



Manifest

ASSOCIATION OF CANADIAN PORT AUTHORITIES
"Charting a Course for Tomorrow - Today."

LETTER FROM THE CHAIR



In November the Association held another Governance Seminar, the second in as many years, and it reflects the importance all CPAs place on good governance. Governance has become more important to many of the new directors appointed to CPA boards. The ACPA Board has decided on another Governance Seminar next Fall after which the Association may return to the normal bi-annual seminar. The evaluation of the seminar was most positive and revealed that attendees believed the seminar was indeed most useful.

In February the Association held its fifth annual *Port/Government Interface* in Ottawa. This year's format was slightly different with more of an outreach component that included a reception on Parliament Hill. The reception was well attended by more than 200 people, including both elected and non-elected officials. We were fortunate to have the Minister of Transport, Jean-C. Lapierre, join us and address the guests. The Association also showcased a new video for the first time, *Vital Links: Ports in Canada*. This video will soon be available on the Association's new website. Throughout the day a number of CPA representatives had meetings with both elected and

non-elected officials, some of which were arranged by the ACPA.

Also during the Interface, the ACPA Board made a presentation to the Corporate Members of the Association with respect to the strategic plan to seek their support on a new structure for corporate membership and dues. There was a positive response to the board's recommendations and we are hopeful that it can all be put into effect as soon as possible. It was also agreed at the meeting that there would be a regular CEOs meeting twice a year, in Ottawa, to discuss issues of mutual interest and to share information related to sound port management practices.

During the Interface we also heard from federal government officials and learned that the *Canada Marine Act* will be front and center once again in the Spring. We learned that while Transport Canada cannot act on all the recommendations contained in the *CMA Review Panel Report*, there would be an effort made to accommodate some of the more important recommendations. It remains to be seen what form this initiative will take, but we look forward to action being taken soon. We also learned that Transport Canada will be engaging in the development of a *Federal Freight Strategy* and will be working with the Association - and others - on this effort in the weeks ahead. We heard that the marine-facility security

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The Association of Canadian Port Authorities was founded in 1958 and groups together ports and harbours and related marine interests into one national association. Canada Port Authorities handle more than \$100 billion worth of cargo annually. The ACPA is the pre-eminent Association for the advocacy and advancement of the Canadian Port Industry. ACPA members contribute greatly to the local, regional and national economy of Canada.



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funding would be flowing very soon for the first round and a new round of funding will also begin. Transport Canada is fully aware of the important issue of waterside security and the need to have more clarity on this matter for all in the port community.

On a personal note, as Chair and host port, I am pleased to invite all to Vancouver for this year's Annual General Meeting and Conference. The social program is now final and we will soon be putting the finishing touches on the business program. Please take advantage of the early registration and earn a chance to enter a draw to win a prize.

Finally, during the Interface in Ottawa we acknowledged the many years of public service of Randy Morriss, Director General, Port Programs and Divestiture, at a dinner held in his honour. He was also presented with a limited edition print of the historic building of the Toronto Port Authority. We wish Randy and his wife Agnes many happy years of retirement on the Pacific Coast in Nanaimo.

Captain Gordon Houston
CHAIR

BOARD-WALK

Strategic Plan Update:

There was a discussion of the meeting of the members of the ACPA prior to the board meeting and the Board was pleased with the positive support for the overall direction related to the strategic plan. Specifically, the corporate members in attendance endorsed the new dues schedule and new classes of membership recommended by the Board. It was also recommended that the Board not wait until the AGM to move on revising the corporate dues structure and proceed immediately, effective March 1, 2005. The Board discussed what was required on the by-laws of the Association and it was determined that a resolution of the membership could be passed with a special meeting of the membership, but rather it could be done by proxy.

Infrastructure Canada:

A proposal was prepared by the Association and submitted to Infrastructure Canada on January 31, 2005

in concert with the IBI Group. The proposal was made under a new *Knowledge, Outreach and Awareness* program announced in December 2004. The proposal is for a major, definitive study of port infrastructure needs over the next 20 years. No such comprehensive study has ever been done in Canada and the Association seeks to take a leadership role in making this a reality. The Railway Association and other marine associations are also fully supportive of this initiative.

ACPA Committees:

The Board has undertaken a renewed interest in the Association's committees and recognizes the important role they play. The National Operations Committee now has a new Chair from the St. Lawrence Caucus, Felixpier Bergeron, from the Montreal Port Authority. The Board addressed the issue of linkages between the Operations and Environment Committees and the need to ensure that they worked in harmony on key issues in cases where there was overlap. It was suggested that

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the Chair of the two Committees serve as a member on the other. In discussing roles and responsibilities of committees it was recommended that Committee Chairs submit a quarterly progress report to the Board

Canada Not-for-Profit Corporations Act:

Bill C-21 is now before the House of Commons and the Association is monitoring the progress of the Bill and the related consultations with respect to possible impacts on the ACPA.

Governance Seminar 2004:

The Board continues to believe in the importance of good governance for Canada Port Authorities. It was generally agreed by the Board that because of the changes in board composition that there be a governance seminar this coming fall and that following that seminar it might resume on its regular bi-annual basis as in the past.

Association Management:

As part of the ongoing strategic planning process, and in the name of good governance, the Audit Committee of the Board was tasked to review financial practices of the Association to determine areas for improvement. This examination included financial reports, budget preparation and travel and hospitality policies. As a result, the Chair of the Audit Committee presented recommendations on financial reporting, budget process and travel and hospitality policies. Work will continue in this area to ensure sound financial management and general management practices.

Governance Seminar:

The Association held a successful *Governance Seminar* at the end of November 2004 with attendees responding very favourably in the post-seminar evaluation. The responses are best summed up by one of Canada's most prominent governance practitioners, David Brown, Executive Director of the Directors College, who presented at the seminar. He said: "I am impressed yet again by the quality of your programs and the attendance (both numbers and seniority) that you are able to turn out! Well done!" The Governance and Law Committee is to be congratulated for the work done on this year's Governance Seminar.

Port/Government Interface:

The fifth annual *Port/Government Interface* in Ottawa in February was also a success. The new format included a reception on Parliament Hill attended by both elected

and non-elected officials numbering more than 220, with more than 20 'honourables' among the guests, including the Minister of Transport. This was followed up by the regular plenary session addressing issues of interest for Canada's port community.

