House of Commons
Chambre des communes
Canada

House of Commons Standing Committee on Finance – Pre-budget Consultations 2013

This brief is submitted by:

(•) **an organization** **Organization name:** Port Metro Vancouver

or

( ) **an individual** **Name:** _____

Topic: Infrastructure

*Recommendation 1: Please provide a short summary of your recommendation.

Successive federal governments have made critical investments in the Asia-Pacific Gateway and Corridor Initiative. These have generated significant dividends for the Canadian economy and Port Metro Vancouver (PMV) recommends that the federal government continue funding strategic infrastructure development, in support of a safe, efficient and prosperous Gateway as a key strategic priority that benefits all Canadians.
This includes projects such as the George Massey Tunnel replacement, additional Fraser River rail crossing capacity, and other gateway supporting capital investments.

Expected cost or savings: From the pull-down menus, please indicate the expected cost or savings of your recommendation to the federal government and the period of time to which the expected cost or savings is related.

$100 million -$499.9 million

3 years

Federal funding: Please provide a precise indication of how the federal government could fund your recommendation. For example, indicate what federal spending should be reallocated, what federal tax measure(s) should be introduced, eliminated or changed, etc.

PMV was pleased that Economic Action Plan 2013 announced a new Building Canada plan to support public infrastructure beyond the expiry of the original Building Canada plain in 2013-2014. PMV urges the federal government to ensure that the provisions of the new Building Canada programs allocate funding to the Asia Pacific Gateway and Corridor Initiative and allow eligibility for strategic trade infrastructure investments, like the George Massey Tunnel, additional Fraser River rail crossing capacity, and other gateway supporting capital investments like fire boats.

Intended beneficiaries: Please indicate the groups of individuals, the sector(s) and/or the regions that would benefit by implementation of your recommendation.

The George Massey Tunnel replacement and building additional Fraser River rail crossing capacity are projects that will significantly contribute to the success of Canada's international trade initiatives by improving supply chains through British Columbia and the Pacific Gateway. This would be of particular benefit to transportation logistics sector and the supply chain communities in which they operate. The Asia-Pacific Gateway and Corridors Initiative is an example of how the federal government can help create an environment for investment and job creation.

General impacts: Depending on the nature of your recommendation, please indicate how the standard of living of Canadians would be improved, jobs would be created, people would be trained, etc.

Port businesses support 38,200 direct jobs in British Columbia and more than 98,800 across the country. One-in-12 working people in the BC's Lower Mainland earn a living because of Port-related business. Ensuring the sustainability of Canada's major trade corridors through strategic infrastructure and supporting capital investments is vital to enhancing the competitiveness of the Pacific Gateway and the Canadian Economy while maintaining quality of life in the supply chain communities.

Topic: Transportation and communication

Recommendation 2: Please provide a short summary of your recommendation.

Port Metro Vancouver recommends that the federal government support the establishment of a Centre of Excellence for Marine Transportation of Oil and LNG Commodities in British Columbia which would identify and deliver the highest standards and global best practices for the safe and sustainable handling of oil and LNG commodities.

Expected cost or savings: From the pull-down menus, please indicate the expected cost or savings of your recommendation to the federal government and the period of time to which the expected cost or savings is related.

$1 million-4.9 million

Immediately

Federal funding: Please provide a precise indication of how the federal government could fund your recommendation. For example, indicate what federal spending should be reallocated, what federal tax measure(s) should be introduced, eliminated or changed, etc.

The funding model for the proposed Centre of Excellence is based on a one-time initial lump sum of equal contributions from both the private sector and government sources. Federal government funding source should be allocated from the Responsible Resource Development initiatives. Ongoing operation of the center would be funded by a phased in cargo volumes fee contribution system.

Intended beneficiaries: Please indicate the groups of individuals, the sector(s) and/or the regions that would benefit by implementation of your recommendation.

Given that there is increasing demand to ship oil and LNG commodities through BC ports, and specifically through PMV, the establishment of a central collaborative body to become the leading source of information on best practice for safe and sustainable marine transport is increasingly essential to ensuring the balance between responsible resource development and the health of our environment and communities.

