6215 Fax 604 451.6614

File: CR-12-01

The Honourable David L. Emerson P.C.  
Chair, *Canada Transportation Act* Review Panel  
350 Albert Street, Suite 330  
Ottawa, ON K1A 0N5

Dear Chair Emerson:

**Re: *Canada Transportation Act* Review and Port Governance**

At its May 15, 2015 regular meeting, the Greater Vancouver Regional District Board of Directors adopted the following resolution:

*That the GVRD Board ratify the Metro Vancouver submission to the Chair of the Canada Transportation Act Review Panel to reiterate Metro Vancouver's long-standing objections concerning the inadequate number of local government representatives on the Port Metro Vancouver Board, and the rule that prohibits the appointment of local elected officials as local representatives.*

The above-noted submission was sent on April 23, 2015 and is enclosed for reference.

Yours truly,



Greg Moore  
Chair, Metro Vancouver Board

GM/AN/dd

cc: Craig Neeser, Chair, Board of Directors, Port Metro Vancouver  
Robin Silvester, President and Chief Executive Officer, Port Metro Vancouver

Encl: Correspondence dated April 23, 2015 re: *Canada Transportation Act* and Port Governance



APR 23 2015

File: CR-07-04-TRA

The Honourable David L. Emerson, Chair  
*Canada Transportation Act Review Panel*  
secretariat@reviewcta-examenlrc.gc.ca

Dear Chair Emerson:

**Re: *Canada Transportation Act Review and Port Governance***

Please accept this submission by Metro Vancouver to the *Canada Transportation Act Review Panel*. The Panel, we understand, has been asked to examine a range of issues as part of the *Canada Transportation Act Review*, including models of governance for key federal operations, assets and agencies such as port authorities. Metro Vancouver's submission to the Review Panel focuses on the issue of governance. The submission, more specifically, reiterates Metro Vancouver's long-standing concerns with the governance structure of Port Metro Vancouver.

When Port Metro Vancouver's governance structure was being established in 2007 and 2008, Metro Vancouver raised strong objections with the federal Minister of Transport, Infrastructure and Communities concerning the inadequate number of local government representatives on the Port's Board, and the rule that prohibited the appointment of local elected officials. Metro Vancouver asked that the structure be amended to allow for additional local government appointees, and to eliminate the restriction on elected official participation. Metro Vancouver requested, in particular, that the federal government amend the legislation to state that "three locally elected officials, selected by the Minister from a list submitted by the Chair of Metro Vancouver, be appointed as voting members of the Vancouver Fraser Port Authority Board".

Metro Vancouver's objections raised in 2007 and 2008 were not addressed at the time. They remain valid today.

The inclusion of greater local representation on the Port Metro Vancouver Board, and of local elected officials as Board members, is appropriate given that sixteen of Metro Vancouver's member municipalities are port cities – a unique situation in Canadian centres with federal port authorities. Greater representation would allow, most importantly, for a balance of perspectives at the decision-making table. Under the current structure, local government and community interests are too easily eclipsed by national economic considerations, efforts to promote international trade, and the interests of industry. These considerations and interests are important, but should not be given disproportionate weight in decisions made on the expansion of port activities, on changes to the variety of commodities and products handled, on the acquisition and use of lands in the region, and on other Port matters. Decisions on these matters have implications for the region's quality of life, its growth management efforts, the safety of local communities and the natural environment across


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Metro Vancouver. Additional local government representation at the Board table, and the inclusion of local elected officials, would help to ensure that these implications received proper consideration.

Metro Vancouver urges the *Canada Transportation Act Review Panel* to recommend that the federal government change the governance structure of Port Metro Vancouver to allow for an increase in the number of local government representatives on Port Metro Vancouver's Board of Directors, and to allow for the appointment of local elected officials to those positions.

Please accept this submission in its draft form, as adopted by Metro Vancouver's Intergovernment and Finance Committee at its April 23, 2015 meeting. The submission will be considered and ratified by the Metro Vancouver Board at its next meeting on May 15, 2015. Confirmation of the Board's ratification will be sent to you after that meeting.

Sincerely,

A handwritten signature in black ink, appearing to read "Greg Moore". The signature is written over a faint horizontal line and a vertical line that intersect to form a crosshair.

Greg Moore  
Chair, Metro Vancouver Board

GM/AN/ar