

AN AID TO WRITING LETTERS TO KEY DECISION MAKERS CONCERNING PORT METRO VANCOUVER'S PROPOSAL TO CONSTRUCT DELTAPORT TERMINAL 2

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- 1. BC Nature's letter dated November 26, 2012, to Port Metro Vancouver. (Separate PDF file) As of February 28, 2013, BC Nature had not received a response.**
- 2. Board of Directors of Port Metro Vancouver**

List of people to write letters to

- The Honourable Stephen Harper
Prime Minister of Canada
80 Wellington Street
Ottawa, ON K1A 0A2
E-mail: pm@pm.gc.ca
- The Honourable Denis Lebel
Minister of Transport
Government of Canada
330 Sparks Street
Ottawa, ON K1A 0N5
E-mail: mintc@tc.gc.ca
- The Honourable Peter Kent
Minister of the Environment
Government of Canada
Les Terrasses de la Chaudière
2800, 10 Wellington Street
Gatineau, QC K1A 0H3
E-mail: Minister@ec.gc.ca
- The Honourable Christie Clark, Premier
Government of British Columbia
PO BOX 9041 Stn Prov Govt
Victoria BC V8W 9E1
E-mail: premier@gov.bc.ca
- The Honourable Terry Lake,
Minister of Environment
Government of British Columbia
PO Box 9063, Stn Prov Govt
Victoria BC V8W 9E2
E-mail: ENV.minister@gov.bc.ca
- The Honourable Mary Polak
Minister of Transportation and Infrastructure
PO Box 9850 Stn Prov Govt
Victoria BC V8W 9E2
E-mail: Minister.Transportation@gov.bc.ca
- The Honourable Norm Letnick
Minister of Agriculture
Government of British Columbia
PO Box 9043 Stn Prov Govt
Victoria BC V8W 9E2
E-mail: AGR.Minister@gov.bc.ca

- Rob Fleming, MLA
NDP Environment critic
BC NDP Opposition Caucus,
Room 201, Parliament Buildings
Victoria BC V8V 1X4.
E-mail: rob.fleming.MLA@leg.bc.ca
- Vicki Huntington, MLA
Parliament Buildings
Victoria BC V8V 1X4
E-mail: vicki.huntington.mla@leg.bc.ca
- Mayor Lois Jackson and members of Council
Corporation of Delta
Delta Municipal Hall
4500 Clarence Taylor Crescent
Delta BC V4K 3E2
E-mail: mayor@delta.ca
- Robin Sylvester, President
Port Metro Vancouver
100 The Pointe, 999 Canada Place
Vancouver BC V6C 3T4
E-mail: robin.silvester@portmetrovancover.com
- Barry Smith, Regional Director
Canadian Wildlife Service
Pacific & Yukon Region, Environment Canada
5421 Robertson Road
Delta BC V4K 3Y3

People to copy letters to:

If writing directly to Robin Silvester, President of Port Metro Vancouver, please copy as many as possible of the individual Board members of Port Metro Vancouver by name (see Appendix 2 for names) to ensure they are aware of our concerns. They can be reached using the following address:

c/o Port Metro Vancouver
100 The Pointe, 999 Canada Place
Vancouver BC V6C 3T4

Rob Fleming, MLA

Vicki Huntington, MLA

Tips for letter writing

Make it your own letter, not a form letter. Form letters are not that effective from a political standpoint.

Be sure to Include:

- Date
- Your home address
- Name and address of person or persons you are writing to
- Who you are e.g. a naturalist, a concerned citizen, a resident of Delta, etc.
- A description of the issue which concerns you and the negative impact you anticipate
- The information you have been made aware of which has caused your concern and if possible the source of that information
- Pose your question and request a response. Politicians are generally feel obliged to respond when a question is asked especially when requested to do so
- Your name clearly readable underneath the text unless your signature is readable

If you want the same letter to go to more than one person put both their names and addresses at the top.

Issue 1: The lack of public accountability of Port Metro Vancouver (PMV)

Source of information about the issue:

- **The list of directors on the PMV website (see list attached)**
- **Other public information available in the media**

Why the concern?