In the plenary session participants received an update on port security policy and the marine-facility security funding program. Participants also received important information related to the *Canada Marine Act* and possible action being taken in the Spring of 2005 related to the CMA Review Task Force recommendations. Participants also received important insight on the wider federal government's national security policy from Bill Elliott, Assistant Secretary to the Cabinet, who reiterated the need to be vigilant on security and the importance of the federal government's ongoing work with various agencies in the United States. Jayne Huntley, Director of Operations, Privy Council Office, provided a unique insight into the legislative and regulatory process within the central agency responsible for the machinery of government. Robert Wyman, Director General of Environmental Programs at Transport Canada, looked to the future with a list of environmental initiatives of special interest to the port community.

New Website:

The Association's web site is being updated and includes a few new features like a new video and a 'members only' section that is now fully secure. The old site's 'member's only' section was not widely used in the past due to security concerns. Given that it is now secure background information on various initiatives, events and more will be provided on the 'members only' section for the benefit of members. The 'What's New' section will be used to direct members to the relevant section of the site to avoid duplication of web postings.

Medal of Merit:

The Medal of Merit is the Association's prestigious award that is made in recognition of outstanding work or service, preferably of national impact, by an individual, institution or organization in the port, shipping or maritime fields. In previous years the award has gone to Hon. David Collenette, Madeleine Paquin and Michel Pouliot. The Board has the responsibility for the awarding of the medal and would consider all nominees who fit within the guidelines noted above.

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Coalition for Secure and Trade-Efficient Border

As all CPAs have an interest in a fluid and secure border the ACPA continues as a member of this coalition to monitor all things related to border security. A meeting held in February dealt with a number of ongoing issues and some imminent issues that must be tracked in the near term. The meeting was attended by a number of industry associations and detailed reports were received from the following: Rob Wright (National Security Advisor to the Prime Minister, PCO); Hon. Harinder Takhar, Ontario Minister of Transportation; Susan Harper, Minister Counsellor and Head of Section, Canadian Embassy in Washington; Jim Phillips, President CANAM Border Alliance; and the four M.P.s who are co-chairs of a newly formed Border Caucus.

COMMITTEE CORNER

● **National Operations Committee**

The members of the Operations Committee as recently configured are Chair, Felixpier Bergeron, Montreal Port Authority (St. Lawrence); Gord Helm, Halifax Port Authority (Atlantic); Ken Lundy, Toronto Port Authority (Great Lakes); and Yvette Myers (Pacific). There are a number of issues the Operations Committee is tracking such as oily waste reception facilities; marine-facility restricted access area program; place of refuge; emergency response; and waterside security. However, given that there are quite a number of issues the Committee will be prioritizing them going forward. Each member of the Committee will be working with the CPAs in their respective regional caucuses on issues of specific concern. In addition, the Committee will be looking at planning an Operations Seminar in Montreal for the Fall of 2005.

● **Environment Committee**

There are a number of environmental issues that are of immediate concern to the port community. These issues include port-related pollution; eventual amendments to CPA environmental assessment regulations; ballast water management; and more. The Environment Committee is working with the Executive Director to identify the key regulatory issues impacting the port community and will endeavour to establish an 'early warning system' for monitoring issues and taking appropriate action on such issues.

● **Real Property Committee**

The members of the PILT Task Force constitute the committee looking at all matters related to real

property in ports. This committee will henceforth be the Real Property Committee of the ACPA. A key issue is still the PILT 'best practices' study for ports. A third draft of the study was provided to all CPAs last June prior to the PILT Workshop in Vancouver. There is still a requirement to complete the case study related to the overall review. The consultant working on the project requires further funding to complete the study and is now finalizing negotiations with PWGSC and Transport Canada to complete the case studies and final consultations.

● **Governance and Law Committee**

This Committee will soon begin planning for the Governance Seminar to be held in the Fall of 2005. The committee will incorporate the suggestions of the Board for an even more effective seminar to ensure a complete review, and update, of current good governance practices for the benefit of new and long-standing board members.

● **Finance Committee**

The Finance Committee is planning for its annual meeting in September and is now seeking input from its members for agenda items. Some of the items to be covered include worker compensation; CICA changes and related reporting issues; borrowing limits (timeline and process); and insurance issues.

CPA CHAIR PROFILE

Dave Bakes



First appointed to the Board of the Nanaimo Port Authority in 1999 and elected Chair in 2003. Prior to becoming Chair he served as Chair of both the Audit and Governance Committee. After a number of years in the insurance industry as a successful underwriter and inspector, Mr. Bakes became the owner/operator of Bakes Insurance Consulting Ltd. From 1993-2002 and from 1975-1993 he was an owner and principal in Bakes-Jarvie Insurance Brokers Ltd. In 1962 Mr. Bakes graduated as an Associate with the *Insurance Institute of Canada* with the highest marks in Canada in the second and third years;

followed in 1969 with a Fellowship in the same organization. He continued his involvement in the education field as a lecturer with the *Insurance Institute of Canada* and from 1988-89 he was President of the *Insurance Brokers Association of B.C.* He is now community Chair of Spirit of 2010 Committee and he has been very active in the community for many years as President, Nanaimo 2002 BC Summer Games; Chair, Canadian Junior/Juvenile Golf Championships; Director/Treasurer, Nanaimo Chamber of Commerce; and Member of the Gyro Club of Nanaimo.

OLDER THAN CANADA!

The Montreal Port Authority was founded on May 8, 1830, as the Montreal Harbour Commission, whose original goal was to "expand and improve the Port of Montreal." It can be safely said that the goal was achieved! The Port Authority celebrated its 175th birthday in January 2005 with a number of events planned throughout the year in celebration.

In 1830, flatboats and barges were the main vessels accessing Montreal by water. The port had no permanent wharves, and the largest vessel it received that year was a wooden sailing ship that weighed about 300 tonnes. The original Harbour Commission was made up of three men appointed by the government of Lower Canada. Its first chairman was British-born fur trader George Moffatt, who worked with both the North West Company and the Hudson's Bay Company. Mr. Moffatt founded his own company in 1811, and managed imports, exports and insurance. It was therefore to his advantage that port facilities be modern and well managed. Montreal-born Jules Maurice Quesnel, who also traded furs for the Northwest Company, was a Commissioner and among the first Europeans to explore British Columbia. The third commissioner

was Captain Robert S. Piper who was the chief engineer.

By 1832, the first three commissioners had 3,750 feet of wharves, retaining walls and ramps built. In 1855 the number of commissioners grew to five when the mayor of Montreal and the chairman of the Board of Trade joined the three government representatives. That same year they financed the first major dredging operation and another two years later a regular steamship service was established between Montreal and Liverpool, England. John Young, considered by many to be the father of the Port of Montreal, was chairman of the Montreal Harbour Commission from 1850 to 1878. It was under Young's administration that dockside railway access became a reality. Over the years, the commission introduced electric lighting and many other innovations to the port. Dredging continued and ocean traffic became more and more common. By 1920 the Port had a channel depth of 35 feet and was North America's leading grain exporter.

