

From: Garden City Conservation Society [mailto:gardencitylands@shaw.ca]

Sent: March-26-16 3:48 PM

To: justin.trudeau@parl.gc.ca; Minister of Fisheries and Oceans; DFO Minister; Environment Minister McKenna; Transport Minister Marc Garneau; MP Joe Peschisolido; carla >> Minister of Sport and Disabilities Carla Qualtrough; Members of DFO House of Commons Standing Comm; joyce murray; Malcolm Brodie and Council; Delta City Council; New West Mayor and Council; Vancouver Mayor and Council; Surrey Mayor and Council; Clerks; Minister of Science; HofC Standing Committee on Environment Cynara Corbin Clerk; Standing Comm. on DFO David Chandonnet Cler

Cc: Fin Donnelly, <fin.donnelly.p9@parl.gc.ca>; MP Richard Cannings; MP Nathan Cullen; Elizabeth May; Jennifer Feinberg; Larry Pynn (Vancouver Sun); Delta Optimist; Rafe Mair; Joe Daniels; Laura Benson; Marvin Rosenau; MARK HADDOCK; North Shore Wetland Partners; Stan Proboszcz; Anne Murray; Cliff Caprani; 'Mary Taitt'; 'Susan Jones'; 'Elaine Golds'; Misty,MacDuffee <mailto:misty@raincoast.org>; O'Neil, Peter (Postmedia News); Hume, Mark; roger emsley,<[REDACTED]>; jritchlin@davidsuzuki.org; Hume Stephen; jwerring@davidsuzuki.org; [REDACTED]; 'Mary Taitt'; Marvin Rosenau; 'Greg Horne' <greg@skeenawatershed.com>; Matt Sloat; Jim Culp; Mark Angelo <mailto:[REDACTED]>; 'Mary Taitt'; Mary Sue Atkinson; Larry Pynn (Vancouver Sun); O'Neil, Peter (Postmedia News); Jennifer moreau; Graeme Wood; Atlantic Salmon Federation; 'Jeremy McCall',<mailto:[REDACTED]>; Carol Day; Scott Carswell,<mailto:[REDACTED]>; Barbara Huisman,<mailto:[REDACTED]>; Betty Swedberg,<mailto:[REDACTED]>; 'Judy1',<mailto:judyw@wreckbeach.org>; Jim Ronback; Sandra Bourque,<mailto:[REDACTED]>; John ter Borg

Subject: Re: Resolving Public and Environmental Conflict of Interest with PMV

Prime Minister Trudeau and every influential person and organization Otto Langer has addressed on this issue,

As the conservation society for Richmond and the estuary around and within Richmond, we strongly endorse Otto Langer's call to quickly end Port Metro Vancouver's conflict of interest. For this region, it is clearly the high-impact first step in environmental reform, especially for the Fraser Estuary.

The chief executive of Port Metro Vancouver likes to flaunt the PMV's "supremacy." In terms of unchecked power, PMV supremacy may actually exist, with PMV as a law unto itself. Surely that is not by design. Surely it is a disorder that somehow got out of control with the lax approach of the previous federal government. We keep finding that it is a key harmful factor in pretty much every major environmental issue in this region, even including the healthy and productive future of our agricultural land.

Our very capable Member of Parliament, Joe Peschisolido, is knowledgeable about these matters. Instead of adding a lot of details that might take you fifteen minutes to read, we ask you to please talk to him about it. On the basic question—whether to end Port Metro Vancouver's harmful conflict of interest—it is clearcut enough that a quarter hour is all that you and he will need.

Sincerely,

Jim Wright

President, Garden City Conservation Society

Based in Richmond, B.C., V7A 4P1

778-320-1936

Email letter to:

Rt. Hon. Justin Trudeau - Prime Minister of Canada
Minister of Fisheries and Oceans J. Tootoo
Minister of Transport M. Garneau
Minister of Environment C. McKenna
Minister of Sport and Disabilities Carla Qualtrough
Minister of Science K. Duncan
MP J. Peschisolido
MP J. Murray

Local Fraser River Mayors and City Councils

House of Commons Standing Committee DFO
House of Commons Standing Committee on Transportation
House of Commons Standing Committee on Environment

March 22, 2016

Subject: Urgent Need to Eliminate the Public and Environmental Conflict of Interest with Port Metro Vancouver (PMV).

