



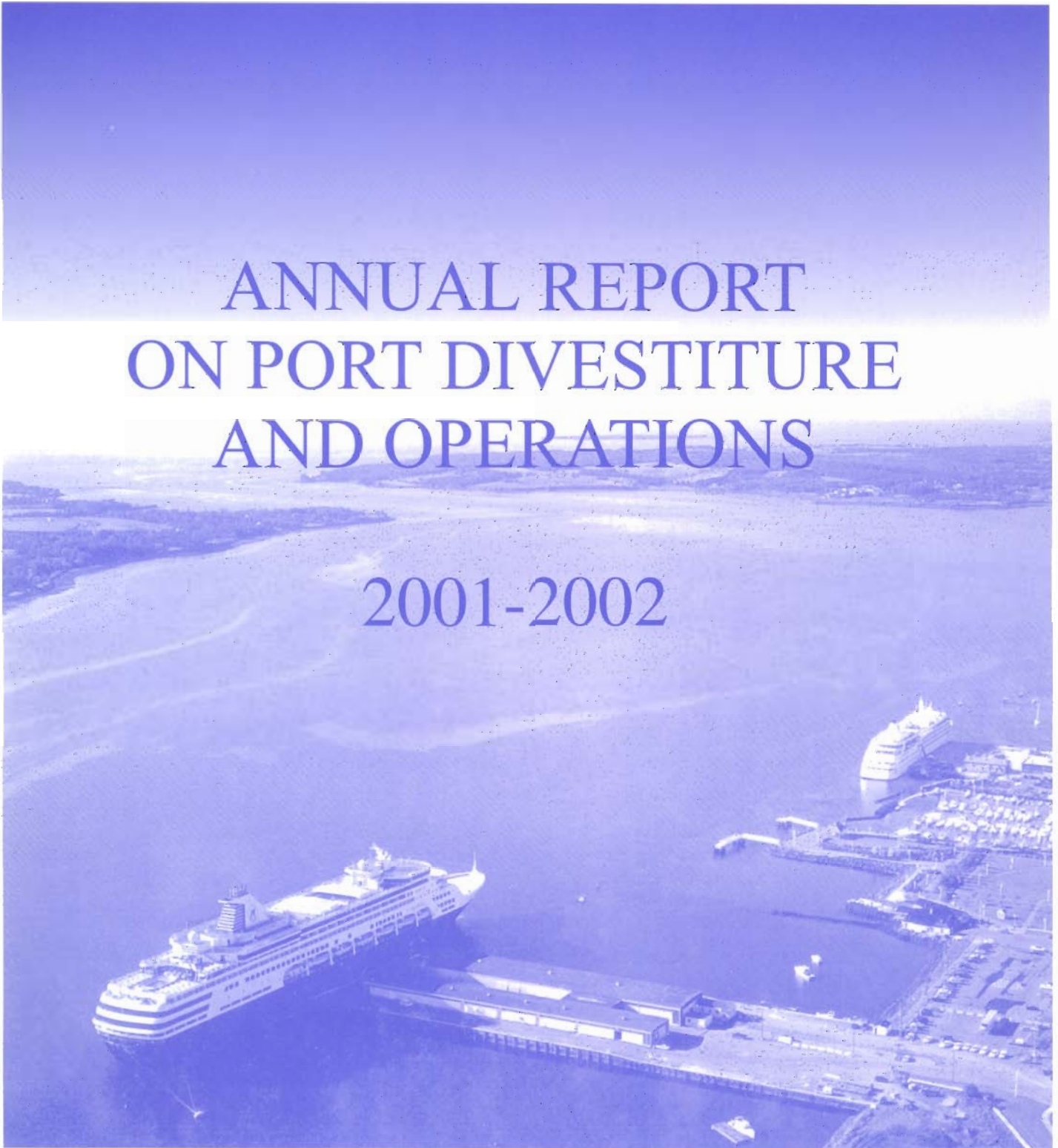
Transport
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TP 6165

ANNUAL REPORT ON PORT DIVESTITURE AND OPERATIONS

2001-2002



Canada

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FOREWORD

I am pleased to have the opportunity to submit to Parliament, pursuant to subsection 72(7) of the *Canada Marine Act*, the *Annual Report on Port Divestiture and Operations 2001-2002*.

