



Sustainability Report 2018

PORTS
TORONTO



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60 Harbour Street, Toronto, ON M5J 1B7 Canada

The Toronto Port Authority, doing business as PortsToronto since January 2015, is a government business enterprise operating pursuant to the Canada Marine Act and Letters Patent issued by the federal Minister of Transport. The Toronto Port Authority is hereafter referred to as PortsToronto.

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WHAT ARE THE LINES DEPICTED THROUGHOUT THIS REPORT?

These lines represent actual contour lines at the bottom of Lake Ontario and therefore seemed fitting for our Sustainability Report which does a deep dive into our efforts relative to the environment.



PortsToronto's Sustainability Report is available online at PortsToronto.com.

Small quantities of this report were printed on Rolland Enviro 100 per cent post-consumer paper.

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Going Forward



Message From The Chief Executive Officer



Welcome to our fourth annual Sustainability Report. Although we have been on our sustainability journey for a very long time—more than 100 years give or take—it's only been in the last four years that we have taken the steps to capture, catalog and report on our sustainability efforts and chart a path to reach our sustainability goals.



We were doing sustainability before sustainability was even a consideration for most. PortsToronto got its start as the Toronto Harbour Commission, a joint federal-municipal government agency charged with managing Toronto's Harbour as well as being responsible for major works along the Toronto waterfront. This included creating the landmass that is currently Toronto's central waterfront area and working to keep the harbour clean in an age when industrialization was sometimes pursued at all costs and often at the absolute expense of the environment.



More than 100 years later PortsToronto continues to play a lead role in cleaning and maintaining the harbour and has expanded its focus to look at all areas of its operations, ensuring that we are conducting our businesses with a commitment to environmental sustainability.



Within this report—and more broadly for the purposes of global reporting—sustainability is defined as being inclusive of economic performance, community engagement, and environmental initiatives and protection. We have also added a fourth area—People and Culture—which speaks to our commitment to the health and safety of our team. This report also looks at all areas of our organization from Billy Bishop Airport and the marine Port of Toronto, which last year each had record years, to the Outer Harbour Marina and the Infrastructure and Public Works projects we lead as part of our work with the City of Toronto and organizations such as Waterfront Toronto.

As for the information contained within this report, I am immensely proud of the strides we have taken as an organization in 2018 with regard to our sustainability efforts. From completing our three-year airfield rehabilitation, to beginning the process of converting our bio-diesel passenger ferry to electric power, to participating in the Lake Ontario Shoreline Clean-up, to our ongoing efforts to limit and mitigate noise impacts at

the airport, this year's focus has been on continuing to build an organization-wide foundation for a sustainable future. This also includes reducing our environmental footprint through expanded recycling efforts, reduction of hazardous materials, use of hybrid-electric vehicles and construction of natural habitat and green spaces. PortsToronto is also proud to be the only airport and port authority in Canada to use 100% renewable electricity in all of its operations through Bullfrog Power.

Hand in hand with our environmental stewardship comes consideration for our local community. PortsToronto is committed to continued investment in initiatives and infrastructure that activate the waterfront and support the long-term sustainability of both the ports and the surrounding neighbourhoods. For example, our ongoing efforts to engage residents and businesses in the area around Billy Bishop Airport include the Community Liaison Committee (CLC), which provides a regular forum for our neighbours and stakeholders to discuss issues and concerns related to airport operations. We are also proud of the efforts undertaken through our Noise Sub-Committee which is a productive group that meets regularly to identify challenges and solutions to noise matters associated with the airport.

In 2018, we began an update of our Master Plan for Billy Bishop Airport, which includes study of current environmental practices and opportunities to implement additional processes and measures to reduce our carbon footprint and noise impact. The Master Plan has included comprehensive public consultation to ensure that the plan contemplates a range of perspectives and sources in order to address the airport's role in the economy, transportation network and waterfront community. In fact, more than 70 meetings with members of the neighbourhood, government partners, First Nations communities, airport partners and stakeholders took place in 2018 as well as two larger public meetings specific to the Master Plan.

With a focus on sustainability and innovation, Billy Bishop Airport is committed to continuous improvement in noise mitigation; environmental protection and air quality improvements; passenger

service and convenience; community initiatives and engagement; and, technology development to make what is already great even better. The Master Plan is a key component that will guide how we get there and we look forward to releasing this important document in 2019.

A positive future for our two ports, our neighbourhood, our city and our environment are behind all of our sustainability efforts. By looking at our operations with respect to economic performance, community engagement and environmental protection, and reporting on areas such as noise management, greenhouse gas (GHG) emissions, waste management, power usage and safety, we can ensure that we are investing in the long-term future of our organization and conducting our business with respect for the environment and the community.

PortsToronto businesses are all about providing gateways. Whether through Billy Bishop Airport, which welcomed 2.8 million travellers last year, or through the Port of Toronto, which received approximately 2.2 million metric tonnes of cargo on lake freighters and more than 5,600 passengers aboard cruise ships, PortsToronto is about making connections. It's also about serving the City of Toronto by supporting the economy, providing transportation facilities that keep people and goods moving, and investing in infrastructure that is meaningful and benefits communities.

We hope you enjoy reading more about PortsToronto and how we are striving to reduce our environmental footprint and support and enrich the City of Toronto.



Geoffrey A. Wilson
Chief Executive Officer
PortsToronto

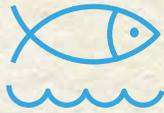




Since joining the bullfrogpowered community, PortsToronto has displaced more than 16,219 tonnes of CO₂.



To date, PortsToronto's recycling efforts have diverted 513 lbs of electronics from general waste and ensured safe, contained disposal.



About PortsToronto



The Toronto Port Authority, doing business as PortsToronto, is a federal government business enterprise that owns and operates Billy Bishop Toronto City Airport, the Marine Terminal property within the Port of Toronto, the Outer Harbour Marina and various properties along Toronto's waterfront.

Responsible for safety and efficiency of marine navigation in Toronto Harbour, PortsToronto also exercises regulatory control and public works services for the area, works with partner organizations to keep the Toronto Harbour clean, issues permits to recreational boaters and co-manages the Leslie Street Spit site with partner agency the Toronto and Region Conservation Authority on behalf of the provincial Ministry of Natural Resources and Forestry.

PortsToronto is committed to fostering strong, healthy and sustainable communities and has invested more than \$11 million since 2009 in charitable initiatives and environmental programs that benefit communities and organizations along Toronto's waterfront and beyond.

PortsToronto is financially self-sufficient, as required under the Canada Marine Act, and its activities and operations are not funded by taxpayers.

MISSION

PortsToronto's mission is to effectively manage Billy Bishop Airport, the Port of Toronto, the Outer Harbour Marina and its real estate properties on a self-sustaining basis, allowing PortsToronto to reinvest funds into marine safety, environmental protection, community programming and transportation infrastructure. Through the successful pursuit of this mission, PortsToronto plays an important city-building role in the economic growth and sustainable future of Toronto.

VISION

As a guardian and steward of Toronto's waterfront resources, PortsToronto works closely with the broader waterfront community to ensure these assets will provide prosperity and enjoyment for future generations.

Business Units

BILLY BISHOP TORONTO CITY AIRPORT



Billy Bishop Airport is Canada's ninth-busiest airport and welcomed 2,807,208 business and leisure travellers in 2018. The airport offers service to more than 20 cities in Canada and the U.S. with connection opportunities to more than 80 international destinations via our airlines' networks. As Canada's sixth-busiest airport with passenger service to the United States, Billy Bishop Airport is an important international gateway and a key driver of Toronto's economy. Each year, the airport generates more than \$470 million in Gross Domestic Product (GDP) and supports 4,740 jobs, including 2,080 directly associated with airport operations.

A base for award-winning commercial air carriers Porter Airlines and Air Canada, Billy Bishop Airport is known throughout the travelling community for its world-class customer service and amenities. The airport's proximity to downtown in conjunction with the state-of-the-art pedestrian tunnel,

enhanced shuttle service, shorter lines and newly unveiled passenger lounges have made Billy Bishop Airport the travel hub of choice for business and leisure travellers alike. The airport has been recognized with a series of passenger driven awards, including being named one of the top airports in North America in both the Airports Council International's (ACI) Airport Service Quality Awards and Skytrax World Airport Awards, the premier international airport awards voted on by 13.8 million passengers worldwide. Billy Bishop Airport was also named one of the top ten best international airports by Condé Nast Traveler.

Billy Bishop Airport also serves as a base for Ornge, an air ambulance service, two Fixed Base Operators, FlyGTA and Heli Tours, and is home to a personal/general aviation community that includes approximately 50 private planes and one flight school.



PORT OF TORONTO

Business Units

Primarily a bulk cargo destination, the Port of Toronto is uniquely located minutes from downtown Toronto. The port receives global cargo from destinations as far away as Germany, South Korea, Australia and South America, as well as other ports in North America. The port also serves an important environmental purpose as the cargo delivered by ship in 2018 took the equivalent of approximately 52,000, 40-tonne trucks off Toronto's roads and highways.

The Port of Toronto moved approximately 2.2 million metric tonnes of cargo, which is consistent with the record-breaking year we had in 2017 when we had our best year in more than a decade. This represents the third year in the last five years that the Port of Toronto has moved in excess of 2 million metric tonnes of cargo. In addition, more than 170 ships visited the Port of Toronto

in 2018 bringing sugar, road salt, cement, aggregate and steel directly into the heart of the city.

The port saw eight ships bring in a range of steel products including rebar, merchant bar, steel plate and coils totaling 69,281 metric tonnes, representing the highest amount of steel product moved through the port in 20 years. Further, the port recorded 14,391 metric tonnes in warehousing storage, the highest level since 2011.

In addition to traditional marine cargo, the Port of Toronto is a growing cruise ship destination, with 17 cruise ships bringing approximately 6,000 passengers to Toronto in 2018. The port is expecting this number to more than double in 2019 with 35 cruise ships coming to the city in the summer and fall.



Business Units

OUTER HARBOUR Marina

Just outside the Toronto Harbour and a short walk from Tommy Thompson Park and nature preserve, the Outer Harbour Marina (OHM) is located just 10 minutes from the downtown core. With breathtaking scenery and a world-class marina, the OHM offers a unique escape from city life without having to leave Toronto.

As one of the largest freshwater marinas in Ontario, the OHM has more than 625 extra-wide slips that can accommodate boats up to 100 feet long. As well as being the only docking facility of its kind in Toronto, the OHM also boasts heated indoor boat storage.

The OHM has a reputation for excellence, especially when it comes to environmental stewardship. In 2018, it earned a 5 Green Anchor Gold rating from the Ontario Marine Operators Association for the eighth year in a row—one of the highest rankings attainable for marinas that follow environmental best practices.



“For eight consecutive years, the Outer Harbour Marina has been proud to achieve the 5 Green Anchor Gold rating. This designation is part of Boating Ontario’s Clean Marine program and recognizes marinas that follow strict environmental best practices to protect and maintain a healthy marine environment.”

— Mike Dwyer, Manager,
Outer Harbour Marina



Corporate Governance

PortsToronto is the successor agency of the Toronto Harbour Commissioners (THC), which managed the Toronto Harbour from 1911 to 1999. As part of a broad strategy developed by the federal government to modernize the administration of ports, the Toronto Port Authority, now PortsToronto, was established in 1999 to operate the port, marina, airport and its land holdings.

Established under the *Canada Marine Act*, PortsToronto is a government business enterprise that is mandated to be financially self-sufficient and receives no federal, provincial or municipal funding. PortsToronto operates in accordance with the *Canada Marine Act* and Letters Patent issued by the federal Minister of Transport in addition to a series of specific policies and procedures. The Letters Patent include requirements related to PortsToronto's board of directors and outlines the activities that can be undertaken by the organization.

PortsToronto is accountable to the federal government through Transport Canada, and is guided by a nine-member board of directors composed of individuals appointed by all levels of government—federal, provincial and municipal. Six members of the board are appointed by the Minister of Transport in consultation with committees representing four identified user groups—commercial, recreation, airport and port operations. The City of Toronto and the Province of Ontario have a direct governance relationship with PortsToronto via their appointees to the PortsToronto board of directors. The PortsToronto board met 20 times in 2018.

