

**Toronto
Port
Authority**



**Administration
Portuaire
de Toronto**

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18 August 2010

Kenneth Whyte
Editor in Chief
Maclean's Magazine
One Mount Pleasant Road
11th floor
Toronto, ON, M4Y 2Y5
By email: letters@macleans.ca

Dear Mr. Whyte:

Re: "The Man Who Is Driving Air Canada Crazy", Maclean's, 13 August 2010

I'd like to take this opportunity to address the some inaccuracies about the Toronto Port Authority's business relationship with Porter Airlines and its President, Robert Deluce in Chris Sorensen's recent article.

Mr. Sorensen states that Porter secured a monopoly to use the Billy Bishop Toronto City Airport beginning in 2005. In a recent ruling, the Federal Court of Canada determined there was nothing inappropriate or unfairly restrictive regarding the TPA's business relationship with Porter. The Court specifically stated the TPA's business dealings with Porter were reasonable and made commercial sense. In addition, every single court action brought by Air Canada against the TPA alleging unfair treatment since 2005 have been either dismissed by the courts or abandoned by Air Canada.

As I pointed out to Mr. Sorensen during our interview, not only did Air Canada shift their operating focus to Pearson Airport during the period when they had 100% use of the BBTCA, they also allowed their operating agreements to expire and chose not to accept our offers to renew. By 2005, the TPA was left with an airport but no viable resident commercial carrier operation. Porter Airlines presented a sensible and ambitious proposal to the TPA to operate out of Toronto's "Island Airport", leading to the renaissance of an airport that has created important economic benefits for Toronto in a volatile economic period.

It is inaccurate to characterize our relationship with Porter as a monopoly when only one business was willing and capable of delivering the required service, and the courts have backed up this position repeatedly.

The operating agreement between the TPA and Porter was approved by the federal Competition Bureau at the outset. Now that the airport is a success, Billy Bishop Toronto City Airport will soon be welcoming Continental Airlines and Air Canada as carriers, and each will operate under a near-identical agreement to the one Porter operates under.

The article also failed in that it relied on statements provided by a former TPA Director, Doug Reid. Mr. Reid is an established public critic of the TPA, with a clear axe to grind. To not share this information with your readers left them with the impression that Mr. Reid's view that the TPA's sole role is to serve Porter was fair, when it was merely a biased opinion from a disgruntled former Director.

In addition, the article inaccurately states that the TPA is a non-profit federal agency. In fact, we are a self-financing Government Business Enterprise responsible for the sustainable operation of transportation assets on the Toronto waterfront, in accordance with the Canada Marine Act, both paying dividends and PILTs to the federal and municipal public purse, and re-investing our profits into local capital projects.

Yours sincerely,



Geoffrey Wilson
President and CEO
Toronto Port Authority