A majority of members of PMV's Board of Directors have the expansion of the port as their primary interest at the expense of the public interest. Membership of the Board is as follows:

Seven of the ten directors are appointed by the federal government based on the recommendations of the Port User Group.

One other director is also appointed by the federal government. She is employed by a real estate development company.

One director is appointed by the western prairie provinces. His background is in the warehousing industry and he heads a financial corporation.

One director is appointed by the PMV Port Cities Committee, which has representation from the Lower Mainland municipalities. She is a management consultant and a former MP and MLA.

Note: The interest of the BC Government does not appear to be represented directly which is surely a serious omission.

Comments: It is evident from the above breakdown that representation of the public interest on PMV's Board of Directors is minimal (perhaps one of the ten directors) and that if the public interest were to be expressed it would carry very little weight in PMV's decision making. That is borne out by the way PMV appears to take its decisions without regard for the public interest. Some recent examples are:

- The fact that PMV itself has conducted recent environmental assessments of its own proposed developments, an extraordinarily high handed approach.
- The recent decision to proceed with additional coal shipments from Neptune Terminals without an external review and in spite of the request of Fraser Health and Vancouver Coastal Health to be recognized as key stakeholders (see their letter of December 17, 2012) with respect to this proposal and the public concern expressed by a number of other groups.
- The expenditure of vast amounts of taxpayers' dollars on extensive and somewhat spurious public engagement processes while proceeding to carry out its plans regardless of public input and concern.
- The refusal of PMV to appear at a meeting of stakeholders when invited to a Nature Vancouver members' meeting in October 2011 to discuss Deltaport expansion, presumably because it would not have been able to control the agenda.
- The disdain for agricultural land expressed by Robin Silvester, PMV president, in public interviews in favour of industrial land.
- PMV's failure to respond to BC Nature's letter dated November 6, 2012, which set out a number of concerns related to the impact on habitat if Deltaport Terminal 2 proceeds as presently planned.

Recommendation: That the make-up of the Board of Directors of Port Metro Vancouver be changed so as to make the Port much more accountable to all of its stakeholders and all residents of the Lower Mainland and not just the industries it serves.

Suggested letters to:

The Honourable Denis Lebel, Minister of Transport, Government of Canada
The Honourable Christie Clark, Premier, Government of BC
The Honourable Mary Polak, Minister of Transportation and Infrastructure,
Government of BC

With copies to:

The Honourable Stephen Harper, Prime Minister
Rob Fleming, MLA, NDP Environment Critic
Mayor Lois Jackson and Members of Council, Corporation of Delta
Robin Silvester, President, Port Metro Vancouver

Issue 2: Failure to include Roberts Bank in the Fraser River Ramsar Site when it was extended in 2012.

What is a Ramsar Site?

The **Ramsar Convention (The Convention on Wetlands of International Importance, especially as Waterfowl Habitat)** is an international treaty for the conservation and sustainable utilization of wetlands, i.e., to stem the progressive encroachment on and loss of wetlands now and in the future, recognizing the fundamental ecological functions of wetlands and their economic, cultural, scientific, and recreational value. It is named after the town of Ramsar in Iran.

The convention was developed and adopted by participating nations at a meeting in Ramsar, Iran on February 2, 1971, hosted by the Iranian Department of Environment, and came into force on December, 21 1975.

The Ramsar List of Wetlands of International Importance now includes 2,098 sites (known as *Ramsar Sites*)

Source of information about the issue

Extract from the Annotated Ramsar List of Wetlands of International Importance

CANADA



The Convention on Wetlands came into force for Canada on 15 May 1981. Canada presently has 37 sites designated as Wetlands of International Importance, with a total surface area of 13,086,771 hectares.