The following four standing committees oversee various organizational matters, various facets of our operations and assess recommendations from management:

- Audit and Finance
- Governance and Human Resources
- Communications and Outreach
- Pension

The board relies on these committees to facilitate business and guide its decisions. During 2018, the committees met 28 times.

For more information about PortsToronto governance, please visit our website.

The board of directors is appointed as follows:



One appointee nominated by the federal Minister of Transport



One individual appointed by the City of Toronto



One individual appointed by the Province of Ontario



Six individuals appointed by the federal Minister of Transport in consultation with the below industry groups.

- Commercial
- Airport
- Port-related activities/operations
- Recreational business

All individuals nominated by the Minister of Transport are appointed by the Governor in Council.

Board of Directors



G. MARK CURRY
(retired August 2018)

HELLEN SIWANOWICZ
(appointed June 2018)

DARIN E. DESCHAMPS

ROBERT D. POIRIER
Chair of the Board

AMANDA WALTON

DON MCINTYRE
(appointed June 2018)

JAN INNES

Senior Management



DEBORAH WILSON
Vice President of
Communications
and Public Affairs

CRAIG MANUEL
Vice President and
General Counsel

GENE CABRAL
Executive Vice President,
PortsToronto and Billy
Bishop Airport

GEOFFREY A. WILSON
Chief Executive Officer

ALAN J. PAUL
Senior Vice President
and Chief Financial
Officer

CHRIS SAWICKI
Vice President of
Infrastructure,
Planning and
Environment

PORTSTORONTO SUSTAINABILITY COMMITTEE

At PortsToronto, all employees are responsible for conducting business in an environmentally sustainable manner and are encouraged to look for areas of improvement within their day-to-day activities. For the last several years PortsToronto has benefited from the efforts of a Sustainability Committee, comprising of staff from each business unit. The committee meets monthly to share ideas and identify strategies for employing environmental best practices throughout PortsToronto's business units and operations. These ideas and strategies are proposed to PortsToronto senior management for feedback, consideration and approval. Once approved, Sustainability Committee members work together with the appropriate departments and senior management to implement the new initiatives.

From introducing battery disposal bins at all PortsToronto business units to continuing to provide all staff with reusable water bottles, new and innovative ideas are consistently generated by members of the Sustainability Committee.

The committee also manages a sustainability calendar to mark special events for PortsToronto employees to participate in. Initiatives include Clean Water—Our Future—The Toronto Islands cleanup, the airport's annual Foreign Object Debris Pick-Up and Waste Reduction Week. PortsToronto strives to promote sustainability in a monthly internal newsletter and encourage employees by creating contests designed to engage staff and increase knowledge and awareness of environmentally friendly practices that can be implemented both in the office and at home.

Sustainability Committee



MIKE DWYER
Outer Harbour Marina

SARAH SUTTON
Communications and Public Affairs

MIKE DAVID
Infrastructure, Planning and Environment

JESSICA PELLERIN
Communications and Public Affairs

REBECCA DIANA
Works and Environmental Services

MIKE LAMONT
Works and Environmental Services

JOHN HUGGETT
Health and Safety

MIKE RIEHL
Port of Toronto

ANGELA HOMEWOOD
Infrastructure, Planning and Environment

GARY COLWELL
Billy Bishop Airport

ANGIE STEWART
Outer Harbour Marina

Approach to Sustainability



PortsToronto is proud to present our fourth annual Sustainability Report. Recognizing the importance of sustainability, this report summarizes PortsToronto's continued efforts to employ environmental best practices throughout all business operations.

PortsToronto is committed to engaging in an ongoing dialogue on opportunities to maximize sustainability efforts within our business, our operations and our community. Through our 2018 Sustainability Report, we continue to build upon the strong foundations and goals that we have set for ourselves both in previous editions of this report and throughout our longstanding tradition of environmental stewardship, social responsibility and collaboration with government agencies and stakeholders to manage Toronto's waterfront. This annual Sustainability Report aims to consolidate all of the work we are doing so that we can continue to measure our efforts and maximize the impact of our sustainability initiatives.

Our Sustainability Reports are structured around four priority areas that together define sustainability at PortsToronto:

- I. Environmental Stewardship
- II. Community
- III. People and Culture
- IV. Economic Performance

In this year's report, a comprehensive performance summary is included that provides an at-a-glance overview of progress on key performance metrics that align with PortsToronto's priority areas and sustainability goals.

Our Sustainability Report is guided in part by the Global Reporting Initiative (GRI). The GRI has pioneered and developed a comprehensive Sustainability Reporting Framework that is widely used around the world. It includes guidance in four key areas: economic, environmental, social and governance performance. We use the GRI standards to inform our reporting and will continue to do so in our future reports.

OUR PRIORITIES

This year we undertook efforts to refine our sustainability priorities and to ensure that our report reflects the sustainability goals that are most relevant to PortsToronto, our government partners and our stakeholders. Together with Delphi Group, we conducted three workshops with PortsToronto leadership and employees to evaluate these priorities. Our report reflects the areas of greatest importance to PortsToronto's sustainability efforts and these represent our areas of focus. In 2019, we will continue to refine our process for setting and meeting sustainability goals, and engaging external stakeholders for input as part of our effort toward addressing and reporting on the issues of highest significance to our stakeholders.

"PortsToronto's Sustainability Committee unites employees from all business units toward a common goal. By leveraging our collective expertise, the committee is able to exchange ideas and concerns, innovate, and strive to build positive, sustainable outcomes for the organization and the environment."

— Mike David, Project Manager,
Infrastructure, Planning & Environment.



In July 2018, PortsToronto renewed its agreement with Bullfrog Power® Canada to power all of its operations—including Billy Bishop Airport—with green energy. The new agreement runs until July 31, 2022.



WORKING WITH GOVERNMENT PARTNERS

PortsToronto is a key federal government agency that works with other agencies to manage the harbour, engage in projects and work collaboratively to ensure a vibrant waterfront. As such, our management and staff members are engaged with all levels of government to ensure collaboration and coordination of current operational works and future projects along the waterfront.

PortsToronto has regular meetings with the City of Toronto, Transport Canada, Waterfront Toronto and the Mississaugas of the New Credit First Nation, and is a member of several Landowner and Stakeholder Advisory Committees for projects including the Bathurst Quay Neighbourhood Plan, Waterfront Transit Reset, the Waterfront School Playground Master Plan, Toronto Island Master Plan, East Gap Break Wall Pier Restoration, and the Port Lands Planning Framework.

PortsToronto staff also provide technical support to several agencies and committees on projects including the Port Lands Community Risk-Based Assessment, Port Lands Flood Protection and Enabling Infrastructure Project, Port Lands Public Realm and River Project, and the Gibraltar Point Erosion Control Project.

We are also a key agency supporting the work of Aquatic Habitat Toronto (AHT), which represents a consensus-based partnership among agencies with a vested interest in the improvement of aquatic habitat on the Toronto Waterfront. AHT partners include the Toronto and Region Conservation Authority (co-chair), the federal agencies of Environment Canada (co-chair) and Fisheries and Oceans Canada, the provincial Ministry of Natural Resources and Forestry, the City of Toronto, Waterfront Toronto and PortsToronto.



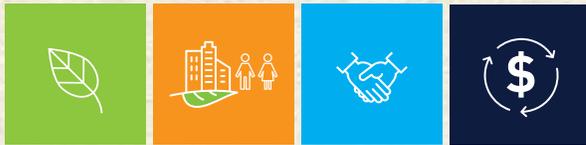
Performance Summary 2018



ENVIRONMENTAL STEWARDSHIP



| Sustainability Indicator | Target / Goal | Progress | Details |
|-------------------------------------|---|----------|---|
| CARBON FOOTPRINT | 35 percent of carbon reduction below 2015 levels by 2030 | Ongoing | Exploring and implementing initiatives to reduce emissions |
| BULLFROG POWER | Continue partnership with Bullfrog Power Canada to purchase 100% renewable electricity | Ongoing | PortsToronto renewed its agreement with Bullfrog Power Canada to power all of its operations with 100% green electricity |
| ELECTRICITY INITIATIVES | Airfield Rehabilitation Program | Achieved | Completed 100 per cent LED lighting retrofit of the airport's airfield |
| | LED lighting retrofit of PortsToronto facilities | Ongoing | Installed LED lighting in the new Outer Harbour Marina washroom facilities and at Marine Terminal 52 at the port as part of a three-year program to modernize all PortsToronto facilities |
| BILLY BISHOP AIRPORT FERRY | Conversion to biodiesel fuel | Achieved | Converted airport ferry to biodiesel fuel in April 2018, which reduced emissions by 18 tCO ₂ e |
| | Conversion of the Marilyn Bell I airport ferry to electric power | Ongoing | Plans underway to convert the biodiesel fuel-powered airport ferry to electric power |
| NO-IDLING POLICY | Discourage vehicles from idling on PortsToronto premises | Ongoing | PortsToronto continues to promote a No-Idling Policy through staff newsletters, educational materials, and in its facility designs |
| PROMOTE ACTIVE TRANSPORTATION | Encourage passengers to walk, bike, shuttle or use transit to get to and from the airport | Ongoing | 2018 modality study by Dillon Consulting confirms 42 per cent of travellers walk, bike or take transit from the airport—one of the highest percentages in North America |
| SPILLS TO THE ENVIRONMENT | Ensure process and care to avoid spills that could impact the environment | Achieved | No significant spills to the environment in over a decade, including 2018 |
| | | Achieved | Introduced 'duplex' pump to the airport's glycol pumping system to offer further protection against glycol runoff |
| ENVIRONMENTAL REGULATORY COMPLIANCE | Ensure complete compliance with environmental regulation | Achieved | No incidents of significant environmental non-compliance or fines levied against PortsToronto |



Performance Summary 2018

ENVIRONMENTAL STEWARDSHIP

| | | | |
|--------------------------------------|---|-----------------|---|
| BATTERY AND ELECTRONICS WASTE | Ensure safe and proper disposal of batteries and electronics and divert these items from landfill sites | Achieved | Launched Battery and Electronics Recycling Program that has diverted 513 pounds of electronic waste from unsafe disposal since the program was introduced in September 2018 |
| NOISE MANAGEMENT | Address noise complaints with the community | Ongoing | Conducted meetings at the Community Liaison Committee and introduced a Noise Sub-Committee to ensure noise concerns were identified and addressed |



COMMUNITY

| Sustainability Indicator | Target / Goal | Progress | Details |
|--|--|-----------------|--|
| COMMUNITY INVESTMENT | Invest in projects, communities and organizations | Achieved | Invested in 21 community organizations in 2018 and more than \$11 million in community and environmental initiatives since 2009 |
| STAKEHOLDER AND COMMUNITY ENGAGEMENT | Consult with the community and stakeholders on the Airport Master Plan | Ongoing | Held two public meetings and met with more than 70 groups including neighbourhood and community associations, elected officials, government agencies and First Nation communities on 2018 Airport Master Plan |
| | Collaborate with partners on initiatives to keep the harbour clean | Achieved | Collaborated with the Toronto and Region Conservation Authority (TRCA), the Greater Toronto Sewer and Watermain Contractors Association and City of Toronto to collect and remove 15 tonnes of debris from the shores of the Toronto Islands |
| PROTECTING THE HARBOUR AND BIODIVERSITY | Dredging and Habitat Creation | Ongoing | Dredged more than 25,000 cubic metres of sediment material from the mouth of the Don River to mitigate flooding and create new wildlife habitat through specially designed cells which, over time, are converted to coastal wetland |



Performance Summary 2018



PEOPLE AND CULTURE



| Sustainability Indicator | Target / Goal | Progress | Details |
|----------------------------------|---|--------------|--|
| HEALTH AND SAFETY NON-COMPLIANCE | Strive for zero instances of health and safety non-compliance | Achieved | No incidents of significant health and safety non-compliance in 2018 |
| LOST TIME INJURIES | Strive for zero workplace injuries | Not Achieved | Five injuries occurred in the workplace |
| TOTAL LOST DAYS | Work to ensure there are no lost days as a result of workplace injuries | Not Achieved | 43 total lost days due to workplace injury |
| STAFF WELLNESS PROGRAM | Promote Health and Wellness in the Workplace | Achieved | Launched PortsToronto Wellness Program to promote both physical and mental health in the workplace |

