



October 15th, 2018

Minister March Garneau
House of Commons
Ottawa, Ontario
K1A 0A6

Attention: The Honourable Marc Garneau

Dear Mr. Garneau,

RE: North Coast Regional District Response to Transport Canada's Ports Modernization Review

Please be advised that this correspondence has also been submitted, via online platform, as part of the North Coast Regional District's (NCRD) submission to Transport Canada's Port Modernization Review consultation.

As you may be aware, the NCRD is an area approximately 19,000 km² on British Columbia's north coast. The area encompasses a mainland region, consisting of Prince Rupert, Port Edward and two electoral areas, as well as an island region, Haida Gwaii, consisting of the Villages of Masset, Queen Charlotte and Port Clements and two electoral areas. Included in the region are also four Tsimshian First Nation and two Haida First Nation reserves. Historically, local economies have been reliant on ocean-based industries such as fisheries, aquaculture, boatbuilding, shipbuilding, transportation and tourism.

In 1975, the federal government declared the Port of Prince Rupert a national harbour, followed by several years of construction of various facilities such as the Fairview Terminal and Ridley Terminals. In 1997, the Prince Rupert Port Authority (PRPA) was created as a governance body, and has overseen the Prince Rupert Port's transition from a regional resource port to the emerging North American trade gateway that it is today. To that end, the PRPA has responsibility for all federally owned waterfront properties in the Prince Rupert harbour which is now home to a total of eight PRPA port facilities.



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The Board of the NCRD wishes to take this opportunity, provided through the Ports Modernization Review, to iterate the need to ensure that all federal port structures recognize the existence and needs of traditional and historic small-midsize business tenants operating within federal port lands. For years, and to this day, these businesses have contributed to the local economy and should be respected as long-standing economic generators for the community.

The fishing, aquaculture, boat and ship building, tow boating, and forestry industries have existed in our ports for over a century. Yet today, businesses operating within those industries inside the jurisdiction of the PRPA find themselves struggling, often times failing, in part due to port restrictions too onerous for them to comply with.

Canada, and British Columbia in particular, needs to preserve and foster these culturally and economically important businesses as part of a vibrant, diverse working water front community.

The Board of the NCRD would appreciate a response to this correspondence with particulars on how Transport Canada intends to address these concerns through a review of federal port structures as we look forward to the future.

Should you have any questions or wish to speak with me directly, please do not hesitate to contact the office of the NCRD.

Best regards,

A handwritten signature in blue ink, appearing to read "B. Pages".

Barry Pages

Chair



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