In 1936, more than a century after the founding of the Montreal Harbour Commission, the National Harbours Board took over management. On January 4, 1964 the Port of Montreal became a truly year-round port and has remained open all seasons ever since the Danish vessel *Helga Dan* made its way through the icy waters.

Container traffic began in 1968 with the launch of a weekly container service by Manchester Liners (today OOCL) between Montreal and Manchester. From that moment container traffic at the port increased dramatically. The creation of the Montreal Port Corporation in 1983 returned the port's administration to Montrealers. The autonomous board was made up of Montreal businessmen appointed by the Federal Ministry of Transport. In 1996 major container shipping lines began introducing vessels designed specially for the St. Lawrence River, increasing capacity on regular services between Montreal and ports in North Europe and the Mediterranean. In 1999 under the Canada Marine Act the Port gained even more autonomy and became the Montreal Port Authority. In 2000 the Montreal Port Authority handled 1 million TEUs in a single year. This ranked it among the top container ports in the world.

The goal of the original Harbour Commission were met. In the words of the current President and CEO, Dominic Taddeo: "Who knew a shallow basin would become a leader on the North Atlantic container market? Who even dreamt that a 20-foot metal box could take on so much importance." Clearly someone dared to dream and follow through on those dreams. Congratulations to the Montreal Port Authority on 175 years of success!



TAKING CARE OF BUSINESS

● **Hamilton:**

A new partnership is promoting the Hamilton waterfront as the place to step ashore this summer. A collaborative effort between the Hamilton Port Authority, Hamilton Waterfront Trust and Tourism Hamilton is touting the new "Step Ashore" campaign. The campaign includes exhibit graphics highlighting various locales in the city and a brochure inviting visitors to experience Hamilton from a fresh perspective. The rebirth of the waterfront serves as a natural gateway to the numerous attractions, destinations and activities offered to visitors of the city.

● **Prince Rupert:**

Much in the news of late has been the Prince Rupert Port Authority's request to Ottawa for a \$40-million grant to help build a new container port being touted as a gateway for Asian cargo into the U.S. Midwest. The Prince Rupert Port Authority warns that Canada risks missing out on booming Asian trade, especially consumer goods from China. The entire project will cost \$530-million. The first phase of construction would cost \$180-million and operations could open by late next year according to recent reports.

In staking out territory as a North American gateway to the U.S. Midwest, Prince Rupert is promoting itself as a novel port that would rely on Canadian National Railway Co.'s tracks to move Asian goods primarily south of the border. That continental strategy distinguishes Prince Rupert from Vancouver's port, where the overwhelming majority of goods from Asia are transported by truck

and train eastward and stay in Canada. For the first phase of the Prince Rupert project, the B.C. government already has agreed to kick in at least \$17-million while CN would contribute \$15-million and Maher Terminals Inc. of New Jersey would invest at least \$60-million.

● **Vancouver:**

Canada's import and export trade through the Port of Vancouver grew 11 per cent to 73.9 million tonnes in 2004, with shipments of sulphur, potash and containers reaching record levels. The port's 2004 performance is a key indicator for Western Canada's booming resource-based economy, which is being driven by surging demand from China and other Asian economies.

The Vancouver Port Authority (VPA) and Tsawwassen First Nation (TFN) recently announced that a Memorandum of Agreement has been signed by the two parties to resolve an outstanding legal dispute and clear the way for future port development at Roberts Bank in Delta, B.C. The Agreement still requires ratification by the TFN membership.

The Memorandum of Agreement deals with compensation for past infringements on the TFN's claimed aboriginal interests at Roberts Bank, as well as compensation and mitigation for future infringements related to the VPA's proposed container terminal expansion projects. It also represents a negotiated settlement of lawsuits brought by the TFN against the VPA, the Government of Canada, the Government of B.C. and related entities for the development and

operation of port and ferry terminal facilities at Roberts Bank. Under the MOU the TFN will receive \$2.5 million for legal costs; \$4.5 million for past and future infringements; a \$1 million development fund; the establishment of a \$10 million investment fund jointly managed by VPA and TFN.

The Vancouver Port Authority had its borrowing limit increased to \$510 million from the previous limit of \$225 million. The Vancouver Port Authority requested the increase to accommodate projected capital expenditures for new infrastructure due to the exponential growth in container traffic at the port.

● **Halifax:**

A new container ship began calling the Port of Halifax and carrying goods to the Boston and Portland area marking the beginning of a weekly feeder service for the Port of Halifax. The MV Ossian will transport cargo between Halifax, Nova Scotia; Portland, Maine; and Boston, Massachusetts. The vessel is chartered by Halship Inc., a Halifax-based company, and has the capacity to carry 518 TEUs (twenty-foot equivalent container units). The 500,000th container of the year moved through the Port of Halifax on December 21, 2004, marking the 5th consecutive year that the Port has handled over one-half million container units. The Zim Shanghai arrived from New York and continued on to Barcelona.

The Halifax Port Authority's Ocean Terminals has become the first port operation in Canada to achieve ISO 14001 certification. The environmental management system developed for the terminal



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has met the standards of the International Organization for Standardization (ISO). The system manages the environmental impacts of the operation and sets goals for continual improvements.

Ocean Terminals, Piers 23-24, received certification in February 2005 and the Halifax Port Authority intends to apply for certification for a second facility, Richmond Terminals, within 2005.

ASSOCIATE MEMBER PROFILE

Port of Valleyfield

Valleyfield is a self-managed and autonomous municipal port. Located on the north shore of the Beauharnois section of the St. Lawrence Seaway, the Port handled 308,000 tonnes of cargo in 2001, an increase of 35 percent over the previous year. The Port employs 60 permanent employees and 130 temporary employees.

The Port of Valleyfield offers clients more than 1,100 linear metres of berthage with a water depth of 8 metres; 13,500 square metres of warehouse storage; and 77,500 square metres of paved outdoor storage space. There are also 33 tanks with a total storage capacity of 35,000 tonnes for liquid-bulk cargo. The four berths, and extensive general and dry-and liquid bulk facilities, handle and store a wide range of cargo, including steel, forestry products, project cargo and other general cargo, bulk chemicals, salt, bauxite, and zinc concentrate.