ECONOMIC PERFORMANCE



| Sustainability Indicator | Target / Goal | Progress | Details |
|---|---|----------|---|
| CITY BUILDING INFRASTRUCTURE | Invest in City Building and Public Infrastructure | Ongoing | Removed the crumbling East Gap pier for the safe navigation of vessels Completed \$35-million-dollar Billy Bishop Airfield Rehabilitation Program Completed preliminary design-work on the dock wall beautification project |
| DON RIVER MOUTH NATURALIZATION AND PORT LANDS FLOODING PROTECTION | Support the Don River Mouth Naturalization and Port Lands Flooding Protection Project | Ongoing | Partnered with EllisDon and McNally Marine to dredge the EllisDon waterfront site as part of the Don Mouth River Naturalization and Port Lands Flood Protection project |
| SUPPORTING THE ECONOMY THROUGH JOB CREATION | Create and support local jobs | Ongoing | Billy Bishop Airport supports 4,740 jobs, including 2,080 directly associated with airport operations, while marine cargo arriving and managed at the Port of Toronto supported nearly 1,566 jobs in Ontario in 2017 |



2019 Goals and Targets

ENVIRONMENTAL STEWARDSHIP

| Sustainability Indicator | Target / Goal | Progress | Details |
|--|---|--------------|--|
| CARBON FOOTPRINT | 35 percent of carbon reduction below 2015 levels by 2030 | Renewed goal | Exploring and implementing initiatives to reduce emissions |
| BULLFROG POWER | Continue partnership with Bullfrog Power Canada to purchase renewable electricity | Renewed goal | Review partnership with Bullfrog Power every four years, thereby optimizing green electricity efforts by continuously exploring new and innovative ways of reducing energy consumption |
| ELECTRICITY INITIATIVES | Modernize electrical systems and lighting to reduce consumption | New goal | Replace existing light fixtures at Billy Bishop Airport with energy-efficient LEDs, resulting in annual kilowatt hour energy savings of approximately 60 per cent |
| EQUIPMENT UPGRADES | Update fleet and retire low-performing vehicles | Renewed goal | Plans underway to convert the biodiesel fuel-powered airport ferry to electric power Ongoing replacement of operational vehicles and equipment with hybrid models, where commercially feasible |
| ENVIRONMENTAL DESIGNATION FOR OUTER HARBOUR MARINA | Work toward achieving Diamond or Platinum designation in the Clean Marine Program | New goal | The Outer Harbour Marina has achieved the Green Anchors Gold rating in the Clean Marine Eco-Rating Program for eight consecutive years Work will begin toward achieving Diamond or Platinum designation in the Clean Marine Program within a framework of two to five years |
| PROMOTE ACTIVE TRANSPORTATION | Encourage passengers to walk, bike, shuttle or use transit to get to and from the airport | Renewed goal | Continue to promote alternative transportation to and from the airport through public relations campaigns and facility design, including the installation of a new bicycle rack and maintenance station |
| SPILLS TO THE ENVIRONMENT | Ensure process and care to avoid spills that could impact the environment | Renewed goal | Continue efforts to maintain a record of 0 spills to the environment |
| ENVIRONMENTAL REGULATORY COMPLIANCE | Ensure complete compliance with environmental regulation | Renewed goal | Continue efforts to maintain a record of 0 instances of non-compliance to environmental regulation |
| SUSTAINABLE PROCUREMENT POLICY | Introduce and implement PortsToronto's Sustainable Procurement Policy | New goal | Implement a sustainable procurement policy applicable to new and existing suppliers |



2019 Goals and Targets



ENVIRONMENTAL STEWARDSHIP



| Sustainability Indicator | Target / Goal | Progress | Details |
|--|---|--------------|--|
| ORGANIC WASTE COLLECTION AND DIVERSION | Partner with Wastenot Farms Organics Recycling | New goal | Explore partnership with Green Bins Growing program to recycle organic waste through Wastenot Farms' organic worm hatchery |
| | Outer Harbour Marina waste-diversion program | New goal | Communicate proper waste disposal guidelines at the Outer Harbour Marina to improve waste diversion |
| | Improve accuracy of waste-diversion reports | Renewed goal | Improve the accuracy of waste-diversion reports at PortsToronto and promote recycling and composting among employees |
| NOISE MANAGEMENT | Address community noise complaints and mitigation initiatives in Community Liaison Committee meetings | Renewed goal | Continue to hear and address noise complaints and hold four Noise Sub-Committee meetings 2019 |
| TRAFFIC MANAGEMENT | Reduce vehicle traffic associated with the airport | Renewed goal | Continue to reduce vehicle traffic and idling at the airport by improving the efficiency of traffic flow by way of a newly reconfigured approach to passenger and vehicle operations |

COMMUNITY



| Sustainability Indicator | Target / Goal | Progress | Details |
|--------------------------|---|----------|---|
| COMMUNITY INVESTMENT | Invest in projects, communities or organizations | Renewed | Continue to invest in local initiatives to promote greener, healthier and empowered communities |
| CURFEW VIOLATION FEES | Re-invest funds from curfew violations to improve noise mitigation in surrounding community | New goal | Airport Curfew Fine Policy initiated in early 2019 to redirect funds from curfew violation fines toward community organizations |



2019 Goals and Targets

PEOPLE AND CULTURE

| Sustainability Indicator | Target / Goal | Progress | Details |
|----------------------------------|---|--------------|---|
| HEALTH AND SAFETY NON-COMPLIANCE | Strive for no instances of health and safety non-compliance | Renewed goal | Continue efforts to maintain a record of 0 instances of health and safety non-compliance |
| LOST TIME INJURIES | Strive for no workplace injuries | Renewed goal | Continue efforts to achieve a record of 0 workplace injuries |
| TOTAL LOST DAYS | Work to ensure there are no lost days as a result of workplace injuries | Renewed goal | Continue efforts to achieve a record of 0 lost days resulting from workplace injuries |
| STAFF WELLNESS PROGRAM | Promote Health and Wellness in the Workplace | Renewed goal | Continue to support physical and mental wellness in the workplace through monthly staff newsletters and activities that promote health and wellness |



ECONOMIC PERFORMANCE

| Sustainability Indicator | Target / Goal | Progress | Details |
|--|---|--------------|--|
| CITY BUILDING AND INVESTING IN PUBLIC INFRASTRUCTURE | Continue to invest in City Building and Public Infrastructure | Renewed goal | Repair and enhance PortsToronto's dock walls within Toronto's harbour, including the south dock wall in the Western Gap and ferry slip dock walls |
| | Don River Mouth Naturalization and Flood Protection. | Renewed goal | Continue to provide support to the City of Toronto, the Toronto and Region Conservation Authority, and Waterfront Toronto to renaturalize the Don River and protect the Port Lands from flooding |
| | Support City of Toronto-Led Bathurst Quay Neighbourhood Plan | Renewed goal | Continue to invest in components of the City of Toronto-led Bathurst Quay Neighbourhood Plan to address access issues in the vicinity of the airport and improve the public realm |



Environmental Stewardship



24 schools were selected for greener playgrounds through Evergreen Canada's Children's Program.





ENVIRONMENTAL STEWARDSHIP

As the owners and operators of Billy Bishop Airport, the Port of Toronto and the Outer Harbour Marina, PortsToronto appreciates that a sustainability plan inclusive of environmental protection and green business operations is important to our long-term future as a business and the role we play in making connections between Toronto and the world.

In our efforts to keep the harbour clean, build natural habitat and power our operations using renewable hydro sources, we are striving to ensure that we reduce the environmental impact of our operations through processes and choices that make a difference.

The environmental stewardship section of the report is based on an extensive internal review, expert analysis from Delphi Group and feedback from our stakeholders.

PortsToronto's targeted priority areas related to environmental stewardship are as follows:

- I Carbon Targets and Climate Change Action Plan 
- II Environmental Performance 
- III Environment and Community Health 
- IV Ecosystem Protection 



Environmental Strategies. Business Solutions.

The environmental priority areas detailed in this report were assessed by The Delphi Group. As a pioneer in sustainability and environmental risk management, The Delphi Group has more than 25 years of experience helping some of Canada's best-known companies improve the sustainability of their organization—as well as the local and global communities in which they operate. For more information visit www.delphi.ca.



I Carbon Targets and Climate Action Plan



In 2017, PortsToronto set a 2030 emission goal of 35 per cent below 2015 levels.

In 2017, PortsToronto identified the opportunity to connect its sustainability goals to policy initiatives prioritized by all three levels of government as a means to continue to achieve meaningful results. The federal and provincial governments and the City of Toronto have climate change emission reduction goals in place until 2050. These targets will help guide PortsToronto in reducing our organization’s carbon footprint.

For example, the federal government released a *Pan Canadian Framework for Climate Change Action* in December 2016 that has since been updated as part of the *Federal Sustainable Development Plan*, and the provincial government released *Preserving and Protecting our Environment for Future Generations*:

A Made-in-Ontario Environment Plan in November 2018. These documents will further identify the policy framework and direction for achieving a low-carbon future and meeting the governments’ established GHG reduction goals.

In 2017, PortsToronto undertook a target setting process with support from Delphi Group. After reviewing energy and GHG reduction opportunities across our operations and assessing different carbon-reduction scenarios, PortsToronto set the target of a 35 per cent carbon reduction below 2015 levels by 2030.

Government Emissions Reduction Targets

| JURISDICTION | 2020 EMISSION GOAL | 2030 EMISSION GOAL | 2050 EMISSION GOAL |
|--------------|------------------------------|------------------------------|------------------------------|
| Federal | 17 percent below 2005 levels | 30 percent below 2005 levels | 80 percent below 2005 levels |
| Provincial | 15 percent below 1990 levels | 37 percent below 1990 levels | 80 percent below 1990 levels |
| Municipal | 30 percent below 1990 levels | Not Identified | 80 percent below 1990 levels |

PortsToronto is engaged in consultations on the draft 2019-2022 Federal Sustainable Development Strategy, as part of the Federal Ministry of Environment and Climate Change’s plan towards a more sustainable future. In fact, various members of PortsToronto’s Sustainability Committee have been actively participating in the process by joining in webinars to learn more about the federal government’s plan to promote clean growth, ensure healthy ecosystems and build safe, secure and sustainable communities.





GREENHOUSE GAS EMISSIONS

Minimizing greenhouse gas (GHG) emissions is a global necessity. Emissions generated by any operation need to be carefully monitored and reduced where feasible. Under this strategic priority, PortsToronto works to manage emissions and energy use from all of our operations.

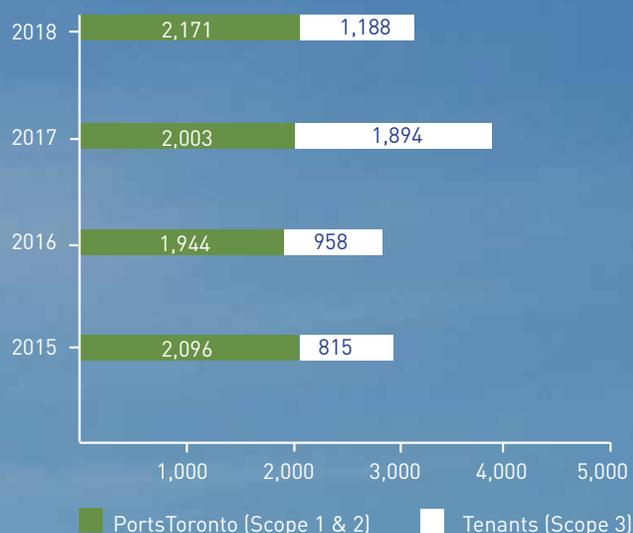
The first step to managing emissions is to establish a baseline. PortsToronto, with support from Delphi Group, has been calculating our GHG emissions since 2012*. In 2017, we established 2015 as our base year. The multiple years of emissions data has allowed us to understand the sources of our GHG emissions and the operational influences that affect our emissions over time.

