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Sent: April-01-16 7:57 PM

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Subject: Conflict of Interest and Need to Revamp Authority of Port Metro Vancouver

The Honourable Catherine McKenna, Minister of Environment and Climate Change

The Honourable Hunter Tootoo, Minister of Fisheries and Oceans

The Honourable Marc Garneau, Minister of Transport

The Honourable Kirsty Duncan, Minister of Science

CC:

The Honourable Carla Qualtrough, Minister of Sport And Persons with Disabilities

Joe Peschisolido, MP Steveston-Richmond East

Peter Julian, MP New Westminster-Burnaby

Richard Cannings, MP South Okanagan-West Kootenay

Finn Donnelly, MP Port Moody-Coquitlam

Nathan Cullen, MP Skeena-Bulkley Valley

Elizabeth May MP Saanich-Gulf Islands

House of Commons Standing Committees on: Fisheries and Oceans, Environment,
Transport

Mayors and Councils: Richmond, Delta, New Westminster, Surrey, Burnaby, and
Vancouver

RE: Conflict of Interest and Need to Revamp Authority of Port Metro Vancouver

The Boundary Bay Conservation Committee (BBCC)* wishes to endorse Otto Langer's call to end the conflict of interest of Port Metro Vancouver (PMV). Accountability for the priceless Fraser River Estuary ecosystem must be restored to the responsible government agencies.

Until March 2013, the world renowned Cooperative Environmental Management Model, namely the **Fraser River Estuary Management Program (FREMP)**, brought together agencies of all three levels of government responsible for setting and enforcing

environmental legislation and policy with those responsible for land and water management to conduct environmental reviews of development projects along the Fraser River and in its Estuary. FREMP was closed three years ago. The main developer on the Fraser River, PMV, took over as the Lead Agency from FREMP for a “transition period”. But PMV is still handling all developments, including its own, in the Fraser River Estuary. This is an **outrageous conflict of interest and an international embarrassment in terms of stewardship of the globally significant habitats in this ecosystem.**

The BBCC asks that all of you act immediately as Otto Langer suggests (Attached) and legislate to protect this globally significant estuary ecosystem.

Yours sincerely,

Mary Taitt and Susan Jones

Directors, BBCC

marytaitt@gmail.com and susanj@dccnet.com

* The Boundary Bay Conservation Committee was established in 1988 to enhance public awareness of the Fraser River Estuary Ecosystem. Over twenty-five years, we have worked with conservation groups to obtain protection and recognition for this world-class ecosystem. This includes the 2012 Designation as a Wetland of International Significance, a Ramsar site; the 2004 designation as a Hemispheric Site in the Western Hemisphere Shorebird Reserve Network and the 2001 recognition by BirdLife International as an Important Bird Area; the most significant IBA out of 597 sites in Canada.



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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.