



Draft

- Date:** March 4, 2009
- Location:** GTAA Administration Building, Pearson Boardrooms A & B
- Chair:** Toby Lennox
- Attendees:** Bill Clark Brampton Board of Trade  
Rick Cockfield, Halton Region  
David Cavaco, for Councillor City of Toronto  
Vicky Dhillon, Councillor City of Brampton  
Paul May, York Region  
Maja Prentice, Councillor, City of Mississauga  
Patrick O'Brien, City of Brampton Resident  
David Purkis, City of Toronto Resident  
Suresh Thakrar, City of Mississauga
- Regrets:** Tom AppaRao, Director of Transportation  
Charles Dorrington, Brampton Mississauga & District Labour Council  
George Kairys, Mississauga Board of Trade  
Mike Lauber, Toronto Board of Trade  
Frances Nunziata, Councillor, City of Toronto  
Pat Olive, Commissioner Economic Development, Durham Region  
Heather Craig Peddie, ACTA Ontario
- Resource Members:** Susan Amring, City of Mississauga  
Henry Turner, Ontario Ministry of Tourism  
Don Eastwood, City of Brampton  
John Golden, NAV Canada
- Resource Members Absent:** Rob Bergevin, Transport Canada  
Larry Petovello, City of Mississauga  
Paul Steckham, Ministry of Transportation  
Les Aalders, Air Transport Association of Canada  
Pamela Laite, Tourism Toronto  
Randy McLean, City of Toronto  
Deborah Bonk, Vaughan Chamber of Commerce  
Carol Greenwood, Mississauga Tourism
- Guests and Others:** Irene Hawrylyshyn, Kim Stefanazzi, Russ Cruickshank, Chris Rickett
- Attachments:**
- Next meeting:** Wednesday June 3, 2009

Item	Details
<b>1.0</b>	<b>PRELIMINARY ITEMS – Toby Lennox</b>
1.1	<p>Welcome and Roll Call Toby Lennox welcomed all in attendance. Irene Hawrylyshyn conducted the roll call.</p>
1.2	<p>Approval of Agenda Agenda was approved by Bill Clark and seconded by Suresh Thakrar.</p>
1.3	<p>Review and Approval of December 17, 2008 Minutes Minutes were approved by David Cavaco and seconded by David Purkis.</p>
1.4	<p>Matters Arising from Previous Minutes (Action Items)</p> <p><u>September 3, 2008</u></p> <p>Suresh Thakrar inquired about free baggage carts for passengers.</p> <p>Toby Lennox - the total number of passengers that use baggage carts at Pearson is nine per cent. The industry has started to see a rapid decrease in baggage cart use, as they have been replaced by wheeled luggage. There is also far more connecting traffic at Pearson, where bags are checked through to the final destination. The GTAA have a contract with a company called Smarte Carte who provide the carts, as well as the maintenance and the collection of the carts to ensure we have an adequate supply. An adequate supply of baggage carts becomes less reliable when they are free, as there is no incentive to return them to their dispensing units. The deposit and return system is a much better system, is also very common in the U.S., and is becoming more common in Europe.</p> <p>Suresh Thakrar – when a passenger gets a baggage cart, it costs two dollars, and when the passenger returns it, he only receives twenty five cents. The passenger should receive a full refund.</p> <p>Toby Lennox – because of the cost to maintain the carts, it is necessary to charge this fee.</p> <p>Maja Prentice – I suggest we bring this issue back when the economy is better. The GTAA should look into getting a sponsor for advertising the carts, for example a hotel or shopping mall for the duration of the contract. Toby Lennox – we currently sell advertising on the carts.</p> <p>Bill Clark – how much revenue is raised from advertising. Toby Lennox – we will have to check into this and advise you at our next meeting.</p>
<b>2.0</b>	<b>Regular Items</b>

Item	Details
2.1	Toby Lennox – the Consultative Committee Update was attached to the agenda.

### 3.0 Discussion Items

#### 3.1 Economic Response Plan

Toby Lennox - 2008 was one of the GTAA's most profitable years to date with positive growth in passenger traffic, however by the end of 2008 there was a drop in traffic.

In December 2008, Transport Canada projected a 5.8 per cent decrease for Toronto Pearson in 2009 and a 1.6 per cent recovery in 2010. This decrease in traffic would mean the GTAA would need to reduce its costs and look for ways to increase revenues.

The expenditure reductions we have made include the closure of the Terminal 3 Satellite, closure of our bussing facility, a hiring freeze, and a salary freeze for management staff. The GTAA also increased the Airport Improvement Fee (AIF) by \$5.00. The airlines, Transport Canada and local politicians understand the need for the increase.

To generate additional revenue, the GTAA has started an incentive program for air carriers which would position Toronto Pearson to come out of this downturn more quickly than other airports. If an air carrier comes to us with a new route that is not currently served, or if they are upgrading their aircraft, we will rebate 50 per cent of the new increase in landing fees the first year, and 25 per cent the second year. This program has the potential of being very successful.

The GTAA has also reduced landing fees, as well as cargo fees by 25 per cent and that has served us well and the GTAA's decrease in passenger activity has been slower than most other airports. In the U.S., many airports are into double digit decreases; Chicago and Las Vegas have each had a 16 per cent decrease. In Europe, London Gatwick has reported a 20 per cent decrease. We are also getting reports from some of our air carriers that some routes are incredibly popular. Emirates and Ethidad are almost selling out.

Bill Clark – has Transport Canada offered any reductions to help offset some of the costs? Toby Lennox – the GTAA has not received any reductions in costs from Transport Canada. During the latest budget, there wasn't anything in the stimulus package for aviation. Transport Canada's budget has been decreased, and our rent goes directly to Transport Canada. When the rest of the budget is decreased they become more dependant on our revenues.