PortsToronto's Scope 1 GHG emissions arise primarily from the energy used in our buildings and vehicles and the fuel used to operate the ferry at Billy Bishop Airport. We also track GHG emissions from the buildings and vehicles operated by our tenants, where we have data.

Our emissions have been relatively stable over the past four-year period. The emissions from our own operations in 2018 were highest over the past four years, and total emissions increased in 2018 from 2017. This increase is mainly attributable to increased natural gas consumption for facility heating as we decreased fuel used in PortsToronto's ferry and fleet.

PortsToronto's overall GHG emissions are modest, however, we continue to make efforts to improve our energy management practices and reduce our energy consumption and associated GHG emissions consumption. Our efforts to reduce GHG emissions focus on our buildings and vehicles.

ANNUAL GHG EMISSIONS BY SCOPE FOR PORTSTORONTO AND TENANTS



Each year that PortsToronto measures its GHG footprint, we update the emission factors reported and provided by Environment and Climate Change Canada (ECCC). The emission factors provided each year by ECCC, in its National Inventory Report (NIR), have a two-year delay. For example, the current NIR only provides emission factors from 1990-2016; when emission factors become available for 2018, they will be updated to ensure that our GHG footprint is as accurate as possible. Updates in data quality can also impact the historical emission factors disclosed by ECCC, which PortsToronto accounts for in its GHG footprint calculation.

Since joining the bullfrogpowered community, PortsToronto has displaced more than 19,282 tonnes of CO₂.



This is the equivalent of taking 4,069 cars off the road for one year.



It is the amount of carbon that would be sequestered by more than 7,390 hectares of forest in one year.

*Our GHG emissions are calculated using the globally recognized GHG Protocol developed by the World Resources Institute and World Business Council on Sustainable Development.



Connecting Communities for a Clean Energy Future

In 2018, we saw the Intergovernmental Panel on Climate Change (IPCC) release a special report on the impacts of global warming of 1.5°C above pre-industrial levels. This report outlines that if we are to limit warming to 1.5°C we must drastically reduce our carbon emissions and rapidly transition to clean energy. For nine years, PortsToronto has been helping this transition by purchasing green energy from Bullfrog Power. PortsToronto continues to be among the largest green energy purchasers in the country by bullfrogpowering all of its facilities and operations with clean, renewable electricity.

PortsToronto and Billy Bishop Airport are the only port authority and airport in Canada to be bullfrogpowered entirely by renewable electricity across all operations and facilities, including the airport's 853-foot pedestrian tunnel and connecting buildings.

How does bullfrogpowering a building or tunnel work? Bullfrog Power's generators put 100 per cent green electricity onto the grid to match the amount of conventional power used across all of PortsToronto's facilities and operations. Across Canada, Bullfrog Power's green electricity comes from a blend of wind and low-impact hydro power sourced from new Canadian renewable energy facilities.

PortsToronto is not only reducing its environmental impact but is also supporting green energy projects across Canada. Through the partnership with Bullfrog, PortsToronto also impacts diverse communities throughout Canada by helping to fund green energy projects on their local hockey rinks, schools, greenhouses and more. In 2018 Bullfrog supported numerous community projects, such as solar powering an orca research facility on the coast of BC and helping the Hiawatha First Nation in Ontario with a solar installation on their Old Railway Stop gathering place.

PortsToronto is reducing CO₂ emissions, and helping Canada transition to a cleaner energy grid. By choosing clean power and encouraging sustainable actions at Billy Bishop Airport and beyond, PortsToronto is helping to further the conversations happening all around us about how we can improve our own communities by committing to sustainable actions today. Communicating the importance of sustainability and supporting green energy are essential if we are to achieve the goals set out in IPCC's report.

Congratulations to PortsToronto on another year of sustainability milestones and their continued support of renewable energy.

Sean Drygas
EVP, Bullfrog Power Sustainability Solutions



BULLFROG POWER: PORTSTORONTO'S MOST SIGNIFICANT GHG NEUTRALIZATION EFFORT

Since 2010, PortsToronto has reduced its environmental footprint by choosing 100 per cent green energy from Bullfrog Power to power all of its operations with clean, renewable electricity. Through our agreement, Bullfrog Power's generators inject renewable electricity back into the grid on our behalf to match the amount of electricity used by PortsToronto's operations.

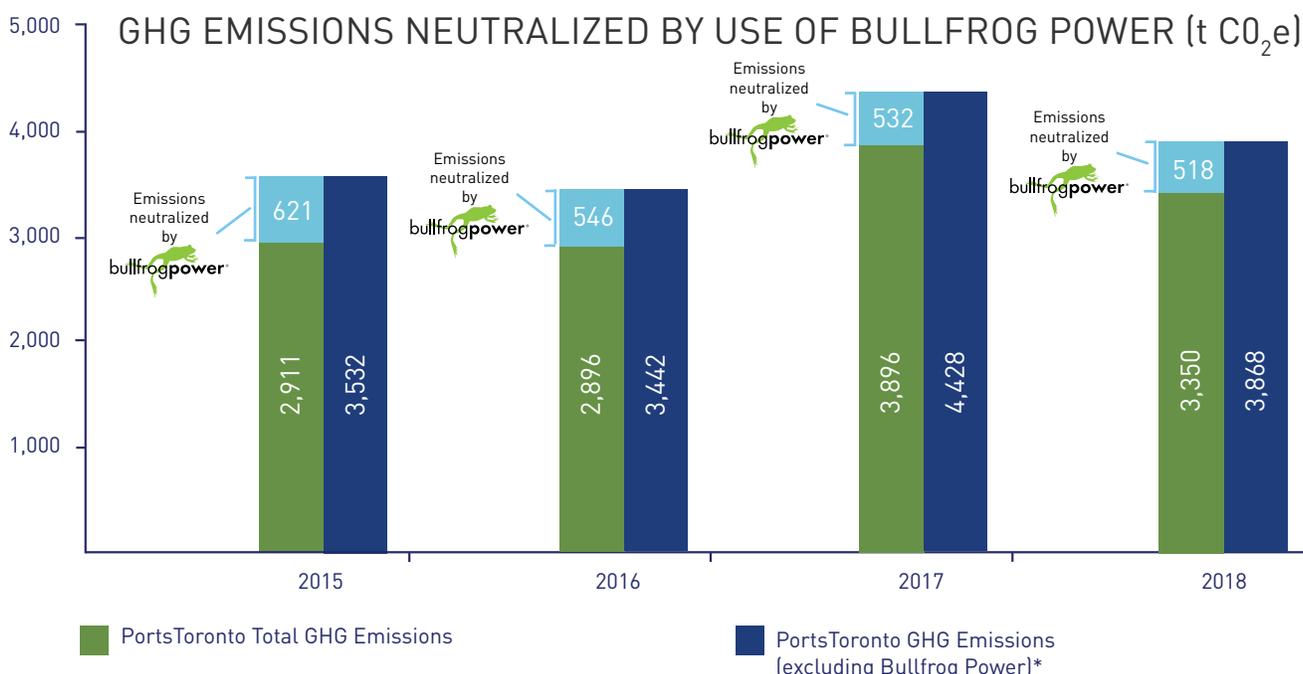
In 2017, PortsToronto reduced emissions by approximately 13 per cent using Bullfrog Power's clean energy, which comes exclusively from a blend of EcoLogo^M-certified wind and low-impact hydro power. These percentages are even greater when tenant emissions are included (17 per cent in 2017) as PortsToronto also purchases Bullfrog Power on their tenants behalf.

PortsToronto is one of the top 10 purchasers of Bullfrog Power green electricity in the country. PortsToronto and Billy Bishop Airport are the only port authority and airport in Canada to be powered entirely by renewable electricity across all operations and facilities, including the airport's 853-foot pedestrian tunnel and connecting buildings.

Since joining the bullfrogpowered community, PortsToronto has displaced more than 19,282 tonnes of CO₂—the same amount of CO₂ emissions produced by the consumption of 8,213,150 litres of gasoline.



Since joining the bullfrogpowered community, PortsToronto has displaced more than 19,282 tonnes of CO₂—It is equal to diverting more than 6,112 tonnes of waste from the landfill.



*Total PortsToronto GHG emissions (excluding Bullfrog Power) is equivalent to PortsToronto's location-based emissions, as per the GHG Protocol Scope 2 Guidance.

Electricity grid emission factors, which are used to calculate GHG emissions, are published annually by Environment Canada. Emission factors are always published in a two-year time lag. For example, emission factors accurate for 2016 are published in 2018. Each year, PortsToronto's historical GHG emissions are updated using the most accurate information available.



The Port of Toronto supplies laid-up ships with electrical power, reducing emissions associated with the ship's generator.



KEEPING VEHICLES OFF TORONTO'S HIGHWAYS

One tonne of freight can travel 240 kilometres on a single litre of fuel by ship, whereas it can travel only 30 kilometres by truck. By operating the port and promoting shipping as a more efficient alternative to delivering goods to Toronto through programs like Highway H20, PortsToronto is working to minimize the road traffic and related emissions that result from transporting goods by truck.

Since 1793, the Port of Toronto has served as Toronto's gateway to marine ports around the world. With the expansion of Toronto's urban landscape, construction materials based at the Port of Toronto's storage and staging areas travel shorter distances to get to the worksite, cutting down on construction costs, congestion and unnecessary fuel emissions.

In 2018, approximately 2.2 million tonnes of bulk cargo, such as salt, sugar, cement and steel was delivered through the Port of Toronto. The cargo delivered by ship took approximately 52,000, 40-tonne trucks off Toronto's already congested roads and highways.

ENERGY AUDIT

In 2017, PortsToronto engaged Mooney Solutions—a Toronto-based energy consulting firm—to undertake the organization's first Level II energy audit. PortsToronto selected managed facilities from Billy Bishop Airport, the Port of Toronto and Outer Harbour Marina to complete the energy assessment over the course of several months. Mooney Solutions collected data at each facility and provided metering support in order to determine peak demand and identify where energy savings could be made. Energy output was measured in areas including lighting, controls systems and Heating, Ventilation and Air Conditioning (HVAC) systems. Over the next year, PortsToronto will begin to strategically implement solutions and recommendations in order to continue progressing toward our carbon reduction goals.

The resulting report from the energy audit identified both behavioural and equipment replacement measures that could be strategically implemented to reduce organizational greenhouse gas emissions. Measures to reduce energy consumption as well as costs include modernizing electrical systems to reduce amperage needs, upgrading lighting to LED bulbs and installing motion-sensing lights in areas such as the port's warehousing where continuous lighting is not required.



Escalators at Billy Bishop Airport are programmed to slow down and stop when not in use, reducing energy waste.



IMPROVING FLEET EFFICIENCY

Managing carbon mitigation must, as much as possible, target the source of carbon emissions. To this end, PortsToronto has implemented several initiatives aimed at reducing the emissions from the vehicle fleet used to support our business operations, including:

- Converting the Marilyn Bell I airport ferry to biodiesel fuel. Work is now underway to identify an approach to convert the airport ferry to electric power;
- An anti-idling policy and awareness campaign for vehicles on all PortsToronto properties;
- Vessels with two-stroke outboard motors were phased out and replaced with cleaner and more efficient four-stroke models;
- Ongoing replacement of operational vehicles with hybrid models, where commercially available.

During PortsToronto's consultations with Delphi Group, the Marilyn Bell I airport ferry was identified as a source of PortsToronto's emissions. PortsToronto is working to convert the biodiesel fuel-powered airport ferry to electric power, which will significantly reduce emissions as well as noise in the surrounding airport community.

In addition, PortsToronto will:

- Replace the port security vehicle with a compact, battery-powered electric vehicle;
- Replace the mail-service delivery vehicle with a high efficiency diesel engine that will provide better fuel efficiency and lower emissions;
- Replace the former gas-powered forklift with a new propane-powered forklift that will aid in reducing emissions; and
- Repurpose old vehicles where feasible.

CLIMATE ACTION AND MANAGEMENT

Climate Change Vulnerability Assessment

In 2018, PortsToronto engaged global consulting firm AECOM to conduct a Climate Change and Extreme Weather Vulnerability Assessment of all business units that will aid with future planning within the framework of a changing climate.