Among these sites is the Fraser River Delta site, described below:

Fraser River Delta. 24/05/82; British Columbia; 20,682 ha; 49°06'00"N 123°03'00"W. IBA, WHSRN. The site is formed by six components (Burns Bog, Sturgeon Bank, South Arm Marshes, Boundary Bay, Serpentine, and the former 'Alaksen' Ramsar Site), all in the Metro Vancouver Region and part of the the most important river delta/estuary for fish and birds on the west coast of Canada. The complex provides an internationally critical migratory stopover area for the Western Sandpiper (*Calidris mauri*), one of the most common shorebirds in the western hemisphere. It provides feeding and roosting sites to about 250,000 migrating and wintering waterfowl and 1 million shorebirds, regularly supporting the threshold of 1% of a population of a species or subspecies of waterbird. A number of Provincially- and Federally-listed fish species of concern can be found within the estuarine habitats, including *Acipenser transmontanus*, *Acipenser medirostris*, and *Thaleichthys pacificus*. The complexity of ecosystems found in the site, such as estuarine marsh, mudflats, floodplains, sloughs and river channels are all critical feeding and rearing areas for anadromous salmon during their transition between river and marine stages of their life cycle. Some of the subsites are used for low-impact

recreation, but the site is mostly reserved for wildlife habitat conservation. The site was renamed and vastly extended in 2012 from 586 to 20,682 hectares. Ramsar site no. 243. Most recent RIS information: 2012.

Note: In addition to being in the centre of this Ramsar Site, Roberts Bank is in the centre of the Fraser Delta Important Bird Area, the most significant of nearly 600 IBAs in Canada from a global, international and continental point of view.

Question: Why wasn't Roberts Bank included when the Fraser River Delta Ramsar Site was expanded in 2012?

Suggested letters:

Honourable Peter Kent, Minister, Environment Canada
Honourable Terry Lake, Minister of Environment, Province of British Columbia
Canadian Wildlife Service

With copies to:

Rob Fleming, MLA, NDP Environment Critic
Robin Silvester, President, Port metro Vancouver
Port Metro Vancouver Board members (especially Penny Priddy)
Barry Smith, Regional Director, Canadian Wildlife Service

Issue 3: Proposed expansion of Deltaport container terminal at the same time as Prince Rupert is expanding its container terminal

Source of information about the issue

January 25, 2013. News Release by Prince Rupert Port Authority:

The Honourable Peter Kent, Minister of the Environment announced that the Fairview Terminal Phase II Expansion Project has received environmental approvals to proceed

After successfully converting the former Fairview Terminal from a general cargo facility to a state of the art container handling facility, container vessels commenced calling at the Prince Rupert Container Terminal in October of 2007. While capacity remains at the current Prince Rupert Container Terminal, plans are underway to expand the existing facility to the north and/or south. This project represents an estimated \$650 million capital expansion plan that will see the extension of the wharf to 800 metres maintaining a 17-metre minimum water depth, increasing the dock area to 165 acres, double the number of super post-Panamax cranes and create an additional 725 person years of employment. The expanded facility would have an on-site storage capacity of 25,000 TEUs and accommodate the continued growth in regional export traffic anticipated to develop over the next decade. Plans also include construction of a new industrial access road, alongside the existing CN rail line, between Fairview Terminal and Ridley Island. Along with increased storage capacity Phase 2 will see an

increase of capacity from 500,000 TEU's annually to 2,000,000 TEU's annually, meeting the demands of continued growth in Asia Pacific traffic trade.

Question: Why add three more container berths at Deltaport when container capacity on BC's coast is already being expanded significantly?

Suggested letters to:

The Honourable Denis Lebel, Minister of Transport, Government of Canada
The Honourable Mary Polak, Minister of Transportation and Infrastructure,
Province of British Columbia

With copies to:

Robin Silvester, Chief Executive Officer, Port Metro Vancouver
Board members, Port Metro Vancouver

Issue 4: Proposed expansion of Deltaport container terminal at the same time as the Panama Canal is being widened.

Sources of information about the issue

Wikipedia

The expansion of the Panama Canal (the Third Set of Locks Project) is a project that will double the capacity of the Panama Canal by 2015 by allowing more and larger ships to transit. The expansion will create demand along the US Eastern Seaboard for ports to handle post-Panamax ships. As of November 2012, although ports are considering renovations including dredging, blasting, and bridge-raising, only Baltimore, Maryland, Norfolk, Virginia, and Miami, Florida will be ready for these larger ships. The UK port of Liverpool is also undergoing massive expansion to take post-Panamax vessels.

