



EX15.7.9

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The Toronto Industry Network

May 24, 2016

E-MAILED

Mayor John Tory and Member of the
Executive Committee,
10th Floor, West Tower, City Hall,
100 Queen Street west,
Toronto, Ontario,
M5N 2H2.

Attention: Ms. Jennifer Forkes

Dear Mayor Tory and Members of the Executive Committee,

Re: EX15.7

Today you will be hearing from many promoting the submission of a bid for Expo 2025. We ask that you factor Toronto's Port into this consideration.

Members of the Toronto Industry Network have significant operations in the Port of Toronto. They receive raw materials by ship and barge which are then, in most cases, manufactured into things that are essential for the Toronto Region such as sugar and concrete.

Toronto's Port helps the City's and region's competitiveness by providing businesses access to the world for raw materials and a means to transport finished goods. The Port is well-served by road and rail access. Furthermore, moving goods by water is understood to be the most economical and green transportation option.

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While it is exciting to contemplate submitting an Expo bid, we believe the City needs to carefully consider the future of our Port. The Port is not hundreds of acres of derelict land but rather a socio-economic hub. According to the Toronto Port Lands Company, the Port Lands provide some 4,000 jobs that are an important part of Toronto's employment fabric. The full potential of the Port is unrealized.

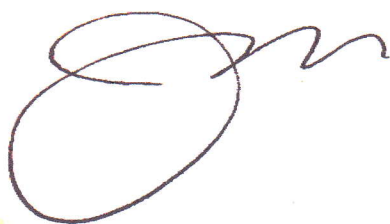
As a general principle, once an Expo fair has concluded, then the fair site is developed for primarily residential uses, such as the industrial port land area of False Creek for the 1986 Expo in Vancouver. In Vancouver's case, it could afford to lose some port space because it has extensive port facilities elsewhere.

As in most industrial areas, the Port needs protection from the intrusion of sensitive uses such as residences, schools, recreational facilities, places of worship, etc. These conflicts continue to cause serious hardship for many manufacturers for the onus is on them in provincial regulations to mitigate their noise and air emissions that effect new development rather than the other way around.

To summarize, we think Toronto's Port is being over-looked in this process and must become an important part of the decision-making mix.

I thank you for your attention and look forward to further discussion.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Jonathan Moser', with a large loop at the start and a trailing flourish.

Jonathan Moser
Chair
Toronto Port Working Group