AECOM collected data from each facility and conducted interviews with each business unit to better understand their operation, and how they would be affected by climate change and extreme weather under varying scenarios (best, worst, or mid-case) including extreme weather events.

Measures that were identified in the Climate Change and Extreme Weather Vulnerability Assessment will be carefully considered by PortsToronto to increase the life cycle of infrastructure and further reduce greenhouse gas emissions relating to operations.

In 2018, the Outer Harbour Marina opened new modern washroom facilities that included auto-sensor LED lighting.





II Environmental Performance

ENVIRONMENTAL LAWS

PortsToronto strives to manage all of our operations in a sustainable manner with minimal environmental impact and, like all ports and airports, is subject to Environment Canada's environmental regulations and laws. PortsToronto conducts internal reviews of environmental compliance, as well as associated record-keeping and data-management practices. Additionally, members of each business unit meet on a regular basis as part of the organization's Sustainability Committee, and discuss areas where progress can be made to increase environmental efforts.

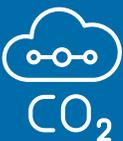
In 2018, there were no incidents of significant environmental non-compliance and no fines levied against PortsToronto by Environment Canada. Furthermore, there have been no incidents of significant environmental non-compliance and no fines levied against PortsToronto by Environment Canada over the past eight years. This is a result of PortsToronto's efforts to follow best practices from around the world to achieve our sustainability goals and prevent pollution at Billy Bishop Airport, the Outer Harbour Marina and our owned operations at the Port of Toronto.

PortsToronto also undertakes regular detailed environmental compliance audits.

ENVIRONMENTAL MANAGEMENT SYSTEMS

As a steward of the waterfront for over 100 years, PortsToronto has a legacy of environmental responsibility. This is achieved, in part, by maintaining and utilizing management practices and standard operating procedures (SOPs) for each function PortsToronto undertakes.

The products necessary for the safe operation and maintenance of PortsToronto's equipment and facilities are managed and contained in a rigorous manner to ensure safety and the protection of the environment. Strict protocols are in place for daily operations, such as aircraft fuelling, to reduce the risk of spills. In the unlikely event of a spill, PortsToronto's Works and Environmental Services Department and the airport's maintenance and fire departments are thoroughly trained in mitigation and cleanup methods to prevent contaminants from entering the natural environment.



DID YOU KNOW?

Porter Airlines implements a procedure that requires planes taxiing to the gates to operate on one engine to reduce both carbon emission impacts and noise.

DIGITIZATION OF ARCHIVES

To commence in 2019, the digitization of PortsToronto's extensive archives will further reduce PortsToronto's paper consumption by creating easily accessible online databases and encouraging staff to think twice before printing materials.





CASE STUDY: GLYCOL CONTAINMENT

DE-ICING AT BILLY BISHOP AIRPORT

PortsToronto manages aircraft de-icing and anti-icing fluids with a dedicated glycol management system that traps surface runoff and thoroughly contains glycol from de-icing and anti-icing operations. In 2018, a duplex pump was added to the airport's glycol pumping system to offer further protection against glycol runoff.

Further, Billy Bishop Airport has commissioned a study to update its current Storm Water Management and Glycol Containment Plan, developed in 2003 and reviewed annually to ensure operational practices are well-managed. As part of the 2018 Airport Master Plan, storm water management and glycol capacity requirements for future land use will need to be identified for planning purposes. In 2019, a consulting team will report on glycol management practices and provide a long-term de-icing strategy, including a report on responsible management of spent aircraft de-icing fluids for Billy Bishop Airport.

CASE STUDY: GLYCOL CONTAINMENT

Billy Bishop Airport also carefully manages the use, collection and disposal of de-icing and anti-icing chemicals as governed by a Sanitary Discharge Agreement with the City of Toronto, dated December 20, 2013. Application of de-icing and anti-icing chemicals to aircraft is performed only in approved areas of the airport, designed so that overland drainage flows into designated catch basins and underground sewers. Snow clearing from the designated aircraft de-icing area, which may contain de-icing fluid, is directed to an adjacent airfield location that is drained and directed to the sanitary sewer utilizing metered pumps in accordance with the Sanitary Discharge Agreement. This process is further monitored and audited by the City of Toronto. The glycol recovery system is reviewed on a regular basis in order to ensure that all fluids continue to be properly managed and contained, preventing environmental contamination.

Regulations require PortsToronto to follow the Standard System for the Identification of the Hazards of Materials for Emergency Response, which sets out the process used by emergency personnel to quickly and easily identify the risks posed by hazardous materials. This helps determine what, if any, special equipment should be used, procedures followed or precautions taken during the initial stages of an emergency response. It also helps to ensure hazardous materials are disposed of in accordance with environmental law and regulations.



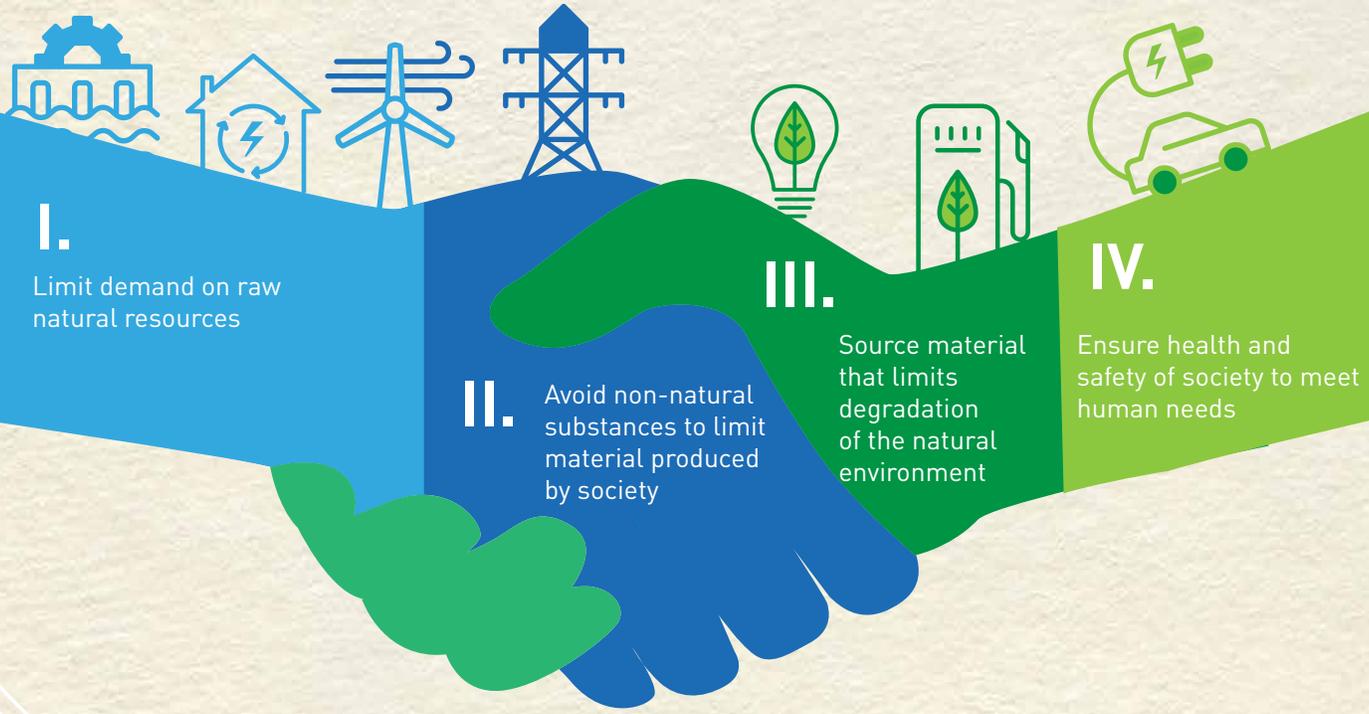


SUSTAINABLE PROCUREMENT POLICY

In early 2019, PortsToronto implemented a sustainable procurement policy applicable to new and existing suppliers. PortsToronto recognizes that its impact is not limited to its facilities and operations—the purchasing choices it makes also have impacts as part of its value chain. In an effort to ensure that impacts are positive, PortsToronto’s sustainable procurement policy seeks out businesses that share our commitment to sustainability. To influence our impacts both upstream (e.g. purchasing) and downstream (e.g. product waste), the policy adopts the following guiding principles to consider when procuring goods and services:



The construction of Billy Bishop Airport’s Ground Run-Up Enclosure (GRE) facility, included a full team of local companies including general contractors Pave-Al Ltd. of Mississauga; Tri-Star Inc. also of Mississauga, that installed electrical and communications infrastructure; Specialized Metal Fabricators of North York, responsible for assembling the acoustic panels; Scott Steel of Burlington that erected the steel for the facility; and, Belmont Concrete of Toronto that constructed the concrete apron for the facility.





WASTE MANAGEMENT

Responsible and efficient management of waste by minimizing its production and maximizing its reuse is important to PortsToronto's sustainability efforts.

While the waste management contract is handled centrally at PortsToronto's head office, each business unit maintains its own receptacle and strives to:

- Ensure proper disposal of all hazardous waste;
- Capture all valuable waste streams (such as scrap metal and tires); and,
- Promote general recycling.

Some of the ways in which PortsToronto manages waste include:

- The purchase of roll-off bins that enable contractor Green for Life Environmental Inc. (GFL) to produce waste-diversion reports that provide a more accurate report of waste production;
- The replacement of personal waste bins in PortsToronto's head office with one communal trash station per floor to encourage employees to think twice about waste diversion and to promote recycling and composting;
- The collection and recycling of all used electronics (computer monitors, printers, smartphones, etc.), batteries, toners and cartridges;
- The placement of blue bins at all worksites and work stations to encourage recycling;
- The digitization of our communications, making all reports/publications available online to reduce the need for print copies;
- Replacing all pod-based coffee makers with machines that use loose beans to eliminate coffee pod waste; and,
- Providing all employees with a reusable water bottle and banning single-use plastic water bottles from all offices.

DID YOU KNOW?

One recycled battery can produce reusable quantities of up to eleven different products, including:

| | | | | | | |
|--|----|--|----|---|----|--|
| 65.38 Zn Zinc 906.4 1.65 | 30 | 54.93804 Mn Manganese 717.3 1.55 | 25 | 107.8682 Ag Silver 731 1.93 | 47 |  Paper |
| 51.9962 Cr Chromium 652.9 1.66 | 24 | 112.441 Cd Cadmium 867.8 1.69 | 48 | 200.59 Hg Mercury 1007.1 2.00 | 80 |  Plastic |
| 58.6934 Ni Nickel 737.1 1.88 | 28 | 6.941 Li Lithium 520.2 0.98 | 3 | 207.2 Pb Lead 715.6 2.33 | 82 | |

HAZARDOUS WASTE RECYCLING

PortsToronto is committed to ensuring that hazardous waste is properly contained and recycled. This includes hazardous oil-based paint such as primers, stains, thinners, aerosols and electronic waste such as monitors, printers, charging cords, speakers, radios, headsets and outdated fluorescent bulbs.

BATTERY AND ELECTRONICS RECYCLING PROGRAM

In September 2018, PortsToronto launched a Battery and Electronics Recycling Program for employees, tenants and customers throughout its business units. The program takes action to keep harmful and toxic batteries out of landfills, where improper disposal can have serious consequences on the environment and human health, by sending these items to recycling facilities for safe processing. Battery recycling bins are located in all PortsToronto business units with weekly pickup service in effect.

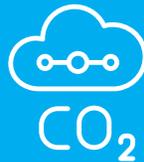
To date, PortsToronto's recycling efforts have diverted 513 lbs of electronics from general waste and ensured safe, contained disposal.



GREEN BINS GROWING COMPOSTING PROGRAM

PortsToronto is exploring the opportunity to partner with Green Bins Growing and Wastenot Farms Organics Recycling. Wastenot Farms is an earthworm hatchery that sells red wigglers worms and collects food waste to make worm castings biofertilizer—an all-natural substitute to synthetic fertilizers.