Portek.com/publications: The possible effects of the Panama Canal expansion

Post Canal Expansion 2014 — effects on US West Coast ports:

- Vancouver, Prince Rupert, Seattle, Tacoma, Portland, San Francisco, Los Angeles /Long Beach
- Continue as gateway ports, handling own traffic; based on shuttle service from Asia
- Trans-shipment traffic unlikely, due to location, capacity and productivity.
- Will lose significant inter-modal traffic to all water Panama route.

There is in fact no consensus on the likely impact on West Coast ports. A review of the trade literature covering the Panama Canal expansion indicates that there is a wide variety of opinion about its possible impact. If a major commercial corporation were to embark on such an expansion in the face of such uncertainty it would be heavily criticized by stockmarket analysts and its shareholders. There is a strong possibility that we will end up with the marine equivalent of Mirabel Airport here on the west coast, or in other words a huge "white elephant" constructed at taxpayers' expense.

Question: Why would PMV take the economic risk of undertaking such a massive expansion of capacity at Deltaport before the impact of the Panama Canal expansion can be evaluated, especially in view of the current expansion at Prince Rupert, and especially in view of the potentially devastating impact on the environment of the Fraser River Delta?

Suggested letters:

The Honourable Denis Lebel, Minister of Transport, Government of Canada
The Honourable Mary Polak, Minister of Transportation and Infrastructure,
Province of British Columbia

With copies to:

Robin Silvester, Chief Executive Officer, Port Metro Vancouver
Board members, Port Metro Vancouver
Rob Fleming, MLA
Vicki Huntington, MLA

Issue 5: Relentless industrialization and/or commercialization of farmland in South Delta

Significance of this issue:

The farmland in South Delta is an essential component of the Fraser Delta Important Bird Area and Ramsar Site because it is used for foraging and loafing by many species of shorebirds and waterfowl, both migratory and non-migratory, as well as resident raptor populations. The progressive loss of this farmland is contributing to significant reductions in populations of some of these species.

Sources of information about the issue

Significant losses of farmland to date:

- South Fraser Perimeter Road connecting CN Intermodal Yard in Port Kells to Deltaport, involving several large overpasses between Burns Bog and Deltaport
- Expansion of Tsawwassen First Nations (TFN) lands following treaty
- TFN shopping malls (2)

Potential further losses if Terminal 2 proceeds

- The addition of up to six additional rail tracks between the Deltaport causeway and Highway 17 and one additional track east of that
- Optioning of 11 properties comprising 226 hectares adjacent to BC Rail properties east of TFN lands by the Emerson Real Estate Group, presumably on the basis that PMV will wish to acquire these properties in the future.
- Other recent purchases of land now in ALR by PMV combined with PMV's public statements about the lack of industrial land in the Lower Mainland.

Recommendation: That there be no further acquisition of any land in South Delta west of Burns Bog and which is presently in the ALR by PMV unless and

until the construction of Terminal 2 has been approved by the necessary authorities and has received an environmental assessment certificate from the Canadian Environmental Assessment Agency.

Suggested letters:

Honourable Denis Lebel, Minister of Transport, Government of Canada
Honourable Mary Polak, Minister of Transportation and Infrastructure, Province of British Columbia
Honourable Norm Letnick, Minister of Agriculture, Province of British Columbia

With copies to:

Mayor Lois Jackson and members of Council, Corporation of Delta
Robin Silvester, Chief Executive Officer, Port Metro Vancouver
Board members, Port Metro Vancouver
Rob Fleming MLA
Vicki Huntington MLA

If you need more information about any of the issues described above or any other port related issues please contact me and I will get you an answer

Jeremy McCall
jpmccall@telus.net
604-876-7694

Appendix 2

Port Metro Vancouver Board of Directors

- [Craig Neeser](#)

Chair of the Board

Appointed by the federal government on the recommendation of the Port User Group

Mr. Neeser is the former President of Weyerhaeuser Company Ltd. Previously, he was Senior Vice President with Weyerhaeuser's International Group, and was Senior Vice-President, Solid Wood Group when Weyerhaeuser acquired MacMillan Bloedel. Under Weyerhaeuser, he also served as Vice-President, British Columbia, and later as President, Canada. He has served on the boards of directors of the Council of Forest Industries of British Columbia, University of Alberta (Agriculture and Forestry), Global Forest Partners, Maynards, the Vancouver Aquarium, and the Forest Products Association of Canada. Past service includes Chair of the Forest Industrial Relations and of the Coast Forest Lumber Association. He holds a Bachelor of Science degree in Forestry Management from the University of Alberta and has completed the Advanced Management Program at Harvard.