RO/RO: APPOINTMENTS

Port Alberni: Long serving President of the Port Alberni Port Authority, Denis White, has tendered his resignation effective May 1, 2005. Mr. White has been with the Port Authority for 39 years, 16 years as the President and CEO and formerly as the Operations Manager and Treasurer. The Port Authority is now searching for a suitable replacement for Mr. White. All in the port community wish Dennis a very happy retirement in whatever pursuits he decides to take up.

Windsor: Maxwell Zalev of Windsor, Ontario, was recently appointed to the board of directors of the Windsor Port Authority. Mr. Zalev, who began his career as a staff accountant for Coopers and Lybrand, is acting chief executive officer of Windsor Canada Utilities Ltd., and acting general manager of the Windsor Utilities Commission. He holds a bachelor's degree in commerce and finance from the University of Toronto, an executive M.B.A. from the University of Western Ontario, and attended Harvard University's negotiation program in 1988 and 1997. Mr. Zalev was formerly president and chief executive officer of Zalev Brothers Limited and has provided extensive financial advice to the many boards and committees on which he has sat during the last 30 years, including, Windsor Canada Utilities Ltd., City of Windsor Audit Committee and the Hotel - Dieu Grace Hospital Committee.

Thunder Bay: Tim Heney has been appointed the Chief Executive Officer of the Thunder Bay Port Authority replacing Dennis Johnson who recently retired. Mr. Heney was previously the Port Authority's Chief Financial Officer and an active member of the Association's Finance Committee.

Nanaimo: John Craig, of Ladysmith, B.C., was recently appointed to the board of directors of the Nanaimo Port Authority. Mr. Craig currently serves as the president of J Craig Management Inc., in Edmonton, Alberta. He holds a bachelor of commerce degree from the University of Saskatchewan. From 1995 to 2001, Mr. Craig served as the director of real estate services at the Edmonton Regional Airports Authority and from 1987 to 1996 he served as vice chairman of the Authority. He has occupied executive positions as vice-president of development for several large real estate development companies. He continues to serve as a member of the board of the Nanaimo Airport Commission and the Ladysmith Economic Development Committee and is a past director of the Alberta Aviation Council.

Port Alberni: Paul Alexander Pashnik of Port Alberni, B.C., was appointed to the board of directors of the Port Alberni Port Authority. Mr. Pashnik has served for the past 11 years as district manager of the Port Alberni Forest District. He has also served 23 years in various roles such as forest ranger and manager of forest protection and six as a forest industry consultant. He holds a diploma in resource management and public administration and has completed training in personnel and training management. He has served as a municipal councillor of the Town of Smithers, B.C., for three years. A member of many community-based

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boards and committees, Mr. Pashnik currently serves as a director of the board of the West Coast General Hospital Foundation.

Belledune: Georges Marcoux resigned from his position as President and CEO of the Belledune Port Authority and former Chair, Rayburn Doucett has assumed the role of Acting President for the time being. Chair Robert DeGrace commented that: "Mr. Marcoux has been a key figure in bringing the Port to international recognition throughout his five year mandate" and referred to Mr. Marcoux as a visionary and a man of action. Georges also served on the Board of the ACPA and is now working in a senior role for Rigel Shipping in Atlantic Canada.

North Fraser: Allan J. Baydala was appointed President and CEO of the North Fraser Port Authority on March 1, 2005. "Mr. Baydala brings a wealth of knowledge and expertise in transportation issues as well as a solid understanding of tourism, finance and operations," said Chair, Paul Uppal. Involved in the airline

business for over 20 years, Mr. Baydala was founder of West Coast Air and served as its CEO until April 2004. He is a Chartered Accountant and holds a Bachelor of Commerce and Business Administration degree from the University of British Columbia. Mr. Baydala serves as Chair of the BC Air Industry Monitoring Consortium and as a Director of the Council of Tourism Associations of B.C. and of Tourism Vancouver.

Pacific Pilotage Authority: Andrew Allan Flotre of Victoria, British Columbia, was recently reappointed to the board of directors of the Pacific Pilotage Authority. Mr. Flotre began his career as a marine officer for Bute Towing Limited before becoming a certified marine officer for Shields Navigation Limited. He was most recently a licensed marine pilot for B.C. Coast Pilots Limited. Mr. Flotre has a 350-ton master's certificate and a first mate foreign-going and home trade master's certificate. He continued his education with ship manoeuvring simulations, advanced pilot training, a bridge resource management

course and an advanced ship-handling course. Mr. Flotre is a member of the Canadian Marine Pilots Association, the Canadian Merchant Service Guild and the International Marine Pilots Association.

SLMC: Peter Cathcart, QC, was recently appointed to the Board of Directors of the St. Lawrence Seaway Management Corporation as the representative of the Province of Ontario. Peter is a lawyer with McMillan Binch and practices in the area of corporate/commercial law with a focus on mergers and acquisitions, corporate governance, joint ventures and commercial marine matters. He is a director of several other Canadian corporations and charitable institutions include "K" Line Canada Ltd., ABSG Consulting (Canada) Ltd., Porsche Cars Canada Ltd., and St. Michael's Hospital Foundation. He is also Chair of the Geoffrey H. Wood Foundation and the Shepherds' Trust (Archdiocese of Toronto).

CORPORATE MEMBER PROFILE

Port of Oshawa

Strategically located on the north shore of Lake Ontario, immediately east of Canada's largest marketplace, Metropolitan Toronto, Port Oshawa is the better alternative for fast, cost efficient access to the highly industrialized centres of south-central Ontario, the northeastern United States, and overseas markets through the St. Lawrence Seaway System.

Capable of accommodating any size or type of vessel entering the

Seaway System, Port Oshawa provides shippers with a wide range of cargo handling equipment, from heavy lift cranes to fork lift trucks. The labour force is experienced in handling all types of cargo.

Port Oshawa's stevedoring and terminal services are renowned for high, damage-free productivity. Tailor-made services include:

- * specialized storage and distribution
- * export packing
- * through rates including inland transportation

The multi-laned Highway 401, which provides a vital transportation link between Montreal, Toronto and Windsor/Detroit, is within minutes of the harbour compound. The many transport carriers servicing the Port offer a complete range of equipment to accommodate any kind of cargo. Rail freight service is readily available for transshipment of cargoes.

Transportation rates to and from Port Oshawa are extremely competitive when coupled with our

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terminal and stevedoring charges. A cross-lake vehicular ferry service facility complete with a specially designed RoRo ramp is a unique feature of the Port.