The program would entail the collection and transport of organic waste via green-energy vehicle from PortsToronto to Wastenot Farms north of Toronto to be recycled as nutrients for the worms. In return, PortsToronto would receive a yearly delivery of biofertilizer, which would then be donated to local community gardens and schools.



Through the Green Bins Growing program, organizations have the capacity to reduce carbon emissions by over two tonnes.

DID YOU KNOW?

Through the Green Bins Growing program, organizations have the capacity to redirect organics from landfill, produce all-natural biofertilizer, reduce carbon emissions, engage employees in sustainable behaviours and improve their overall environmental impact.



Produce all-natural biofertilizer





ENCOURAGING REUSABLE WATER BOTTLES ACROSS ALL OPERATIONS

In 2018, PortsToronto continued to work with airport terminal operators Nieuport Aviation Infrastructure Partners to encourage passengers to travel with reusable water containers, reducing the need for plastic water bottles in the Billy Bishop Airport lounge. When going through security at Billy Bishop Airport, passengers are required to empty their water bottles as liquids over 100 milliliters are not permitted by the Canadian Air Transport Security Authority (CATSA). The installation of water stations on the other side of security enables passengers to refill their water bottles, eliminating the need to purchase or use plastic bottles.

Further, PortsToronto has provided all employees with a reusable water bottle and has banned single-use plastic water bottles from all offices. Water refill stations are located in the offices and facilities of PortsToronto's business units, in addition to the passenger lounges at Billy Bishop Airport and the tenant spaces at the Outer Harbour Marina.

Plastic bottles don't decompose they photodegrade and break down into smaller toxic pieces that move up the food chain if they are eaten by fish and wildlife.

DID YOU KNOW?

In 2018, the water refilling stations in Billy Bishop Airport's passenger lounges have saved more than 70,000 plastic water bottles from being sent to landfills.



Bottled water takes 2,000 times more energy to produce than tap water.





CASE STUDY: CLEAN WATER

CASE STUDY CLEAN WATER: OUR FUTURE

In 2017, Lake Ontario's unprecedented high water levels washed ashore metal and plastic debris, old wooden piles and cables, and large amounts of driftwood at various locations on the Toronto Islands.

In October 2018, the Toronto and Region Conservation Authority and the Living City Foundation brought together volunteers from the Greater Toronto Sewer and Watermain Contractors Association, Galcon Marine, City of Toronto Parks, Forestry and Recreation, the Toronto Police Marine Unit and PortsToronto to collaborate on a shoreline cleanup of four sites at Mugg's Island, Donut Island, the Fairchild Towers and Ward Island Cove.

Pooling resources and volunteers, the collective undertook cleanup operations at these sites and focused on the removal of large, heavy items from the shoreline. Multiple vessels, including PortsToronto's Iron Guppy, Osprey, William Yule, Brutus and the Sweep Scow were used to collect and remove items, which included an abandoned golf cart found in the waters off the East Gap. Toronto Police Service's Marine Unit Dive Team located and attached cables to the golf cart and PortsToronto's tugboat, the Iron Guppy, extracted and removed the cart by barge.

In total, 15 tonnes of debris were collected and removed over the course of the day. Among the notable items removed were the sunken golf cart, abandoned boats, metal piping, driftwood and plastics.

As a guardian and steward of Toronto's waterfront resources, PortsToronto was proud to collaborate with the broader waterfront community to ensure future generations can continue to enjoy the city's vibrant shores and waterways.





CONTINUED IMPROVEMENT

PortsToronto is committed to the continual improvement of responsible waste management. While we recognize that our waste management practices are strong in some areas, such as the Battery Recycling program there is room for improvement in others.

Following a review of waste management practices in 2018, PortsToronto is finalizing plans to create more comprehensive waste diversion reports in 2019. Although PortsToronto's overall waste diversion efforts were largely positive in 2018, challenges remain. The Outer Harbour Marina, home to over 600 boats and their occupants, recorded the lowest waste diversion rate of PortsToronto's business units with only 2.43 per cent recycled.

Waste receptacles at the Outer Harbour Marina are divided into sections for landfill waste and recycling; however, the recycling containers often become contaminated with landfill waste. To mitigate this behaviour, PortsToronto's Sustainability Committee will implement clear signage to simplify the waste diversion process for marina employees, tenants and their guests. Further, marina management will provide occupants with guidelines for waste diversion throughout the boating season.

"My role as Project Support Coordinator in the Works Department has given me the opportunity to be part of an engaging, dynamic team. It's rewarding to coordinate the various projects accomplished by PortsToronto's Works Department, such as the Clean Water—Our Future shoreline cleanup or our annual dredging activities, with the support of senior management and my team."

— Rebecca Diana, Project Support
Coordinator, Works Department





SUSTAINABLE SITE DESIGN AND CONSTRUCTION

Best practices related to sustainability and environmental protection are followed by PortsToronto and its contractors during all planning, development and operational phases of any construction activity. The following initiatives have been implemented by PortsToronto to raise the bar on sustainable construction.

Airfield Rehabilitation Project

In September 2018, PortsToronto announced the completion of the Billy Bishop Airfield Rehabilitation Program—a significant three-year rehabilitation initiative that included the reconstruction of runways and taxiways, the installation of new energy-efficient LED lighting and signage, and the construction of a Ground Run-up Enclosure (GRE) designed to dampen the noise associated with high-power aircraft engine ground run-up operations. The newly resurfaced runways are grooved which also increase friction levels that allow aircraft to slow down more rapidly, aiding in the reduction of carbon emissions.

Barging

With construction activities predominantly occurring at night when the airport is closed to air traffic, measures were implemented to minimize the impact on area residents. These measures included an award-winning barging operation that not only eliminated noise and traffic in the surrounding airport community but removed the equivalent of approximately 6,000 trucks off the neighbouring roads, reducing emissions and air pollution in the neighbourhood.



NOW THAT'S GROOVY!

The pavement grooving evaporates water on the runways more quickly reducing the potential for flooding and aircraft hydroplaning. The efficacy of this design element was put to the test during the spring of 2017 when the city of Toronto experienced record-breaking rainfall, specifically on Toronto Island where Billy Bishop Airport is located. While the Island saw some of the worst flooding in decades, operations at the airport were largely unaffected as runways remained dry.



By the numbers



Removing approximately 6,000 trucks carrying asphalt or granular material from the airport's neighborhood streets



2,000 tri-axle trucks of asphalt



80 new LED runway inset lighting



Replaced 70 old incandescent airfield signs with new LED signage

450 actual working days on site



Over 3000 night-time hours worked (11pm-6am)



1 Barge



800 barge trips (one-way)



Replaced approximately 345 old incandescent with new energy efficient LED elevated airfield lights.



Ground Run-up Enclosure



45,000 tonnes of asphalt



20,000 tonnes of recycled asphalt millings were reused



Airfield Rehabilitation Project

During the three years the project was underway, the floating barge, which could accommodate 16 trucks, made 800 one-way trips across the lake accounting for 6,000 fewer truck movements via the airport neighbourhood's roadways.

The following initiatives were implemented throughout the project:

- The overall project plan incorporated multiple individual project elements that would otherwise be completed over a longer construction duration and by multiple contractors, thus reducing the overall impacts of construction on the local community.
- The construction schedule was compressed to improve efficiency and reduce construction noise and emissions.
- Construction lighting was cast downward and away from the city to avoid disturbing those in residential buildings.
- A policy to reduce the use of vehicle backup alarms was implemented to further reduce noise disturbances in the neighbourhood.
- Existing airfield lighting fixtures and aircraft signage were converted to LED, resulting in energy savings.
- The overall quantity of earthworks required was reduced through pavement design strategies.
- Materials were reused in the construction of new facilities such as airside perimeter roads.
- Asphalt millings were reused to offset the volume of new granular material required.
- Material and equipment were barged across the harbour which resulted in a significant reduction in the number of trucks travelling on city roads.
- A Ground Run-up Enclosure (GRE) facility was constructed to reduce noise during aircraft engine maintenance run-ups.



The construction work associated with the Airfield Rehabilitation Project had to be completed overnight when the airport was closed to commercial traffic. Work would begin each night at 11:00 p.m. and end at 6:45 a.m. when the airport reopened. In the three years the Billy Bishop Airfield Project was underway, only one six-minute delay in reopening the airfield occurred as a result of the project.



THE IRON GUPPY

The Iron Guppy is a single-screw tugboat that primarily works in the Port and Harbour of Toronto to provide marine services, including navigation marker maintenance, environmental spill response, dredging and icebreaking. The tugboat, built in Wheatley, Ontario, has mechanical systems selected to increase overall efficiency.

SUSTAINABLE SEWAGE SOLUTIONS

As part of the Sanitary Sewer Connection at the Port of Toronto, PortsToronto replaced aging sewage infrastructure with a biodisk. The biodisk breaks down sewage into biodegradable soil, which is not hazardous to the environment.

This will have a positive impact on the environment because this sewage will not be directed to the City of Toronto's Ashbridges Bay Sewage Treatment Plant and there will be no opportunity for this material to overflow into Toronto's waterways during floods.

PUMP HOUSE ENGINE REPLACEMENT

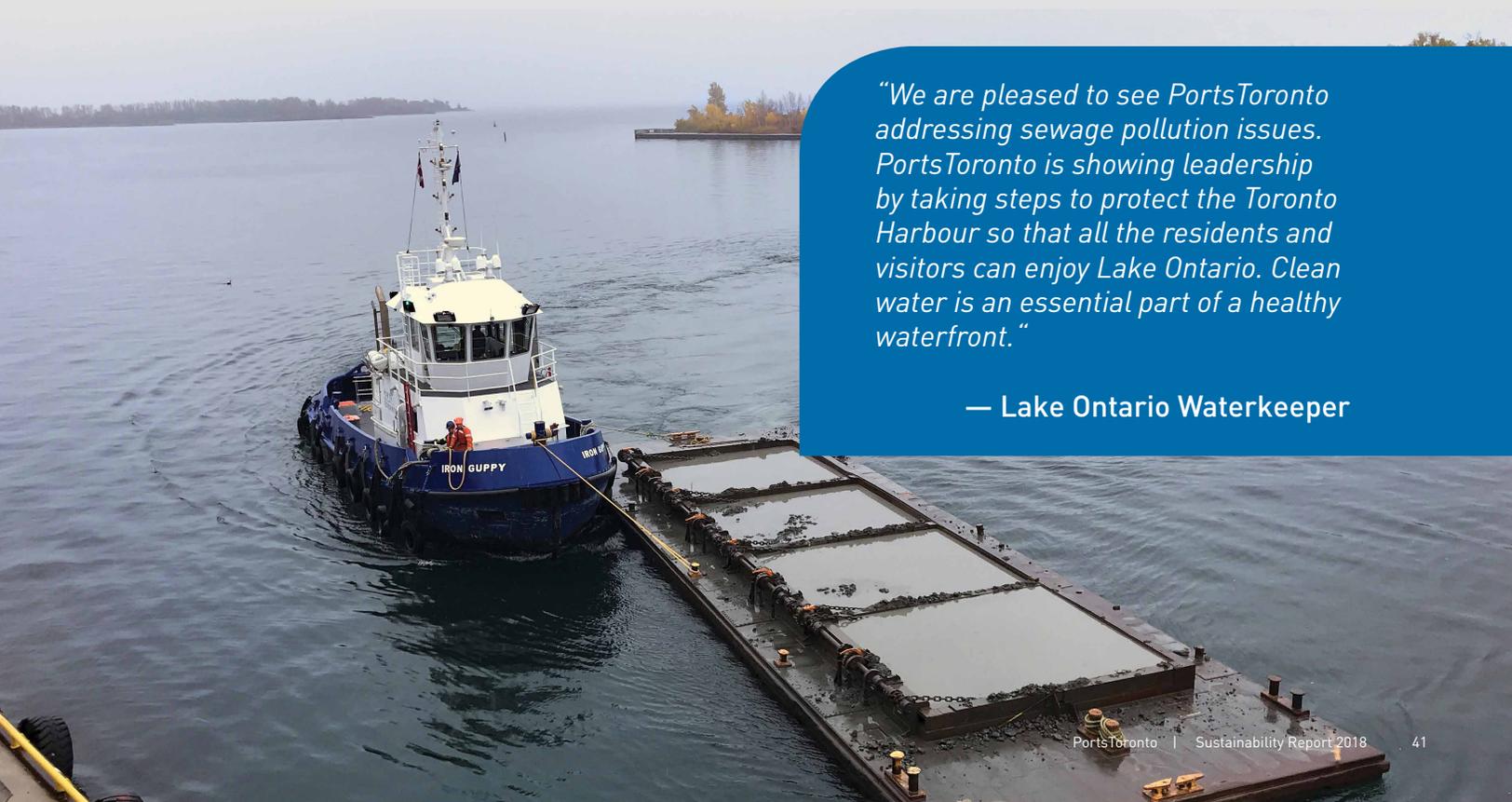
At Billy Bishop Airport's fire station, the pump house engine serves as a crucial backup to the primary electric fire pump. This project replaced a 30-year old diesel motor—which pre-dated emission regulations—with a new Tier 3 motor, representing an approximately 75 per cent reduction in carbon monoxide emissions.