- [Marcella Szel](#)

Vice Chair of the Board

Chair, Human Resources & Compensation Committee

Member, Major Capital Project Committee

Appointed by the federal government on the recommendation of the Port User Group

Ms. Szel Chair is the former Senior Vice-President of Sales & Marketing with CP Rail. She has spent more than 20 years in the transportation industry having held the position of Vice President in the areas of marketing, government affairs, corporate strategy, law and corporate secretary. She is a Director of both Translink and the Global Transportation Hub. Her Board experience includes being Chair of the Western Transportation Advisory Committee, Chair of the Canadian Chamber of Commerce, Alberta Economic Development Authority, and one of the founding members of the Institute of Corporate Directors. Ms. Szel holds a law degree, LL.B (Honours), and a Bachelor of Arts from the University of Alberta. A Queen's Counsel (1998), she was named one of Canada's Top 25 General Counsel in 2003.

- [Anne Bancroft-Jones](#)

Chair, Governance Committee

Member, Major Capital Projects Committee

Appointed by the federal government

Ms. Bancroft-Jones is the Vice-President, First Nations Relations and Special Projects, for Polygon Homes Ltd. She began her career as a commercial appraiser and subsequently held several senior positions with the City of Vancouver including Manager of Real Estate and Assistant Major Projects Negotiator. In addition, she has been a Senior Vice President Development and Senior Project Manager. She is a member of the Canadian Institute of Planners and a LEED (Leadership in Energy and Environmental Design) Accredited Professional. She earned a Bachelor of Commerce and a Master of Science degree in Business Administration, both in Urban Land Economics, from the University of British Columbia.

- **Robert James (Bob) Carwell**

Member, Audit Committee

Member, Governance Committee

Appointed by the western prairie provinces

Mr. Carwell is President of Carwell Financial Corporation Inc. He is also a past Chair of the Edmonton Economic Development Corporation. Prior to this he served as Chair and CEO of the MTE Group of Companies. He was Chair of the International Warehouse Logistics Association (IWLA), past Chair of the Canadian Association of Warehousing & Distribution Services, and past Director of the American Warehouse Association. He is also Director and Chair of the Audit Committee of the Edmonton Regional Airports Authority, a Director and member of the Audit Committee of Alberta Blue Cross and a Director of the Ed Stelmach Community Foundation. He is a Fellow of the Institute of Chartered Accountants and acts as a Commissioner for Oaths. He holds a Bachelor of Commerce degree from the University of Alberta and a Certified Logistics Professional designation from the IWLA.

- **Tim Chapman**

Member, Audit Committee

Member, Major Capital Projects Committee

Appointed by the federal government on the recommendation of the Port User Group

Mr. Chapman is the former President of Western Stevedoring Co. Ltd., a deep sea breakbulk stevedoring and terminal operator and off-dock integrated logistics provider located in North Vancouver. Prior to this, he held various positions with the company including Marketing Manager, Vice-President of Terminal Operations, Executive Vice-President and Director. He has over 40 years port industry experience. Prior to joining Western, he held senior management positions at terminals in the Port of Squamish and Fraser River Port. He was a Director and Chair of the Maritime Employers Association, Chair and Director of the Waterfront Foremen Employers' Association, a Director of the International Forest Products Transportation Association, Director and member of the Executive Committee of Westac, and is currently a Director of Western Pacific Trust and Tamerlane Ventures.

- [Eugene Kwan](#)

Chair, Major Capital Projects

Committee Member, Governance Committee

Appointed by the federal government on the recommendation of the Port User Group

Mr. Kwan is President and Chief Executive Officer of Agincourt Capital Corporation, a privately held investment company with extensive experience advising offshore investors and Senior Counsel with Stikeman Elliott LLP. Previously, he was a senior executive with the Hutchison Whampoa Group, responsible for mergers and acquisitions in the telecommunications industry and was a managing partner of the Hong Kong office of Stikeman Elliott LLP. Mr. Kwan is also the proprietor of Domaine de Chaberton Estate Winery and active in the local wine industry, serving as president of the Fraser Valley Wineries Association, director of the British Columbia Estate Winery Association, as well as member of the British Columbia Wine Authority Wine Industry Advisory Committee. He holds a law degree from the University of British Columbia and is a member of the Law Society of British Columbia, and Life Member of the Laurier Institution.

