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HOUSE OF COMMONS  
CHAMBRE DES COMMUNES  
CANADA

## Ports Modernization Review Submission

### Geographical Economics and Governance Structure

- Take a geographical approach encompassing all of Western Canada
- The capacity should be within their geographical footprint
- Structure: 1 Big Port Agency – Western Canada Port Agency
  - o Amalgamation of the Port of Vancouver with the Port of Prince Rupert
  - o Emphasizes the area which it serves
  - o Collaborate with Western Canada Strategy that utilizes Inland Ports
  - o 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)
- Authority to serve and direct the associated marine/inland ports within a network in mutual value-enabling ways
- Work closely with the transportation system

### Economic Management

- Facilitate efficient cost-effective movement of cargo through private sector terminal operators
- Need to be financially self-sufficient
- Enable optimal flow of goods to, from, and through all parts of Western Canada
- Focus on optimal port service for Western Canada
- Ought to be rolling over and extending the lease with tenants in a timely and responsible manner

## **Fiscal and Financial Accountability**

- Should be in the business of shipping and trade for the benefit of Canadians, not in the property development industry
- Need to be accountable to the public and Federal Government
- Right now, the Port of Vancouver is building up real estate and assets with a high return for vested interests
  - o Need to sell farm (e.g. Gilmore Farms) and industrial lands
- The Port of Vancouver is also buying up farmland including land in the agricultural land reserve to lease to logistics and operations companies for a profit
  - o Do not purchase any more lands for containers
  - o Future necessary containerization of Western Canada Port Authority ought to occur at the Port of Prince Rupert
- Port of Vancouver is acting as proponents for projects
- Private sector terminal operators should be able to expand the terminals as they see fit
- Individuals and corporations should be purchasing for developments
- Need to build a good working relationship with local municipalities and all stakeholders
- Port of Vancouver should cease and desist and abandon the creation of Roberts Bank Terminal 2

## **Environmental Regulation and Approval Oversight Process**

- Recreate Fraser River Estuary Management Program (FREMP) and Burrard Inlet Environmental Action Program (BIEAP) structure to manage the Fraser River and Burrard Inlet
- FREMP and BIEAP
  - o Intergovernmental program that coordinates environmental management review and interagency communications for projects and shoreline develops in the Burrard Inlet and the Fraser River estuary
  - o Streamline the environmental reviews for anyone working on a project that may impact the water or foreshore in the Lower Mainland
  - o BIEAP-FREMP takes a project application from the proponent and then contacts all the relevant agencies and consolidate their feedback into one coordinated response
- In 2012, the Port of Vancouver was granted the power to undertake the environmental assessments and grand permits to Port projects = environmental oversight and regulation
- Conflict of interest
  - o 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
- The Port of Vancouver should not be overseeing the regulatory portion