PortsToronto contracts Safety-Kleen, the largest re-refiner of used oil and provider of parts-cleaning services in North America, to collect, recycle, reuse and/or properly dispose of the antifreeze, oil, oil filters and other equipment used to service the Port of Toronto, harbour operations and Billy Bishop Airport.

"We are pleased to see PortsToronto addressing sewage pollution issues. PortsToronto is showing leadership by taking steps to protect the Toronto Harbour so that all the residents and visitors can enjoy Lake Ontario. Clean water is an essential part of a healthy waterfront."

— Lake Ontario Waterkeeper





IMPLEMENTING SUSTAINABLE PRACTICES WITH OUR PARTNERS

Terminal Upgrades

In October 2018, Nieuport Aviation Infrastructure Partners—operator of the airport's passenger terminal—completed a significant upgrade to Billy Bishop Airport's passenger lounges to improve the experience for travellers.

The upgrade enlarged the passenger lounges and features additional amenities, including food and retail services as well as an 11th gate to further enhance the airport's world-class, award-winning passenger experience.

The upgrade also incorporated environmentally responsible and sustainable infrastructure into the terminal's design such as LED lighting.



ST. JOHN AMBULANCE THERAPY DOG PROGRAM AT BILLY BISHOP AIRPORT

As part of the St. John Ambulance (SJA) Therapy Dog Program, therapy dogs like Pablo, a three-legged Australian Cattle Dog and Pumpkin the Pug, bring comfort and stress relief to travellers of all ages.

The SJA therapy dogs visit the airport regularly during peak travel times, so be sure to look for them near the passenger check-in area and at arrivals in the island terminal on your next trip!





EAST GAP PIER

In fall 2018, PortsToronto removed 123 metres of the dilapidated pier in the East Gap harbour entrance. Although PortsToronto does not own the East Gap Pier, which was built by the federal government Public Works Department in the 1890s, the project was undertaken to ensure the safe navigation of vessels through the East Gap and improve and restore aquatic habitat.

The East Gap Pier project is also benefiting the Leslie Street Spit by providing material used to reinforce areas that were damaged and/or washed away during the high-water/flooding experienced in spring 2017. Concrete rubble from the project was transported to nodes in the Spit to reinforce the land for the safety of all those who use and enjoy the outdoor space at the Leslie Street Spit (also known as Tommy Thompson Park).

While completing this work, PortsToronto prevented suspended particles from entering the water by installing temporary silt curtains at both the removal site and the Leslie Street Spit for the duration of the project. Further, the work was completed outside of the warm-water window to protect fish habitat and not interfere with spawning.

The project was approved by Transport Canada (Navigation Protection Act), the Ontario Ministry of Natural Resources and Forestry (Species at Risk Act), and reviewed by the Department of Fisheries and Oceans Canada (Fisheries Act).



As a member of Aquatic Habitat Toronto (AHT), PortsToronto undertook this work to improve and restore aquatic habitat in support of the Toronto Waterfront Aquatic Habitat Restoration Strategy and the objectives of the Great Lakes Water Quality Agreement (GLWQA 2012) as well as the Canada-Ontario Agreement on Great Lakes Water Quality and Ecosystem Health (COA 2014).





DON RIVER MOUTH NATURALIZATION

PortsToronto works with agencies from all levels of government and First Nations communities toward building a sustainable marine environment and is providing support to the City of Toronto, the Toronto and Region Conservation Authority and Waterfront Toronto to naturalize the Don River and protect the Port Lands from flooding. PortsToronto management and staff provide ongoing support of this project as members of technical working groups, both by providing operational advice and ensuring continued navigation safety of the Toronto Harbour.

ELLISDON—FLOOD PREVENTION PROJECT

In 2018, PortsToronto, through its partnership with EllisDon and McNally Marine, was contracted to dredge the EllisDon waterfront site as part of the Don Mouth Naturalization and Port Lands Flood Protection project.

Construction to extend the dock wall around the EllisDon worksite resulted in a mud wave that altered the depth of the water level in the area and became a navigational hazard in the harbour. Removing sediment material from this site helped restore the appropriate water level and maintain safe navigation.

Sediment dredged from this location was brought to the Leslie Street Spit Confined Disposal Facility (CDF) by a scow barge towed by PortsToronto's Iron Guppy tugboat. The cell, one of three, was designed by PortsToronto to properly contain the natural materials dredged from the channel and other parts of the harbour. The first two cells have been capped and developed into a natural habitat for fish, mammals and birds. The third cell will remain an active site for dredged materials with capacity for the next thirty to forty years.





III

Environment and Community Health

PortsToronto owns and operates Billy Bishop Airport. Operating an airport on the thriving mixed-use urban waterfront requires vigilance to ensure that operations stay in balance with the neighbourhood, that an effective equilibrium is struck between commercial and community interests, and that measures are in place to mitigate the airport's operational impacts such as noise.

NOISE MANAGEMENT

Billy Bishop Airport is one of the most noise-restricted airports in North America and must adhere to a strict curfew that closes the airport to commercial flight activity at 11:00 p.m. and ensures that noise from airport operations remains within a limited and monitored Noise Exposure Forecast. In addition, Billy Bishop Airport is continuously looking at processes and investments that will mitigate the impact of operations and ensure the airport is remaining in balance with the surrounding community. Many of these advancements are pursued within the context of our Noise Management Program that encompasses all areas of operations and any special projects being undertaken.

Over the years, PortsToronto has continued to improve the Noise Mitigation Program at Billy Bishop Airport. In 2017, Billy Bishop Airport won the Airports Council International (ACI-NA) Environmental Achievement Award for its Noise Mitigation Program. This award recognizes airports that strive to protect and preserve the environment through their programs, initiatives and projects. The winning airports must demonstrate the environmental benefit of their project and its innovative approach, effective implementation, applicability and cost-effectiveness.

The Environmental Achievement Award recognizes years of hard work and dedication to our community relations and environmental strategy, from working together with the community to identify solutions that assist with our noise reduction efforts to successfully implementing new noise mitigation infrastructure, such as upgrading the airport's Noise Monitoring Terminals (NMTs) and constructing a Ground Run-up Enclosure (GRE) to dampen the acoustic impact of engine run-ups.





REPORTING BACK TO THE COMMUNITY

Annual Noise Management Report

In February 2019, PortsToronto released its Annual Noise Management Report, which is a compilation of all noise data and complaints submitted to the airport's Noise Management Office in 2018.

Overall noise complaints decreased by 19 per cent in 2018, with 228 complaints submitted in 2018, versus 271 in 2017. Further, as a direct result of the Ground Run-Up Enclosure (GRE) facility that went into service in April 2017, there were no complaints related to scheduled engine-runs.

We continued to work in concert with the public and the airport's air carriers to develop enhanced programs, procedures and infrastructure aimed at mitigating the airport's noise impact on the surrounding community. With more than 90 per cent of airport passengers choosing to use Billy Bishop Airport's pedestrian tunnel, surges in passenger activity that led to increased traffic and vehicle congestion at the airport's mainland terminal and along Eireann Quay have been reduced significantly.

The free airport shuttle service that drops off/picks up passengers outside the mainland pavilion and provides travellers with convenient, reliable transport to the airport has also reduced car traffic and related noise. In addition, reconfigured traffic operations at Billy Bishop Airport and bike racks on both the island and the mainland side of the airport encourage non-vehicular access to the airport to further mitigate the airport's noise impact.

Noise Management Office

Billy Bishop Airport's Noise Management Office, which boasts a state-of-the-art Aircraft Flight Tracking and Noise Monitoring System, has dedicated staff in place to collect, analyze and respond to noise complaints and monitor daily operations. More than 99.9 per cent of complaints were responded to within five days in 2018. In addition to reporting on an annual basis, the Noise Management Office also produces a monthly noise report that is posted to the PortsToronto website.

Vortex

Billy Bishop Airport's Noise Management Office uses Vortex—a customizable tracking and logging software platform designed specifically for the needs of an airport environment—to track, document and respond to noise complaints.

WebTrak

PortsToronto offers free community access to WebTrak—an internet-based software service that enables anyone with a computer, smartphone or tablet to gather information on an aircraft they hear flying overhead.

"Recognizing that we are one of the most noise-restricted airports in North America, Billy Bishop Airport constantly monitors the impact of operational noise in the surrounding community. In addition to monitoring daily operations and analyzing noise reports, my role involves listening to individual community members, responding directly to concerns and working to mitigate the impact of operational noise on our valued neighbours."

— Gary Colwell, Noise Management Office, Billy Bishop Airport





Ground Run-up Enclosure

To further enhance the airport's Noise Management Program, the airfield rehabilitation project included the addition of a Ground Run-Up Enclosure (GRE), designed to dampen the noise associated with high-power aircraft engine ground run-up operations.

While required and regulated by Transport Canada as part of standard aircraft maintenance, engine run-ups have been cited by the community as a primary source of noise as testing is often done at high power. For example, in 2013, 161 noise complaints related to engine run-ups were received, which made up 32% of all noise complaints that year.

Standing 14-16 metres in height, the three-sided, open-top facility is located on the south-west side of the airfield and is only the second of its kind in Canada. The enclosure effectively absorbs noise with specialized acoustic panels that line the interior of the three walls, which feature vents for optimal aerodynamic performance. Since the facility was opened in April 2017, the GRE has immediately and significantly reduced the acoustic impact of engine runs-ups on the surrounding community.

The GRE design requirement aimed to reduce the noise impacts of engine run-ups by 15db. However, the actual acceptance tests have shown a reduction in reduced noise impacts from engine run-ups of 18db, exceeding the requirements by 20 per cent.

Further, in 2016, the airport received 36 complaints related to engine run-ups, while in 2017, the airport received only one complaint related to engine run ups—a 97.7 per cent reduction. In 2018, there were no complaints related to engine run-ups – a 100 per cent reduction from 2016, prior to the facility being put into operation. In addition to this positive data, we have received encouraging feedback from the community who have indicated their satisfaction with the facility's performance.



19%

Overall Noise Complaints decreased by 19% in 2018, with 228 complaints in 2018, versus 271 in 2017.



100%

Reduction in complaints related to engine run-ups in 2018.



Calm Wind Trial

Billy Bishop Airport requested that Nav Canada undertake a Calm Wind Runway trial that began in August 2018 and runs until June 2019. To determine if the procedure should be implemented to further complement the airport's comprehensive Noise Management Program, aircraft take off and land at the airport from west to east.

The trial occurs during the morning start-up routine and when traffic levels permit during periods of calm wind (wind speed of less than five knots). As part of the trial, the public is encouraged to submit feedback pertaining to aircraft noise to the Noise Management Office or through WebTrak. Once feedback has been compiled and studied, the results of the trial will be presented to the community.

Noise Monitor Terminals

Noise Monitoring Terminals (NMTs) are the foundation of the airport's noise monitoring system and provide ongoing noise-level data to the airport's Noise Management Office. This data is then used in long-term noise mitigation planning and in responding to noise complaints from the surrounding community.