The combination of convenient access to major markets, fast turn-around time, excellent cargo handling facilities and competitive rates makes Port Oshawa the logical choice for shippers moving cargo into world trade zones from Central Ontario, and for world traders selling into the mid-continent marketplace.

OTHER MODES IN BRIEF

Road

While 27,022 FAST cards have been issued by 2004 year-end, and 20,736 conditional letters have been issued in advance of an interview, 32,445 written applications are still to be processed, and 41,181 interviews need to be conducted (including those with conditional letters as noted above). The key findings of the Ontario Trucking Association brief include: It is clear from the statistics presented above that there will not be enough drivers registered in the FAST program by the time this enforcement phase goes into effect which will result in a significant number of trucks being returned to Canada. This will place a strain on Canadian Customs authorities and bridge operators.

Air

Transport Minister Jean-C. Lapierre recently announced the renewal of the Airports Capital Assistance Program until March 31, 2010. The program gives funding to eligible airports to finance capital projects related to safety, asset protection and operating cost reductions. Funding available under the program from April 2005 to March 2010 will be \$190 million, to be allocated at an average of \$38 million per year. The existing criteria for airport eligibility, project eligibility and project priority will be retained. However, as a result of recommendations from a recent evaluation of the program and Transport Canada's experience in managing the program over the last ten years, airports with annual traffic levels over 75,000 passengers will now be required to contribute more towards their projects.

The renewal of the Airports Capital Assistance Program will be in place by April 2005 and will not delay the funding of new projects for next year. Since April 1,

1995, the program has provided \$298 million for 375 projects at 143 airports. Over 99 per cent of these were airside safety-related projects such as improvements to runways and taxiways and the addition of visual aids and heavy airside mobile equipment.

Rail

Rail cargo security at Canada's busiest border crossing will be further increased thanks to investments by the Government of Canada and Canadian Pacific Railway (CPR). The Honourable John Godfrey, Minister of State (Infrastructure and Communities), the Honourable Jean-C. Lapierre, Minister of Transport, and Rob Ritchie, President and Chief Executive Officer of CPR, announced a joint investment of over \$8 million to secure a 7.5-km CPR rail corridor from Walker Road in Windsor to the U.S. border. This will be accomplished by protecting that length of track and preparing the site for the installation, by the U.S. government, of a Vehicle and Cargo Inspection System (VACIS). This is a state-of-the-art security system designed for rail cargo inspection. The VACIS system will be used to scan contents of freight cars and containers as trains roll by slowly.

"The Windsor Gateway is the busiest international trade corridor in North America and Canada's single largest border crossing point for trade and traffic with the United States. The Government of Canada remains committed to a safe and secure border, and projects like this one contribute to this objective," stated Minister Godfrey. "We continue to work with our colleagues in the U.S. and our partners here in Canada to deliver improved security measures through investments in border infrastructure."



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THE PROVINCIAL SCENE

Increasingly Canada Port Authorities are seeing the benefit of their respective provincial governments as important allies in dealing with their many issues. To date BC Ports have had good success in working more closely with the provincial level of government and not solely relying on the federal government as an advocate for better port policy. The Halifax Port Authority has been working on a stronger partnership with other levels of government and so has the ports in Ontario who have had preliminary meetings to advance a forum for specific marine interests. While SODES represents the interests of more than just ports, it has had good success in raising the level of awareness of the sector in Quebec City with its Quebec Marine Day and other initiatives. This vehicle will continue to grow as a means for the port community to advocate for a stronger ports system in Canada.

BC Government Active

In December the BC Government announced a strategy to drive ports expansion. The Premier noted that the Province is developing a comprehensive strategy to strengthen B.C. ports with the potential to more than double their economic impact and the number of jobs they support by 2020. "Canada has only one Pacific province, and B.C. and its ports will play a leading role in defining our country's place in a global economy increasingly driven by Asian markets and Pacific trade connections," Campbell said. "It is clear that we need to act now to ensure B.C. ports can retain and expand their competitive advantage as a gateway of choice between Asia and North America. A comprehensive, long-term B.C. ports strategy will help ensure we meet that opportunity as effectively and efficiently as possible." There has been a series of workshops and consultations with a draft report circulated for comment and feedback.

Vancouver Sun Says

The federal government will table legislation this spring that will help Canada's West Coast ports access about \$2 billion in tax dollars and private capital for major expansions, Transport Minister Jean Lapierre said Thursday.

While the Canada Marine Act amendments will apply to all 19 national ports across Canada, the demand is being driven by the need to reduce bottlenecks at the Port of Vancouver and fund construction of a container port in Prince Rupert, he said. "The real pressure is coming from the West Coast, because of the level of traffic, because of what's coming from China and Asia," Lapierre told *The Vancouver Sun*. "The pressure is there not only on the ports but also on the railways -- the whole infrastructure system is under pressure and we know that the level of trade is going to increase. So we've got to get moving (Vancouver Sun, March 4, 2005).

Ontario

Hamilton Movement of Goods Study

The Government of Canada and the City of Hamilton has started to examine the movement of goods in and around the Hamilton region is set to begin. The study will cost an estimated \$147,350, with approximately \$70,000 being contributed by the Government of Canada and \$78,400 funded through the City of Hamilton. The Hamilton Goods Movement study will examine the potential for Hamilton to become a regional intermodal transportation centre serving the Golden Horseshoe and the Windsor/Sarnia trade corridor.

THE INTERNATIONAL SCENE

International developments impact much of what happens in this country and we need to continue to track actions in other countries as comparative measures for the Canadian situation.

US port congestion hits Hong Kong: Throughput at Hong Kong, the world's busiest container port, was hit last month by congestion at US West Coast ports. The number of boxes handled in December fell by 3%, and one HK-based transport analyst told Fairplay that lack of capacity on the US West Coast would continue to have

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repercussions. West Coast ports receive 70% of container cargo shipped from Asia to the US and the intermodal networks could not cope with the peak season volume. Most carriers expect congestion to begin again as exports from Asia pick up in late February. The West Coast congestion also hit the fast-expanding Shenzhen port of Shekou, China. "We expect to see congestion return this year," said Shekou general manager Cheyenne Yu. However, overall throughput in Hong Kong for 2004 rose 7% to 21.9M TEU. Volumes at Kwai Chung terminals rose 11% to 13.4M TEU (**Fairplay Jan 20/05**).

