

May 8, 2018

Mr. Adam Vaughan
Member of Parliament
Spadina – Fort York
Toronto, Ontario

Sent via Email

Dear Mr. Vaughan:

I had the opportunity to view the video of the Waterfront Town Hall you held on Saturday, April 28, 2018, which was posted to the *Waterfront For All* website. There was clearly much conversation and thought given to topics pertaining to the Toronto Port Authority, which does business as PortsToronto, so I wanted to take this opportunity to clarify some of the information presented, in the spirit of ensuring an accurate and well-informed dialogue moving forward.

Dock Walls

There was discussion about the dock walls in the harbour and PortsToronto's purported failure to maintain these dock walls. It is important to understand that **PortsToronto only owns 17 per cent of the dock walls in the Toronto harbour**. The remaining dock walls are owned by the City of Toronto, Waterfront Toronto, or Toronto Port Lands Company (TPLC).

Of the 17 per cent of the dock walls owned by PortsToronto, some of these walls are leased to other organizations. For example, the Yonge Street Slip dock walls are on long-term lease to Waterfront Toronto (north end) and the City of Toronto (south end and corner). In these cases work or maintenance obligations on the walls fall contractually to others, as they are the leased property of another entity and therefore not under our control.

I can confirm that the dock walls that we do own are very well maintained. These would include the dock walls around the airport and marine port. In recent months we have also confirmed our support to restore dock walls that we do not own in the spirit of keeping the harbour safe. This includes the dock walls around Ireland Park, (which are owned by the City of Toronto) for which PortsToronto has committed \$500,000 towards the repair; and the collapsed pier in the East Gap, which was built by Public Works in 1890 (and is still owned by the federal government), but for which we have agreed to remove for public safety reasons. Further, we have committed to work with the community on a potential new structure for the area, if so desired.

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PortsToronto owns and operates | PortsToronto possède et exploite :

BILLY BISHOP TORONTO CITY AIRPORT | AÉROPORT BILLY BISHOP DE TORONTO | PORT OF TORONTO | PORT DE TORONTO | OUTER HARBOUR MARINA | MARINA DE L'AVANT-PORT

I have included a map that outlines dock wall ownership for use in future conversations on the matter.



Board Governance

The topic of governance pertaining to PortsToronto’s Board of Directors was another topic of the meeting which I found quite interesting. PortsToronto welcomes the review underway by Transport Canada of all Canadian Port Authorities, as PortsToronto has already demonstrated its leadership position in many areas under review, including the issue of governance.

For example, PortsToronto has implemented many best practices from both public and private industry in recent years, which include designing a new User Group Director Nomination process that harmonizes the nomination framework established in its Letters Patent with the federal government’s open, transparent and merit-based process for public appointments. This User Group Director Nomination process was endorsed by Transport Canada in 2016 and has been referred to as a best practice for other Canadian Port Authorities. In 2016, PortsToronto also revised its Corporate Governance Manual, consisting of its Board Mandate and Committee Charters, to reflect best practices from other industry leaders. This manual (and other documents) pertaining to the board and governance – including CEO and Board expenses and executive correspondence – are available on the PortsToronto website.

With regard to new appointees and requirements of those appointees, Section 15 of the Canada Marine Act sets out the requirements which include:

- *The directors of a port authority appointed under any of paragraphs 14(1)(a) to (c) shall have generally acknowledged and accepted stature within the transportation industry or the business community.*
- *The directors of a port authority appointed under paragraph 14(1)(d) shall have generally acknowledged and accepted stature within the transportation industry or the business community and relevant knowledge and extensive experience related to the management of a business, to the operation of a port or to maritime trade.*

It is our understanding that many of the applicants currently seeking appointment to our Board have fulfilled these requirements and we sincerely hope that the federal government will not be putting off making appointments, as your remarks suggested,

but rather makes appointments to our Board as soon as is possible to ensure that we can maintain our high level of governance performance.

Port of Toronto

There was some discussion at the meeting on the marine Port of Toronto. Although by no means the biggest port in Canada, the Port of Toronto serves the largest city and economy in Canada and plays an important role in Toronto's prosperity. In 2017 the Port of Toronto had its strongest year in more than a decade moving approximately 2.2 million metric tonnes of bulk cargo, and welcoming more than 5,500 passengers through its passenger cruise ship facility which contributed to one of the best years yet for Toronto tourism.

Within the 900+ acres of the Toronto Portlands area, there are several private port user operations within the approximately 170 acres dedicated to maritime port usage. We in fact operate our marine and passenger terminal operations on **52 acres only** at the southern end of Cherry Street at Unwin Avenue – as such **our owned lands comprise approximately one-third of the area dedicated to port uses for the city.**

It is important to remember that marine bulk cargo transport is comparatively the most environmentally sustainable mode of transport, and the 2.2 million metric tonnes that came in through the port this past year took 54,000 trucks off our already congested roads. By operating the Port of Toronto and promoting shipping as a more efficient alternative to delivering goods to Toronto, through programs like Highway H20, PortsToronto is working to minimize the road traffic and related emissions that result from transporting goods by truck. By ensuring the port continues to effectively serve Toronto's strategic interests, we are meeting the City's own stated objectives for the port, as articulated quite specifically in the City of Toronto's 2014 Official Plan document.

Treatment of De-Icing Material

Specific to questions asked about de-icing fluid at the airport, please note that Billy Bishop Airport carefully manages the use, collection and disposal of de-icing and anti-icing chemicals as governed by a Sanitary Discharge Agreement with the City of Toronto, dated December 20, 2013, as well as federal regulations including but not limited to The Canadian Environmental Protection Act, the Canadian Water Quality Guidelines, the Guidelines for Effluent Quality from Federal Establishments and the Fisheries Act.

Application of de-icing and anti-icing chemicals to aircraft is performed only in approved areas of the airport, designed so that overland drainage flows into designated catch basins and underground sewers. Snow clearing from the designated aircraft de-icing area, which may contain de-icing fluid, is directed to an adjacent airfield location that is drained and directed to the sanitary sewer utilizing metered pumps in accordance with the Sanitary Discharge Agreement. This process is further monitored and audited by the City of Toronto. The glycol recovery system is reviewed on a regular basis in order to

ensure that all fluids continue to be properly managed and contained, preventing environmental contamination. We have invited members of the YQNA and others in the community to visit our facility in the past and walk through our containment practices, and would be pleased to schedule a tour for you or others if you are interested.

Conclusion

Once again, the purpose of this letter is to ensure accuracy and understanding by your office and the greater waterfront community that we serve. We are committed to working with your office, other government partners, and most importantly the community to find solutions, invest, and identify opportunities to make the waterfront better.

PortsToronto takes pride in performing its role on the waterfront – whether it is cleaning the harbour of more than 40,000 metric tonnes of debris each year, dredging the channels to ensure navigable depth for large boats and ships, placing navigation markers, managing a marine port, investing in community organizations and events, or developing infrastructure to properly manage and mitigate the impact of our airport operations. We look forward to the opportunity to engage with you again on these important issues, and hope the above offers some proper detail and perspective.

Sincerely,



Geoffrey Wilson
Chief Executive Officer

Cc: Waterfront for All – Ed Hore, Chair
Waterfront For All – Cindy Wilkey, Vice-Chair