- [Paul Landry](#)

Member, Community & Corporate Social Responsibility Committee

Member, Human Resources & Compensation Committee

Appointed by the federal government on the recommendation of the Port User Group

Mr. Landry is Vice President, Business Development, with GroupHEALTH Global Systems. From 1994 to 2011, he was President and CEO of the British Columbia Trucking Association, which represents over 800 trucking and bus companies on a wide variety of regulatory issues that affect industry safety, productivity and profitability. Previously he was a senior manager with Saskatchewan Government Insurance and vice chairman of the Saskatchewan Highway Traffic Board. He has served on many national and provincial boards, task forces and committees dealing with transportation policy, standards and programs including the Executive Committees of the Greater Vancouver Gateway Council and the Canadian Trucking Alliance. He currently serves on the Federal Minister of Labour's Advisory Committee on Labour and Workplace Affairs. Mr. Landry has a BA in Economics and Political Science (Carleton) and an MPA (Queens).

- [Tom Longworth](#)

Chair, Community & Corporate Social Responsibility Committee

Member, Human Resources & Compensation Committee

Appointed by the federal government on the recommendation of the Port User Group

Mr. Longworth is founder of Longworth Advisory Services Ltd., an independent business advisor. He is the former Managing Director of JOS Synergy Limited in Hong Kong, member of the Jardine Matheson Group, Vice-President of Telus Enterprise Solutions Inc., Vice-President of ISMBC, Senior Vice-President of Canfor Corporation and President & Chief Executive Officer of CanWel Distribution Limited. He also held senior executive management positions in the food industry with RJR, Aylmer/DelMonte and RJR-Nabisco including Executive Vice-President, Nabisco Brands Ltd. He has served at the board level for Versacold, Jardine JOS Synergy Ltd (Hong Kong), Howe Sound Pulp and Paper, Day4 Energy and CanWel Distribution. He is a registered Professional Engineer, holding a Bachelor of Arts degree, a Bachelor of Mechanical and Industrial Engineering degree and a Master's of Science degree from the University of Dublin, Trinity College.

- **[Penny Priddy](#)**

Member, Audit Committee

Member, Community & Corporate Social Responsibility Committee

Appointed by the Port Metro Vancouver Port Cities Committee

Ms. Priddy is the founder of Penny Priddy Consulting, a management consulting firm. She has more than 30 years of public and private sector experience, including holding the positions of Member of Parliament, MLA, Executive Officer of a provincial not-for-profit organization, and a faculty member at Douglas College. She is a member of the Canadian Women Voters, and was the first female politician to be elected to all four levels of government in Canada: municipal school board, city council, provincial legislature and the House of Commons. She continues to be involved as a community activist with various groups and organizations and most recently was elected to the Board of Children of The Street Society. She completed her university degree in nursing and in 2001, was granted a honorary Doctorate of Laws from Kwantlen University College for her service to the people of British Columbia.

- **[T. Richard Turner](#)**

Chair, Audit Committee

Member, Human Resources & Compensation Committee

Appointed by the federal government on the recommendation of the Port User Group

Mr. Turner is President and Chief Executive Officer of TitanStar Investment Group Inc. and Board Chair, President and Chief Executive Officer of TitanStar Properties Inc. Past Governor of the B.C. Business Council and past Chair and Governor of the Vancouver Board of Trade, as well as Board Chair and Director of the Insurance Corporation of British Columbia and the British Columbia Lottery Corporation. In 2003, he received H.R.H. Queen Elizabeth's Golden Jubilee Award for public service in Canada. In addition to the Port Authority, he is also Board Chair and Trustee of Pure Industrial Real Estate Investment Trust, Trustee of WesternOne Equity Income Fund and Board Chair and Director of its

operating subsidiary. He holds a Bachelor of Commerce in Finance from the University of British Columbia and is a member of the Institute of Corporate Directors.