United States

The White House: On December 21, President Bush issued a national security decision directive on maritime security that is to become the linchpin of his Administration's second-term policy in the area, *Port Security News* has learned. The nine-page unclassified National Security Presidential Directive 41/Homeland Security Presidential Directive 13 provides a strategy designed to coordinate federal, state and local governmental efforts with those of the private sector to protect ports and secure container cargos, while maintaining surveillance over U.S. territorial waters. The directive, entitled "Maritime Security Policy," is designed to "integrate and leverage" existing federal policies and programs, such as the Container Security Initiative, the Proliferation Security Initiative and Operation Safe Commerce, "while ensuring inter-agency alignment and focus," according to sources familiar with the document.

"It is mostly a document looking how these efforts are coordinated,"

said one policymaker who has seen the plan. The new directive specifically requires the development by the Department of Homeland Security, in consultation with what it called key industry stakeholders, of "minimum federal standards" for maritime recovery operations, as well as "comprehensive" recovery standards for national infrastructure and a plan to complement those national preparedness goals and standards already set forth in a previous national security directive.

The Departments of Defense, State, Treasury, Interior, Commerce and Transportation will also have a role in the recovery standards initiative, according to these sources. The lack of policy regarding maritime recovery has been a key complaint from industry leaders, who have said recently that they were still in the dark about who would be in charge in the ports in the event of a terrorist attack. The presidential mandate also included other policy actions, including requirements:

- To create a Maritime Security Policy Coordinating Committee to review existing inter-agency practices, coordination and execution of U.S. policies and strategies and to recommend improvements;
- To develop a National Strategy for Maritime Security in an inter-agency process, under the direction of the secretaries of defense and homeland security, that "builds on current efforts and capitalizes on existing strategies, tools, and resources."
- To design, under the direction of a new senior steering group for

maritime domain awareness co-chaired by representatives of the secretaries of defense and homeland security, enhanced capabilities to identify threats "as distant from our shores as possible."

- To develop a plan for global marine intelligence integration to utilize current capabilities in order to integrate all available intelligence on a global basis on the "location, identity, and operational capabilities and intentions of potential threats to U.S. interests."

AAPA: American Association of Port Authorities President Kurt Nagle said that recent criticism by the Department of Homeland Security outgoing inspector general of the way DHS administers its port security grant program "misses the mark," pointing out the biggest challenge the maritime transportation sector faces is the serious shortfall of money needed to help ports to pay for federally-mandated security improvements.

Nagle Monday noted that protecting seaports from terrorist attack is both "a top priority and a shared responsibility" between Washington, local public ports, and the private sector. However, Nagle added, "The federal government has mandated security enhancements for marine facilities, but has yet to adequately fund those mandates, creating huge financial burdens on ports that have both security and economic consequences."



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CAPITAL BRIEFING

YES, MINISTER:

What the Minister Said

Below are 'verbatim' excerpts from recent presentations to the Standing Committee on Transport by Jean-C. Lapierre:

In short, there are a number of transportation challenges we must address. To meet these challenges, I want to focus on three key issues I consider fundamental to the future of our transportation system:

- * Promoting a safe and secure transportation system
- * Enhancing trade corridors and improving strategic infrastructure
- * Encouraging sustainable transportation

We need to review our key pieces of legislation to ensure they are still appropriate for the emerging challenges of the new century. I have asked my department to look at the *Canada Transportation Act* and the *Canada Marine Act* in light of the new pressures and opportunities we see emerging. At this point I am still considering how, or whether, to reintroduce bills that were contentious in the last session. We're asking stakeholders to work together to resolve some of the difficult issues that emerged with Bills C-26, amendments to the *Canada Transportation Act*, and C 27, the proposed *Canada Airports Act*.

I have had the good fortune to learn early, growing up on the Magdalen Islands, how transportation links small

communities to the outside world. Since I left the islands, I have also seen the many ways transportation makes our cities work.

Trade corridors are the lifeblood of our economy and benefit not only the local communities clustered along them, but also communities throughout the country that rely on trade with the United States.

Truth be known, I believe this country could benefit from an increased capacity for this department to make targeted investments in transportation infrastructure, in our pursuit of safety and security, and in the protection of our environment.

Budget 2005

While the budget did not contain direct funding for CPAs – which is no surprise given Section 25 of the CMA – there were several items in the budget that may be of interest to Canada's port community. Infrastructure spending is identified, but only as it relates to the cities agenda and various municipal green funds.

National Security: There is \$222 million in new money for marine security over five years to enhance the security of the marine transportation system and includes the following: 1) mid-shore patrol vessels for the Great Lakes and St. Lawrence Seaway system; 2) more regulatory inspections; 3) Emergency Response Teams for the Great Lakes/St. Lawrence Seaway; and 4) an increased policing presence in ports.

There is \$88 million over five years for Canada to work with the United States on the Container Security Initiative (CSI) as well as to increase

the compatibility of our systems for automated targeting and sharing of high-risk cargo destined for North America.

International Trade: Canada is committing funds for looking at trade opportunities for emerging giants of the global economy: China, India and Brazil. There are formal partnership agreements with India, China, Japan and the European Union. There is a \$50 million endowment for the Asia Pacific Foundation of Canada to build networks between Canada and Asian business leaders and to seek out potential market opportunities that will benefit both regions.

Environment: There is a \$250 million Partnership Fund for projects that are best achieved through cooperation between federal and provincial governments. More information will be provided in the coming weeks should there be CPA projects that might be eligible for funding.

Regional Development: While not directly specific to CPAs, ports can – and have – taken advantage of these programs in the past. Section 25 of the CMA does not exclude these programs for CPAs as they are programs of general application.'

Atlantic - For ACOA there is \$708 million budgeted over five years with new money of \$41 million. In the past CPAs have accessed funding under this program.

Ontario - There is \$88 million over five years for Federal Economic Development Initiative for Northern Ontario (FedNor) to support the economic development of communities throughout Northern Ontario and in rural Southern

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Ontario. There is a \$59.5 permanent increase in the budget for FedNor. It will be used to support community planning, development and adjustment.

Quebec - There is \$300 million over the next five years to support economic development in Quebec with a permanent increase of \$44.3 million per year.

Western Canada - Western Economic Diversification will target \$186 million for new economic development in the Western region over five years. There is a permanent increase to the WD budget of \$59.5 million over five years. New funding of \$73.5 over five years is for a new Partnerships for Community in Action initiative to work with communities vulnerable to economic adjustment pressures.