The importance of Canada's ports to the national interest is clear. The public port system supports the safe and efficient movement of vessels and cargo, and is integral to regional economic prosperity.

Through divestiture of the smaller Regional/Local public port facilities to communities and other interested local groups, responsibility for decision making is assumed by the people best placed to gauge local requirements. This contributes to the development of a more effective and efficient port system with local accountability.

I trust the information provided in this report will provide for a more thorough understanding of the Port Divestiture Program and the operation by Transport Canada of those public ports and Regional/Local public port facilities not yet transferred.

A handwritten signature in black ink, appearing to read 'D. Collenette', written over a horizontal line.

The Honourable David M. Collenette, P.C., M.P.
Minister of Transport

Port Divestiture

Program Description

The National Marine Policy, announced on December 14, 1995, outlines the Government of Canada's intent to rationalize the Canadian marine transportation system. One initiative within this policy framework is the Port Divestiture Program. As of March 31, 2002, 433 or 79% of the 549 public ports and Regional/Local public port facilities originally operated by Transport Canada had been transferred or demolished, or had their public harbour status terminated.

The National Marine Policy divided ports into three categories:

- sites immediately eligible for Canada Port Authority (CPA) status;*
- sites designated as Regional/Local ports that were slated for divestiture; and
- sites designated as Remote ports, which were to continue being operated by Transport Canada unless local stakeholders expressed an interest in acquiring these facilities.

On April 18, 1996, the Minister of Transport received Treasury Board approval of the terms and conditions governing the Port Divestiture Program, including the authority to establish a Port Divestiture Fund. A separate Port Transfer Fund was also put in place to finance departmental activities related to port divestiture. Details of these two funds are found later in this report (see page 7).

The Program is sufficiently flexible to permit divestiture of ports to other federal departments, provincial governments or local interests, including municipalities. The Director General, Port Programs and Divestiture, exercises functional authority for the delivery of the Port Divestiture Program in cooperation with regional divestiture teams across the country. This six-year program, originally scheduled to run until March 31, 2002, has recently been extended by one year to March 31, 2003.

The Port Divestiture Program follows a land and chattels transfer strategy which ensures that:

- no offer that leaves the Crown financially worse off as a result of divestiture will be accepted;
- the Crown receives best value for port land and other assets;
- a new port owner will not enjoy any windfall profits from the subsequent sale of lands, assets and/or chattels; and
- Transport Canada fully upholds its fiduciary responsibility with respect to First Nations.

Port Divestiture

There are six basic steps to port divestiture at the local or community level:

1. Transport Canada regional officials initiate port divestiture discussions with local interests.

* CPA ports will not be discussed here, as they are regulated by Part I of the Canada Marine Act and fall outside the scope of this report.

2. Local interests then form a legal entity which signs a non-binding Letter of Intent to negotiate the port transfer and a legally binding Disclosure of Information Agreement with Transport Canada to protect third-party information.
3. Transport Canada provides the local entity with financial data, traffic or tonnage statistics, and any other relevant information concerning environmental, technical, engineering, and property or leasing issues.
4. The local entity conducts a due diligence process, usually with funding from Transport Canada.
5. Transport Canada and the local entity negotiate financial and other conditions of transfer.
6. Both parties sign a transfer agreement.

This is a win-win situation. From a local community perspective, public port divestiture allows such communities to own their local facilities, control the use of these facilities, set their own tariff structures (if any), and determine the levels of service and maintenance appropriate to local circumstances. From Transport Canada's viewpoint, the department can meet its objective of withdrawing from the direct operation of Regional/Local ports nationwide.