*The Fraser River Estuary and delta area of Metro Vancouver is under tremendous industrial pressure and the remaining and surviving habitat areas and fish and wildlife populations will now be the victim of significant losses if improvements are not now made to assure **better environmental assessment processes and effective protection of that essential habitat that supports globally significant populations of many fish and wildlife species.***

*Other than urgent changes that are required in environmental legislation, that was gutted in 2012 by the previous government, **it is extremely odd that it is a federal agency (Port Metro Vancouver) that is the greatest present threat to the estuary.** An agency such as PMV cannot be the developer and also have jurisdiction for most project assessments and then profit from their own approval of such projects eg. approval to allow jet fuel tankers into the Fraser River.*

*Please refer to the **attached letter** on this matter and please advise us of the action you plan to take on this most urgent and unsatisfactory issue.*

Sincerely yours,

A handwritten signature in dark ink, appearing to read "O. Langer". The signature is fluid and cursive, with a large initial "O" and a stylized "L".

Otto E. Langer MSc Fisheries Biologist President of VAPOR Society



Rt. Hon. Justin Trudeau - Prime Minister of Canada
Rt. Hon. Marc Garneau - Minister of Transport
Rt. Hon. Catherine McKenna - Minister of Environment and Climate Change
Rt. Hon. Hunter Tootoo - Minister Fisheries and Oceans Canada

Parliament Buildings
Ottawa, Ont.

March 22, 2016

Re: **Conflict of Interest and Need to Revamp Authority of Port Metro Vancouver (PMV).**

The Fraser River estuary and its delta provides some of the best habitats for fish and wildlife and farmland in Canada. The Fraser still supports the largest salmon runs on the West Coast and the estuary is Canada's largest overwintering area for birds in Canada.

Yet these habitats and farmland are under great development pressures from many new projects including a jet fuel terminal, LNG plant and coal ports. Locating hazardous industries next to residential areas is not acceptable. In addition a giant new bridge is proposed that Port Metro Vancouver (PMV) has promoted so as the Fraser Delta can become a giant port development area. The new bridge will allow supertankers and Aframax freighters into the Fraser River. Also of extreme concern is the large fill area planned for the Roberts Bank area of the estuary by Port Metro Vancouver, i.e., the Roberts Bank Terminal 2 development.

The environmental protection setbacks of the past 10 years and the projected losses over the next 10 years are of extreme to area citizens and local governments in that their approval will negatively affect fish and wildlife in our river and our very quality of life in the Metro Vancouver area.

It is a bit odd but it is a federal agency that is the greatest threat to the Fraser River Estuary and adjacent lands. **Port Metro Vancouver / PMV** (and other federal ports across Canada) have been unwisely delegated the power to do environmental assessments for developments in their port areas. Unfortunately the entire Fraser River Estuary is within the PMV port area.

Since the port authorities appear to be not accountable to anyone they have become a law unto themselves and have ignored local governments and citizen concerns about major projects that will have major lasting impacts on public safety and the environment such as the Fraser River Estuary.

Further the **national ports (especially PMV) are in an extreme conflict of interest.** They assess projects in their port area (often their own projects), issue approvals and then benefit from the revenue generated from that project's approval. A case example is the VAFFC Jet Fuel Project. This project will bring jet fuel Panamax tankers into the Fraser River for the first time in history. PMV

and the present CEAA did not require a proper federal environmental and system safety review of the project. PMV just registered the project review and then delegated the “harmonized” review and approval to the BC Environmental Assessment Office (BC EAO).

The BC EAO is notorious for low standard environmental reviews of many projects in BC. Despite great public and local government (Richmond and Delta) opposition PMV and the EAO ignored it and approved the project. PMV who subsequently issued a perfunctory building permit without proper public consultation will benefit from increased shipping in the port and will actually lease land to the development.

Despite the great public concern PMV determined that a public panel type review was not necessary and the low bar BC government did not include a panel type review nor any public hearings.

Things have to change. It is urgently requested that your government and Parliament review the original patent that gives authority to PMV and remove their power to do environmental assessments that puts them into a conflict of interest and harms the public trust and interest. The powers to do environmental assessments rightly belongs to Environment Canada, DFO and CEAA. This is especially so in that this federal port is home to the Navigable Waters Protection Act (NWPA), a federal pilotage authority, and federally administered fish and wildlife populations and their habitats and refuge areas.

Sincerely yours;

A handwritten signature in black ink, appearing to read 'Otto Langer', with a stylized, cursive script.

Original signed by:

Otto Langer, President VAPOR Society

Barbara Huisman, Vice President VAPOR Society

Copy to:

Minister Carla Qualtrough, Delta.

MP Joe Peschisolido, Richmond.

MPs Fin Donnelly, Nathan Cohen, Richard Cannings

City Councils of Richmond, Delta, New Westminister, Surrey, Burnaby and Vancouver

***VAPOR** is a citizens' society formed to oppose jet fuel tankers and fuel handling and storage in the Fraser River and estuary. VAPOR promotes an environmentally safer, more reliable land based pipeline option to supply jet fuel to YVR that will remove all jet fuel barges and supertankers in the Fraser River, its estuary and Burrard Inlet.