

Harbourfront

Community Association

Station A, Box 144

Toronto, M5W 1A2

Sept. 13, 2013

For: Mayor Rob Ford, Toronto City Council
Subject: Toronto Island Airport Expansion Proposal

I learned something at the airport public consultation, that you might find interesting. A man explained Bombardier's role in the airport expansion proposal, this way -

Bombardier is one of the most heavily subsidized companies in Canada. The feds have a lot of money invested in Bombardier, and want it to succeed.

Bombardier needs a C100 starter order, to impress the airline world. Air Canada and Westjet aren't available as customers yet, so Porter offered to help Ottawa, by placing an order and getting an EDC loan.

With this initial sale, Bombardier's C100 looks more marketable. It's a multimillion dollar PR campaign, financed by the feds, through IC & EDC.

Toronto's Waterfront is only an incidental consideration in this grand plan to make Bombardier look good in the eyes of the world.

It looks like the Port Authority is just following orders from Ottawa. In Ottawa, Lisa Raitt is managing things for Bombardier's benefit. It's a well organized team behind the TPA, and their consultants. who could be called Team Bombardier. It's not Team Toronto.

I'm not saying the government shouldn't subsidize Bombardier. My question is - Why is the government subsidizing Bombardier's rich aircraft business, when it should be subsidizing Bombardier's public transit business? Olivia Chow might be interested in this question, as Transport Critic.

The bottom line is that Toronto is just a pawn in a federal government game. What can Toronto get out of this deal? It depends on how well we negotiate. Good luck with negotiating this on behalf of all of us.

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