Progress to Date

As of March 31, 2002, a total of 433 of the 549 Port Programs and Divestiture facilities across Canada had been transferred or otherwise removed from the original Transport Canada inventory.

- 211 declared public harbours were deproclaimed;
- 64 sites were transferred to other federal departments;
- 40 sites were transferred to provincial governments (Newfoundland, Nova Scotia, New Brunswick, Quebec, Ontario and British Columbia);
- 97 sites were divested to local interests;
- 3 port facilities were demolished; and
- 18 sites had their Transport Canada leases or licences terminated.

The department has actually, however, deproclaimed 265 public harbours since the start of the Program. Of this number, 26 were discovered during archival research that took place subsequent to the publishing of the National Marine Policy, and were therefore not part of the original 549 port sites identified. In addition, 28 of these public harbours were adjacent to port facilities that had been divested and had therefore already been removed from the original inventory.

Three Canada Ports Corporation ports — located in Port Colborne, Ont.; Prescott, Ont. and Churchill, Man. — have been transferred. As well, Ridley Terminals Inc. (B.C.) became a parent Crown Corporation.

As of March 31, 2002, there were 82 Regional/Local and 34 Remote port sites across Canada remaining under the purview of Port Programs and Divestiture.

Table 1 — Progress to Date by Region (as of March 31, 2002)

Region	Original Inventory	Divested* in Previous Years	Divested* in 2001-2002	Total	Remaining
Atlantic	262	226	7	233	29
Quebec	72	36	0	36	36
Ontario	57	37	5	42	15
Pacific	158	92	30	122	36
Total	549	391	42	433	116

* Divested ports include those that have been deproclaimed or demolished, or those sites at which Transport Canada's interest has been terminated.

Note: Updates of this progress table may be found at:
<http://www.tc.gc.ca/programs/ports/progresssummary.htm>

Harbour Bed Divestiture

Harbour bed divestiture is an integral and fully consistent part of the Program. That is, in order to achieve the National Marine Policy objective of terminating Transport Canada's ownership and operation of Regional/Local ports, the department is required to extinguish all of its ownership interests in those ports, including ownership of harbour beds where applicable. In a number of cases, harbour dues, which are levied on vessels making use of that port, must be collected even at sites for which there are no services being offered. Only once its ownership interests are extinguished can Transport Canada then deproclaim the port and cease charging harbour dues.

It is important to note that Transport Canada owns a total of only 43 harbour beds and that the provinces already own the vast majority of the harbour beds in the hundreds of small ports nationwide. The 43 Transport Canada-owned harbour beds are located as follows:

Newfoundland	12	New Brunswick	1	Manitoba	1
Prince Edward Island	4	Ontario	8		
Nova Scotia	15	British Columbia	2		

Federal and provincial negotiations for the transfer of harbour beds are currently underway.

Port Divestiture Program Extension

The Government of Canada has recently extended the Port Divestiture Program by one year to March 31, 2003. In order to allow the best use of departmental funding and resources, Transport Canada will seek to transfer those sites that it believes can be divested affordably over the next year. Transport Canada will therefore focus on those sites for which the department has had a positive indication of provincial cooperation, where required, and for which negotiations were underway as of December 31, 2001.

Since 1996, this initiative has saved Canadian taxpayers over \$100 million. Before March 31, 2003, Transport Canada will review the progress of the Program and its options regarding ports that remain undivested at that time.

Program Funding

Note: All financial figures presented in this report are based on forecasts for fiscal year 2001-2002 as of March 31, 2002.

The Port Divestiture Fund

Transport Canada is facilitating the divestiture initiative with the \$125 million Port Divestiture Fund, sourced from within the Transport Canada budget. This fund is intended to ease the transfer process by reducing the initial financial impact of port transfers.

This fund is used to provide assistance in bringing existing port property up to minimum safety or operating standards, or to make lump-sum payments to facilitate the takeover of a port. It may also be used to cover a portion of costs incurred by the new owner or operator to achieve compliance with regulatory or insurance requirements, to fund feasibility studies, or to reduce potential liability. Finally, the fund may be used to assist local groups, communities or other interests to take over a collection of ports and reduce costs by rationalizing infrastructure.