New Border Caucus

In February a new border caucus was created to address the many border-related issues. The caucus is comprised of 40 M.P.s whose riding includes a border with the U.S. This all-party caucus is co-chaired by a member from each party, Brian Masse (NDP-Windsor West), Roger Gallaway (L-Sarnia-Lambton), Claude Bachand (BQ-Saint-Jean) and Russ Hiebert (C-South Surrey-White Rock-Cloverdale). The U.S. Congress has had a 50-person border caucus for the past 10 years and this new Canadian caucus seeks to work closely with their counterparts in Washington. The first meeting of the Border Caucus was held in mid-February and was addressed by the current U.S. Ambassador to Canada, Paul Cellucci.

Marine Security Funding

Transport Canada accepted applications for the first round of funding under the Marine Security Contribution Program, announced in May 2004. Under the program, \$115 million will be distributed over three years to assist Canada's ports and marine facilities with the cost of modernizing and strengthening their security systems and programs. The deadline for the first round of applications was December 31, 2004. A second round will begin in April. Transport Canada has just announced funding of \$23 million for 69 projects. Those projects that have been rejected in the first round can be updated and re-submitted in the second round with more information added to the application for funding. It is not yet clear whether or not sufficient

funding will be available for all 400 marine-facility operators, but all should applaud the fact that a funding program has been created to defray the ongoing costs of security plan implementation.

Marine-Facility Restricted Access

A final working group on this issue was held in Ottawa on January 31st, 2005. Many of the outstanding issues were addressed in this final working group session, but many of the union representatives believe that further consultation is required before Transport Canada proceeds to the Canada Gazette 1 with related regulations.

Environmental Assessment For Port of Vancouver

In December the Honourable Stéphane Dion, Minister of the Environment, announced that a comprehensive study is the most appropriate means for conducting the environmental assessment of the Deltaport Third Berth Project in Delta, British Columbia. The Minister based his decision on the report and recommendation submitted by the responsible authorities, Fisheries and Oceans Canada and Environment Canada. The report contains information on the scope of the Deltaport Third Berth Project, the factors to be considered in the environmental assessment, public comments submitted to Fisheries and Oceans Canada, the potential of the project to cause adverse environmental effects and the ability of the comprehensive study to address issues relating to the project.

The Minister's determination of the environmental assessment track is a new feature of the comprehensive study process brought about by improvements to the *Canadian Environmental Assessment Act*, which became law in October 2003. Once the Minister has decided to continue with the comprehensive study, the project cannot be referred to a mediator or a review panel at a later date.

Movement at Busiest Border Crossing

The Governments of Canada and Ontario launched the Canadian Environmental Assessment (EA) phase of the Detroit River International Crossing project to reduce

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congestion and improve traffic flow at the Windsor-Detroit border. The EA phase will include the completion of environmental and technical work to allow the governments to decide on the location of a new or expanded crossing in an environmentally responsible manner.

Due to the nature of the project, and the complexity of border transportation issues in the Windsor-Detroit area, this work is necessary to meet the legislative and regulatory requirements of the *Canadian Environmental Assessment Act*, the *Ontario Environmental Assessment Act* and the *U.S. National Environmental Policy Act*. The Ontario Ministry of Transportation is leading the Canadian work program in coordination with Transport Canada. The Michigan Department of Transportation, in coordination with the U.S. Federal Highway Administration, is leading the U.S. work program.

Ship Pollution Not Tolerated

Transport Minister Jean-C. Lapierre recently announced the purchase of new marine pollution aerial surveillance equipment that will significantly strengthen Transport Canada's National Aerial Surveillance Program. The \$2.3 million contract will cover the purchase of the equipment, as well as the on-board crew training. Transport Canada conducts aerial surveillance to detect marine pollution from ships. When such pollution is detected, charges may be laid under the *Canada Shipping Act*. It is expected that the equipment will be installed in Transport Canada's aerial surveillance aircraft and crews will

be trained on its use over the coming months. Currently, this surveillance relies on visual detection from crew on board an aircraft, who can survey approximately two nautical miles on each side of the aircraft.

Comparative Study of User Charges

Transport Canada engaged KPMG to undertake an independent study on the *'Impacts of the Sources and Costs of Capital on the Competitiveness of Canadian Ports'*. That study is being used for internal purposes and it examined variations in port financing outlining a number of conclusions with respect to how sources of funding and accessibility of funding contribute to the cost of capital and how it ultimately impacts on port user charges. The ports of Halifax, Montreal and Vancouver were used in the study. Now Transport Canada has engaged KPMG to conduct a related study on *A Comparative Study of User Charges* to determine how user charges are established and how variances in these charges may impact on the relative competitive position of the Canadian and United States ports under study. It is not clear what ports will be used for the purposes of this study, but we may soon learn which CPAs they are.

Appointment to Investigate Pilotage Proposals in Atlantic Region

Transport Minister Jean-C. Lapierre announced the appointment of Nigel H. Frawley of Toronto, Ontario, to investigate objections to

proposed changes to regulations regarding the pilotage of ships in the Atlantic region. The proposed changes to the regulations were initiated in response to recommendations made by the Canadian Transportation Agency to the Atlantic Pilotage Authority. The regulations specify the size limits and types of Canadian vessels subject to compulsory pilotage in the Atlantic region. Interested parties were given 30 days to comment on the proposals. During this comment period, several notices of objection to the proposed changes were received by the Minister of Transport. Under the Pilotage Act, the Minister of Transport is required to appoint a person to investigate any such objections.

Port State Control

Canada, together with over 40 other countries and international organizations from Europe and the Pacific Rim, signed a declaration on port state control. The declaration underlines joint commitments to eliminate substandard ships and minimize the threat they pose to life, property and the marine environment.

Port state control is an inspection program under which countries work together to verify that foreign vessels entering their waters are in compliance with strict international safety and anti-pollution standards. Ships that are found to be in serious violation of standards are detained in port until their deficiencies have been rectified. The objective of port state control is to detect and inspect substandard ships and help eliminate the threat that they pose to life, property and the marine environment.

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Migratory Birds Convention Act

Certain provisions of Bill C-15 (amending the Migratory Birds Convention Act, 1994 and the Canadian Environmental Protection Act, 1999) is now before the Senate and if not amended will have a seriously negative impact on Canada's shipping industry.

Ship source oil pollution is prohibited and regulated by international convention and the Canada Shipping Act (CSA) and Regulations. While the stated purpose of Bill C-15 is to prevent/penalize ship-borne pollution, its reach is potentially much broader and includes anyone who 'deposits' any amount of a 'harmful substance' in water - even by accident or as a result of a catastrophe. Current provisions in the Bill contain criminal sanctions on shipowners, directors, employees, or any 'other person' that is deemed to have polluted as determined by an agent of Environment Canada.