General impacts: Depending on the nature of your recommendation, please indicate how the standard of living of Canadians would be improved, jobs would be created, people would be trained, etc.

Combining and coordinating resources to facilitate research and development in this area would help to improve the overall knowledge base on best practices, identify gaps for further research into the shipment of oil and LNG commodities along with spill prevention and response, and further position Canada as a global leader in the safe and sustainable marine transport of bulk liquids.

Topic: Business taxation and regulatory issues

Recommendation 3: Please provide a short summary of your recommendation.

PMV recommends that the federal government take steps to clarify the permitting provisions of the Species at Risk Act (SARA).
SARA as currently written discourages investment in species recovery initiatives due to the lack of certainty as to whether implicated initiatives may not be in compliance with the letter of the Act. Providing clarity will support a business case for industry to invest in species recovery initiatives as part of or in addition to mitigation efforts for planned projects or ongoing operations.

Expected cost or savings: From the pull-down menus, please indicate the expected cost or savings of your recommendation to the federal government and the period of time to which the expected cost or savings is related.

unknown

Immediately

Federal funding: Please provide a precise indication of how the federal government could fund your recommendation. For example, indicate what federal spending should be reallocated, what federal tax measure(s) should be introduced, eliminated or changed, etc.

N/A

Intended beneficiaries: Please indicate the groups of individuals, the sector(s) and/or the regions that would benefit by implementation of your recommendation.

Clarity around SARA permitting promotes business confidence, strengthens environmental standards and contributes to consistency, predictability and transparency in the permitting process.
Implementation of this recommendation will benefit, in addition to species at risk, a wide cross-section of industries all across Canada including hydro power producers and other utilities, Canadian ports, natural resource exploration and extraction sectors and numerous other small businesses.

General impacts: Depending on the nature of your recommendation, please indicate how the standard of living of Canadians would be improved, jobs would be created, people would be trained, etc.

N/A

Please use this page if you wish to provide more explanation about your recommendation(s).

Port Metro Vancouver encourages the federal government to incorporate into the upcoming budget a series of recommendations that would strengthen and sustain Canada's Pacific Gateway. Through measures to ensure federal support for critical infrastructure priorities, a commitment to the establishment of a Centre of Excellence for marine transportation of oil and LNG commodities in BC, and clarity surrounding SARA permitting provisions, Canada can achieve the right balance of growing our economic prosperity and creating high-value jobs across Canada while maintaining the quality of life in supply chain communities through strengthening safety and environmental protection.

As Canada's largest and most diversified port, and the largest export port in North America, Port Metro Vancouver (PMV) handles more than $172 billion of cargo each year, a figure that represents one-fifth of Canada's total goods trade by value. The Port's supply chain is responsible for 38,200 direct jobs and 25,000 indirect jobs in British Columbia, and nearly 100,000 jobs across Canada in total; these are well-paying jobs, with wages approximately 53% above the national average. The Port also contributes $9.7 billion in direct GDP and contributes $1.3 billion in federal, provincial and municipal tax revenues. Our significant employment and economic impacts across the entire county cannot be understated.

Worldwide containerized trade has been increasing in recent decades, and container traffic on the west coast of Canada is expected to double in the next 10-15 years, and nearly triple by 2030. PMV plays a critical role in Canada's Pacific Gateway and it is important that we are ready to support the need for increased capacity as international demand for trade and Canadian commodities increases. Accordingly, PMV has developed the Container Capacity Improvement Program (CCIP) to deliver the projects and port infrastructure necessary to meet the needs of this growth.

The most significant project under CCIP is development of Roberts Bank Terminal 2 (RBT2), a new 3 berth container terminal at Roberts Bank that will be the cornerstone of Canada's Asia Pacific Gateway Initiative. RBT2, as proposed, during the 6 year construction period will generate a total economic output of approximately $4.1 billion and generate thousands of jobs. For more information please visit www.portmetrovancouver.co/RBT2.

*Please note that at least one recommendation must be provided