If no interest is shown in negotiating the transfer of a facility, the port is offered for sale by public tender. If there is still no interest shown, Transport Canada then makes a decision concerning the future need for the facility.

Port Divestiture Fund expenditures for 2001-2002 were \$23.1 million, bringing the total expenditure since the beginning of the Program to \$102.4 million.

The Port Transfer Fund

Transport Canada uses a separate \$40 million Port Transfer Fund, also funded from departmental resources, to fund departmental expenditures related to port divestiture. This fund covers such areas as land surveys, legal title searches, property appraisals, environmental assessments, the hiring of financial advisors and administrative expenses. Including the \$5.6 million forecast for expenditure in 2001-2002, a total of \$38.8 million of the Port Transfer Fund has been disbursed or earmarked for use since the beginning of the Program.

Table 2 — Port Divestiture Program Fund Expenditures (All figures in \$ millions)

Fund/Year	96-97	97-98	98-99	99-00	00-01	01-02	Total
Port Divestiture Fund	13.1	1.5	1.3	16.9	46.5	23.1	102.4
Port Transfer Fund	6.6	7.2	7.1	6.4	5.9	5.6	38.8

Revenue from the Sales of Ports

Since the beginning of the Program, \$8.4 million has been collected from the sales of port property and assets.

Issues

First Nations Concerns

The 1997 Supreme Court of Canada decision regarding *Delgamuukw vs. the Queen in Right of British Columbia* has had an impact not only on the department's ability to pursue public port divestiture, but also on government-wide land transfer activities. While this ruling has affected port transfers all across the country, its greatest effects have been felt in Ontario and British Columbia. In some cases, First Nations claims have been registered in the courts, thereby further complicating delivery of the Port Divestiture Program.

Transport Canada has developed a negotiator's consultation model that requires the Crown to determine the possible existence of legitimate Aboriginal rights or title before moving on to conclude a transaction. In many cases, some level of consultation is required prior to proceeding with divestiture. In exceptional circumstances, departmental negotiators may need to seek agreement of the affected First Nations before a divestiture transaction can be finalized.

The Transport Canada consultation model is intended to provide a mechanism to identify First Nations issues and to provide for the appropriate response. The use of this model enables departmental transactions, including the divestiture of ports, to proceed, albeit more slowly than was expected when the Program began in 1996.

Provincial Issues

Provincial consent to conclude a port divestiture transaction is required in most cases in Newfoundland and Labrador, Quebec, and British Columbia. This is because the ports in these provinces are located on lands the provinces have provided to the federal government for the purpose of operating public ports. The lands must be returned to the Province in the event that Transport Canada ceases to require them for this purpose. The federal government therefore cannot transfer the lands to other parties without the specific approval of the applicable provincial government.

A process has now been implemented with the British Columbia government whereby the Province enters into a lease with the new operator upon transfer. Similar provincial cooperation has not, however, been forthcoming from the governments of Newfoundland and Labrador, and Quebec. As a result, divestiture has virtually ceased in these two provinces.

Port Operations

Program Objectives

At public ports that remain undivested, Transport Canada's port policies and programs are aimed at the development of a ports system that:

- contributes to the achievement of Canada's international trade objectives as well as national, regional and local economic and social objectives;
- functions efficiently;
- provides port users with accessible and equitable transportation services; and
- works in coordination with other marine activities and surface and air transportation systems.

Administration

The Program is administered by Transport Canada's Port Programs and Divestiture Directorate in cooperation with regional offices located in Dartmouth, N.S.; Quebec City, Que.; Toronto, Ont. and Vancouver, B.C.

Local port administration varies according to local operations. Three sites — Charlottetown, P.E.I.; Cap-aux-Meules, Que. and Victoria, B.C. — are supervised by full-time public servants. In most cases, Transport Canada is represented locally by appointees who are compensated on a commission basis from fees collected from port users. These individuals, known as Harbour Masters and Wharfingers, are appointed by the Minister of Transport. Their degree of activity is in direct correlation to traffic demands.