The Bill's criminalization of persons in a 'strict' or 'absolute liability' regime (for what might be simple accidents, or minimal leaks) and it ignores the principle and the right of 'presumption of innocence'. This violates the Canadian Charter of Rights and Freedoms and the UN's Universal Declaration of Human Rights. If there are no amendments to the Bill, there is also an expert body of opinion that will put Canada in contravention of several international conventions: the United Nations Law of the Sea Conference, Convention on Civil Liability for Oil Pollution Damage and the International Convention

for the Prevention of Pollution from Ships (MARPOL).

A number of interventions have been made by marine industry groups including the ACPA and all are hopeful that amendments will be made by the Senate Standing Committee to address industry's concerns.

Transfer of the Port of Corner Brook

Transport Canada transferred the ownership of the port of Corner Brook to the Corner Brook Port Corporation (CBPC). The transferred property includes the Corner Brook Container Terminal Wharf, a transit shed, an office building, approximately 3 hectares of upland property and the Port of Corner Brook harbour bed. The transfer agreement includes a financial contribution of \$15,036,000 from the Government of Canada, to be used exclusively for operational and maintenance costs over the next 15 years.

The port of Corner Brook is the second busiest in the province of Newfoundland and Labrador. It is the major port of entry for the western and central Newfoundland region. The facility is used for the transshipment of numerous commodities, including containers, salt, fish products, automobiles, paper products and cement. It is also used by cruise ships as well as federal government vessels.

Master Plan for Port of Cap Aux Meules

Transport Minister Jean-C. Lapierre announced a master plan for the Port of Cap aux Meules in Magdalen Islands. "The primary objective of

this master plan is to enable Transport Canada to develop a vision in terms of port facilities in the Port of Cap aux Meules," said Mr. Lapierre. "This master plan will serve as a reference tool for safe, secure and efficient development of the port facilities."

The master plan was formulated over the past year as part of the consultation process in which local stakeholders actively participated. The Port of Cap aux Meules master plan includes proposed orientations for the short, medium and long term with the view of promoting the optimal utilization of port facilities.

Transfer in BC

The official transfer of the Whaletown public port facility, on Cortes Island, to the Harbour Authority of Cortes Island is complete. The Whaletown public port facility is located on Cortes Island at the northern end of the Strait of Georgia, between Campbell River on central Vancouver Island and the mainland coast of British Columbia. The facility includes a seaplane float, a float for vessels, a shed and a derrick. The transfer agreement includes a contribution of \$400,000 from Transport Canada's Port Divestiture Fund to offset initial operating costs, such as repairs and ongoing maintenance, for the port facility.





OTTAWA MOVES

Robert Wright: Mr. Wright has left his position as National Security Advisory to the Prime Minister and taken up the position of President and CEO of the Export Development Corporation. As yet no replacement has been announced for Mr. Wright.

John Forster: John Forster is the Acting Associate Assistant Deputy Minister of Safety and Security at Transport Canada, where he shares in the management of the Department's safety and security group. He is involved in a range of security issues across the transportation sector, including developing Canada's approach to air cargo security. He is also leading the development of a national transportation security strategy for Canada.

Previously, he has held numerous positions in the Canadian government. He joined Transport Canada as Director General, Environmental Affairs in January 1998, and became Director General, Surface Programs for Transport Canada in 2001. He was responsible for negotiating and managing infrastructure programs providing over \$3 billion in federal funding for various highway, bridge, border and transit projects across Canada. He has a Bachelor of Science from the University of Toronto and a Masters of Business Administration from York University. He has completed studies in environmental economics at Harvard, and in 2001 received the Minister of Transport's Medal for outstanding achievement at Transport Canada.

Margaret Purdy: Ms. Purdy was recently appointed to the position of Security Advisor to the Deputy Minister. She worked in progressively senior positions for the Solicitor General's department, the Canadian Security Intelligence Service, the Privy Council Office and National Defence. She took time out along the way to work as a public affairs officer for provincial governments in Nova Scotia and British Columbia.

Armand Goguen: Armand Goguen, of Cocagne, New Brunswick, was recently appointed as part-time member of the Transportation Appeal Tribunal of Canada. Mr. Goguen holds a certificate in economic development from the University of Waterloo and studied business administration at Oulton's Business College. Now retired, Mr. Goguen worked at CN Rail for 35 years, serving in various areas including marketing, industrial development, and public affairs. He also served as vice-chairman of the New Brunswick Safety

Council, director of the Nova Scotia Safety Council, and as a member of the Railway Safety Act Review committee in 1994.

Suzanne Racine: Suzanne Racine has been appointed to the Transportation Appeal Tribunal of Canada. Ms. Racine holds a licence in law (LL.L.) from the University of Ottawa, a master's in law (LL.M.) from McGill University, and has studied industrial relations at the Université de Montréal. She has been a part-time member of the Transportation Appeal Tribunal of Canada since 1999. Ms. Racine is a former Director of Government Affairs and Regulatory Affairs at Air Transat and has worked as a research lawyer for McGill University's Institute of Air and Space Law. Ms. Racine is a member of the Barreau du Québec and the International Institute of Air and Space Law.

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UPCOMING EVENTS

ACPA Governance Seminar Fall 2005

ACPA Operations Seminar Fall 2005

FUTURE ACPA BOARD MEETINGS

- Ottawa, Ontario, May 2005, Minto Suites Hotel
- Vancouver, BC, August 2, 2005, Fairmont Vancouver Hotel
- Vancouver, BC, August 6, 2005, Fairmont Vancouver Hotel

FUTURE ANNUAL MEETINGS/CONFERENCES

August 2-7, 2005 The Vancouver Port Authority will host the 47th Annual Meeting/Conference of the Association at the Fairmont Vancouver Hotel, Vancouver, B.C.

August 13-16, 2006 The Oshawa Harbour Commission will host the 48th Annual Meeting/Conference of the Association.

August 25-30, 2007 The Montreal Port Authority will host the 49th Annual Meeting/Conference of the Association at the Queen Elizabeth Hotel,

Future AAPA Conventions

2005 Tampa, Florida

2006 New Orleans, Louisiana



Association of Canadian Port Authorities

Phone: 613-232-2036
Facsimile: 613-232-9554

Email:
leroux@acpa-ports.net

Web Site:
www.acpa-ports.net

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J. Gary LeRoux,
Executive Director

Translation by:
Anne Laliberté, Services de
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For more information or
comments on any item in this
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ACPA National Office:
Association of Canadian Port
Authorities
1502 - 85 Albert Street
Ottawa, Ontario
CANADA K1P 6A4

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