Paul May – inquired about the GTAA's decision to stop subsidizing funds to Buttonville airport.

Item	Details
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Toby Lennox - in 2001 Transport Canada asked the GTAA to provide some financial assistance to Buttonville airport. The GTAA began a subsidy of 1.4 million dollars per year. We had no role in the operations of the airport, and the contract was scheduled to expire in 2010, however we decided to terminate earlier due to the downturn in the economy. The contract will come to an end on April 26, 2009.

Paul May – this is a short term decision that has a long term impact. If the airport closes, the land will be sold and will be redeveloped. Would Pearson be able to accommodate all of the traffic from Buttonville?

Toby Lennox - it is not certain that Buttonville airport would close down. As the tenth busiest airport in the country, there are a lot of viable businesses operating there. This was a fiscally prudent decision, and we met with Transport Canada to advise that we were ending our subsidy during these economic times.

As to the impact, there has not been an analysis. There would be numerous factors to look at: general aviation clients prefer to fly out of Buttonville as it is less costly, Pearson is limited to a number 6 slots per hour for general aviation plus the balance of the IATA capacity, the companies operating flight schools must also consider options. There are alternatives including Oshawa Airport, Barrie Airport, and Burlington Skypark.

Maja Prentice – suggested that Paul May direct his questions to Transport Canada, who did a study on the southern Ontario airport system.

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### 3.2 Partners in Project Green

Toby introduced Chris Rickett – Project Manager, Watershed Planning, TRCA.

Chris Rickett – Partners in Project Green is working with the business community surrounding Toronto Pearson to transform it into an internationally recognized eco business zone. We wanted to find a way to make the major sectors in the area like food processing, logistics, plastics leaders in their sectors globally, not only more profitable and productive but also the greenest.

The area itself encompasses our partners in the cities of Mississauga, Brampton, the Region of Peel and the City of Toronto, all of which played a role in developing the Partners in Project Green and they are assisting us with the implementation.

Extensive analysis of the area revealed that there are about 12,000 businesses around the airport employing around 350,000 people, which makes this Canada's largest employment area. The major sectors are logistics, automotive, plastics, food processing and airport related, and 80 per cent of the businesses around the airport are under 500 employees, 40 percent are under 40 employees.

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Item	Details
	<p>Land use in the area was reviewed to assess zoning, and how much potential there was in redevelopment. Approximately 30 per cent of the 12,000 hectares is occupied by roads.</p>
	<p>One of the positive things we found from the analysis was there are 1,000 hectares of green space around the airport. When you think of industrial areas you don't think of greenspaces. There are three watersheds that pass through this area, and the municipal partners have worked to preserve and enhance these places. In looking at amenities, we found that about 180,000 employees are within a 400 metre walk of green space, so we can plan to look at how we can start to use this space for trail systems, etc.</p>
	<p>On energy consumption, we learned that a lot of industries would result in opportunities for micro or cogeneration plants. Logistics companies were using the most natural gas in the area.</p>
	<p>On water consumption, we found the logistics sector was using the most water. There are approx 1300 logistics operators, and a lot of cold storage around the airport.</p>
	<p>We launched in October 2008, and are now moving into implementation. We have established a steering committee, chaired by Toby Lennox, which brings together 20 executives from corporations in the zone, as well as political representation from various municipalities (Councillor Prentice and Councillor Hall are members) as well as the province, and we are awaiting a federal appointee.</p>
	<p>We have established ten task oriented project teams and they are made up of private and public sector groups.</p>
	<p>Maja Prentice – Partners in Project Green is a win win situation. It does great things for the environment, our business partners, and our residents are impressed that government is getting involved with this. What impressed us about our steering committee meeting was that everyone is very excited about this, and it will make tremendous changes environmentally and economically in our communities.</p>
	<p>Toby Lennox – the co-operation we have received from the municipalities has been excellent. Everyone is committed to the idea, but also the expectation is in realizing the returns that will be gained from this project.</p>
	<p>Maja Prentice. – just think of all the business parks that exist in all of our regions in the Greater Toronto area. This is a role model that you can take and move to other municipalities.</p>
	<p>Chris Rickett – we want to ensure this project works well, and we get the model right before we commit to other projects potentially starting with Leaside, Caledon and York Region.</p>

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	<p>David Cavaco – would the concept of a green roof be applicable to a warehouse, because the best way to promote green would be from the air.</p> <p>Chris Rickett – it all depends on the structure. There are companies with green roofs; Bayer Pharmaceuticals has a green roof at their facility on Belfield. Many of the buildings in the area have structural issues that wouldn't allow a green roof, however we think cool roofs are an option.</p>
4.0	<p><b>Members Update</b></p> <p>Toby Lennox - on Saturday, June 13, 2009, the GTAA will host our second annual Toronto Pearson Runway Run. Toronto Pearson will open its Runway 06R-24L to 2,000 people.</p> <p>All proceeds from the Runway Run 2009 will be donated to The Credit Valley Hospital Foundation, which serves a population of more than one million people in the areas of Peel and Halton – including passengers travelling through Toronto Pearson.</p>
5.	<p><b>Correspondence and News</b></p> <p>Media Releases were included with the agenda.</p>
6.	<p><b>Public Comments</b></p> <p>There were no comments.</p>
7.	<p><b>Adjournment</b></p> <p>The meeting was adjourned.</p> <p>The next CC meeting is scheduled for <b>Wednesday, June 3, 2009, at 4:00 p.m.</b> at 3111 Convair Drive, Pearson Rooms A &amp; B.</p>

Minutes prepared by Kim Stefanazzi, (416) 776-3941, kim.stefanazzi@GTAA.com. Any errors or omissions in these minutes should be forwarded to the author immediately.