User Fees

Pursuant to the *Canada Marine Act* (CMA), the Minister of Transport may fix public port fees without proceeding through the regulatory process. Departmental officials, however, continue to consult and notify users and stakeholders of any public port fee adjustments before such adjustments are made.

Under the CMA, the Minister may fix fees to be paid in respect of:

- ships, vehicles, aircraft and persons coming into or using a public port or public port facility;
- goods loaded on ships, unloaded from ships or transhipped by water within limits of a public port, or stored in or moved across a public port facility; and
- services provided or rights conferred in respect of the operation of a public port or public port facility.

Transport Canada publishes a tariff schedule for all charges except lettings. Typical charges include:

Harbour dues	A charge assessed against a vessel that comes into or uses a public port — based on vessel size and registry.
Berthage	A charge for occupying a berth at a port — based on vessel size and length of stay.

Wharfage	A charge for moving cargo over a public wharf — based on cargo type with a rate per tonne or per cubic metre.
Storage	A charge for the use of sheds or open space for assembling or distributing cargoes — based on space occupied and duration of use.
Letting	A rental charge — usually based on the market value of the property.

If Transport Canada must undertake improvements specifically for the benefit of a major user, the department may supplement or replace these tariffs with negotiated contracts designed to improve the overall rate of cost recovery on investment.

Note: Information regarding public port fees is available at:
<http://www.tc.gc.ca/programs/ports/menupublicportfees.htm>

New Regulations

Part 3 of the *Public Ports and Public Port Facilities Regulations* has recently come into effect, thereby replacing the *Public Harbours Regulations* and the *Government Wharves Regulations*. These new regulations focus on safety, order and operations at Transport Canada's public ports and public port facilities. In addition, Practices and Procedures have been developed to control ship traffic and to promote safe and efficient navigation in public ports.

Note: Information regarding public port regulations is available at:
<http://www.tc.gc.ca/programs/ports/actsregulations.htm>

Financial Review — Operations

Revenue and Expenditures for 2001-2002

Expenditures	\$ millions
Operating and maintenance (includes commissions, EI and CPP)	16.8
Capital	6.8
Gross expenditures	23.6
Revenue	
Revenue	(13.8)
Total (Net operating, maintenance and capital expenditures)	9.8

Note: Expenditures and revenues are forecast as of March 31, 2002.

Total revenue for the Program in 2001-2002 is forecast to be \$13.8 million. Under the terms of their appointment, Harbour Masters and Wharfingers receive a set commission rate on tariff revenues collected from their respective ports. The remaining funds are vote-netted against operating and maintenance expenditures.

In 2001-2002, approximately 94 Harbour Masters and Wharfingers represented Transport Canada at its public ports. For those appointees receiving commissions, the average annual commission paid was \$12,900. Appreciation must be expressed to all appointees who provided sound port administration to the benefit of their community and to the credit of the federal government.

O&M Funding

The divestiture of Transport Canada-owned Regional/Local ports, as described in the first section of this report, was originally intended to take place over a six-year period ending March 31, 2002. The Program has recently been extended by one year to March 31, 2003. The annual budget for maintenance repairs at public ports throughout the life of the Program has been very modest since Transport Canada port maintenance funding has been used for urgently needed safety-related items only.

Before the start of the Port Divestiture Program, the department was spending approximately \$22 million per year for maintenance repairs while a total of \$7.6 million was allocated for port maintenance for 2001-2002.

Capital

Major capital expenditures during the year were limited to Thunder Bay, Ont. and Cap-aux-Meules, Que. Both projects are ongoing and will continue into the next fiscal year. Other urgent safety-related minor capital expenditures were also made at various sites across the country, at a total cost of \$500,000.

Note: For more information about Port Programs visit the web site at:
<http://www.tc.gc.ca/programs/ports/menu.htm>