

Sirs/Mesdames:

I have serious concerns about the Boundary Bay Port expansion plans and the inevitable damage to the Fraser River Estuary.

- The Vancouver Fraser Port Authority (VFPA) needs to be regulated and managed by the federal government as it currently operates without any credible accountability.
- The federally-appointed Board of Directors is chosen from business interests. There is effectively no representation of local, social, environmental or indigenous issues.
- The current mandate of the VFPA should be terminated as it has transformed port management into an unaccountable corporation working against the public interest.
- The VFPA is exempt from municipal taxes and income taxes and pays small stipends instead.
- The VFPA is unresponsive to community concerns and local governments have no say.
- Currently, without public input, millions of federal tax dollars are used to provide port infrastructure, some which creates traffic congestion and gridlock, as well as inappropriate use of public lands.
- The VFPA is lobbying hard to dredge and fill the Fraser River estuary for a new container terminal with 3 berths. The Project is not needed and will destroy internationally significant habitat for salmon, migratory birds and endangered orcas.
- The VFPA has a real estate division which is buying up Vancouver lands, including properties in the Agricultural Land Reserve. The port has the power to overrule local zoning and expropriate lands.
- With most of the port's wealth earned from the container business fees and leases, it is the reason the port lobbies hard to borrow more money to increase land holdings.
- As only 10 to 15% of VFPA containers are for the Vancouver area, the VFPA container business is unnecessarily causing traffic congestion in Vancouver and covering business properties with empty containers.

- About 25% of the containers are US bound which causes congestion in Vancouver ports and produces little economic benefit to Canadians.
- The VFPA is allowed to do its own environmental assessments and issues permits for Projects and then benefit from the Projects.
- The VFPA has no responsibility for shipping accidents and dangerous goods outside of port properties.
- Lip service is paid to public information and submissions. Plans and decisions are made behind closed doors and Projects are “done deals” before so-called public processes begin.

Please seriously consider these concerns in your future deliberations.

Sincerely,

Valerie Fuller
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