Two NMTs—located on the Toronto Police Marine Unit building and the airport's island-side fire hall—were upgraded, with a third NMT installed on the mainland ferry terminal in 2016.

This latest NMT enables enhanced tracking of noise generated by aircraft run-ups and the airport's ferry operation—two key areas of focus under Billy Bishop Airport's overall noise management program. The noise data transmitted by the NMTs is also available through the WebTrak website.

Air Quality

The communities in close proximity to the airport have been, and continue to be, concerned with the air quality impacts from airport operations. At the May 2017 Community Liaison Committee (CLC) meeting, Toronto Public Health presented findings related to air quality in the vicinity of Billy Bishop Airport.

Based on a study commissioned by Toronto Public Health, the report noted that the largest contributor of pollutants in the vicinity of Billy Bishop Airport is not the airport but rather vehicle emissions from the surrounding road network, including the Gardiner Expressway. The airport contributed approximately 10-15 per cent of emissions in the air shed, with the primary contributor being the diesel fuel from the airport ferry.

Billy Bishop Airport continuously seeks out new and innovative measures to complement sustainable practices and infrastructure already in place with the aim of mitigating emissions from all of its operations.

Billy Bishop Airport will improve its vehicle fleet by converting the *Marilyn Bell* biodiesel airport ferry to electric-power, which will eliminate greenhouse gas emissions associated with the ferry's operation.



The provincial Ministry of the Environment categorizes air quality to include noise, odour and light emissions.



The Pedestrian Tunnel

The pedestrian tunnel continues to have a positive effect on Billy Bishop Airport since it opened in 2015. Prior to the tunnel's opening, passengers would arrive and depart in large groups according to the ferry schedule, which caused vehicle congestion at the mainland terminal and along Eireann Quay. With more than 90 per cent of passengers now using the tunnel, passengers come and go on their own schedule, which smooths out the flow and eliminates surges corresponding to the ferry arriving and departing to/from the mainland.

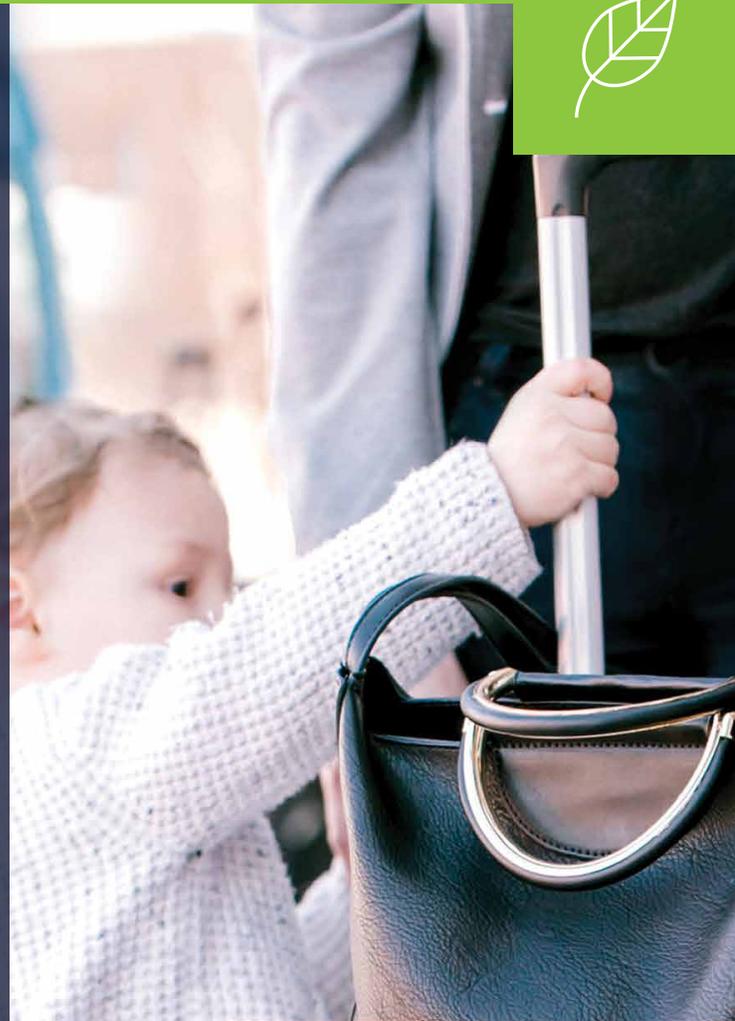
On average, 42 per cent of travellers observed during a 2018 *Dillon Consulting study walked, biked or took the airport shuttle or public transit from the airport, representing one of the highest percentages of any airport in North America.

Shuttle Buses

Billy Bishop Airport's commitment to reducing single-use vehicle traffic in the area is furthered through regular shuttle service between the airport and Union Station in downtown Toronto. Available on weekdays, weekends and holidays, with enhanced non-stop shuttle service during peak hours, the trip to and from Billy Bishop Airport takes approximately 15 minutes depending on traffic.

The pedestrian tunnel has also provided for a more even distribution of shuttle ridership, virtually eliminating overcrowded or empty departing shuttle-runs and making the complimentary shuttle a popular option among travellers and employees alike in addition to helping to reduce single-use vehicle traffic in the airport's vicinity. In fact, the Dillon Report found that 30 per cent of passengers depart the airport via the shuttle. Shuttles are equipped with free on-board Wi-Fi and GPS tracking so riders can track the shuttle.

**The study conducted by Dillon Consulting was undertaken during airport peak hours and focused on conditions related to traffic volumes, modal splits and taxi occupancy levels for travel to and from the airport. The data gathered will continue to provide background information to measure future conditions related to traffic volumes.*



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Billy Bishop City Side Modernization Project

In 2018, PortsToronto implemented the first phase of the Billy Bishop City Side Modernization Project, as part of the City-led Bathurst Quay Neighbourhood Plan to improve access to Eireann Quay. The project includes the reconfiguration of the airport taxi corral and increased curb space for pick up and drop off.

Reconfigured Passenger and Vehicle Traffic Operations

In alignment with new traffic patterns at the airport, in December 2018, PortsToronto implemented a reconfigured approach to airport traffic operations to better streamline passenger flow and improve pick up and drop off at the airport. In line with the City of Toronto's anti-idling bylaw, this new design has the potential to decrease the amount of time each vehicle spends on site, also minimizing vehicles entering into the community streets and reducing vehicle idling times.

This project included a trial period to assess improvements to passenger and vehicle traffic flow in the vicinity of Eireann Quay. Feedback from the public will be collected in 2019 and will be an important factor in the decision to permanently adopt the new routing.

Bike Racks

As part of continued efforts to reduce vehicle traffic associated with the airport, PortsToronto has incorporated bike racks that are conveniently located on both the island and mainland.

The four covered racks on the island enable cyclists to leave their bikes for the duration of their trip, knowing their bikes are secure and safe from the elements. PortsToronto also worked with the City of Toronto to install new bike racks near the mainland ferry terminal. Primarily used by employees at the airport, these bike racks encourage staff to choose more sustainable forms of transportation for their commute.

PortsToronto is in the process of implementing a Bicycle Maintenance Station for cyclist convenience that will be installed in 2019. The Bicycle Maintenance Station will include tools for manual tire replacement and an air pump for on-the-go and preventive maintenance.

BikeShareTO

The popularity of biking to the airport has made the Bike Share station located at the Bathurst Street and Eireann Quay intersection one of the 10 busiest in the city's network.

During peak cycling season in 2018, approximately 182 rides per day were generated from this location, with an even split between rides starting at the station and ending at the station.

Ridership continued in the winter months with 42 rides generated per day from this location. The station expanded earlier in the year due to its popularity, and another station to accommodate the demand for increased bike sharing in this area is being considered.



The popularity of biking to the airport has made the Bike Share station located at the Bathurst Street and Eireann Quay intersection one of the 10 busiest in the city's network.



IV Ecosystem Protection

Committed to sustainability and protecting the environment, PortsToronto conducts all its operations in a manner consistent with environmental protection, preserving natural habitats and giving back to the communities we serve.

Our commitment to environmental issues prompted us to become members of the Aquatic Habitat Toronto Team. The Aquatic Habitat Toronto Team is a consensus-based partnership among agencies with a vested interest in the improvement of marine habitat on the Toronto waterfront.

Team partners include Fisheries and Oceans Canada, the Ontario Ministry of Natural Resources and Forestry, Toronto and Region Conservation Authority, and Waterfront Toronto, with key participants from Environment Canada and in consultation with the City of Toronto. Aquatic Habitat Toronto is responsible for the implementation of the Toronto Waterfront Aquatic Habitat Restoration Strategy.

Striving to create a more sustainable waterfront through an ecosystem approach, the strategy seeks to increase ecological integrity, provide suitable conditions for the maintenance of self-sustaining aquatic communities and improve ecological connectivity. Conservation design in the strategy is based on native naturalized species. Human usage of the shoreline and nearshore waters was taken into account during development of the design, and the strategy for it was based on a consultative, consensus-based approach involving stakeholders and the public.

A key priority of PortsToronto is to help ensure the safety and enjoyment of those who use Toronto's harbour. This priority goes hand in hand with our commitment to ensuring that the unique biodiversity of the waterfront is equally preserved and enhanced.





Dredging and Wetland Creation

Thousands of tonnes of sediment build up every year where the Don River empties into the Keating Channel. This sediment, if not removed, could cause the river to back up and result in flooding. For this reason, maintenance of the river mouth is imperative to prevent siltation and debris from spilling into the harbour.

In 2018, more than 25,000 cubic metres of sediment material was removed from the mouth of the river through PortsToronto's dredging process. Dredging removes sediment in order to achieve a navigable river depth and allow the smooth flow of water and ice through the Keating Channel.

Dredging involves scooping material from the bottom of the channel using an excavator. Once removed, the natural sediment is transported by dump scow barges to the Leslie Street Spit for containment in one of the specially designed cells or Confined Disposal Facility (CDF). The cells were specially designed by PortsToronto to properly contain the natural materials dredged from the channel and other parts of the harbour.

Over time, this process provides new habitats for marsh birds, turtles, small mammals and native fish while helping to prevent flooding and the potential for debris to enter the harbour. PortsToronto and the Toronto and Region Conservation Authority (TRCA) completed the Cell 1 Wetland Creation Project in 2007. The CDF was converted into a seven-hectare coastal wetland that has significantly increased fish populations, with reports of pike and walleye returning to the harbour.

The Cell 2 wetland was officially completed in September 2016. This cell provides an additional 9.3 hectares of habitat for a variety of fish and wildlife and more green space for the recreational enjoyment of the surrounding communities. Completion of the second phase of the three-phase project would not have been possible without support from PortsToronto's public-private partnerships, including the TRCA, Environment Canada, the Ministry of Natural Resources and Forestry, the City of Toronto and Coca-Cola Canada.

The remaining cell will continue to be used for dredged materials for the next 30-40 years until its capacity is reached. Once capped, a further 700 to 800 hectares of wetland will become part of Tommy Thompson Park.

133
round
trips

DID YOU KNOW?

In 2018, PortsToronto's fall dredging operations took place between September 4 and October 26. Within this two-month timeframe, PortsToronto removed more than 25,000 cubic metres of sediment material from the mouth of the Don River. This process took PortsToronto's tug, the Iron Guppy, and scow barge 133 trips to the Leslie Street Spit Confined Disposal Facility (CDF).



Juliette is a member of Falcon Environmental's wildlife management team, who works hard to keep Billy Bishop Airport's runways safe.

WILDLIFE MANAGEMENT

PortsToronto has dedicated Wildlife Officers and works with Falcon Environmental Services—a recognized leader in the field of wildlife management—at both Billy Bishop Airport and the Port of Toronto.

To ensure the safety of our passengers—and in accordance with Transport Canada requirements and Canadian Aviation Regulations—Billy Bishop Airport, like all major airports across North America, runs a comprehensive Wildlife Management Program. We use Falcon Environmental Services to review our plans and provide additional expertise.

CLEANING PRODUCTS



PortsToronto's head office has eliminated the use of bleach in all cleaning operations, replacing the harmful substance with an all-natural vinegar cleaning solution. All dishes are cleaned by machine, saving up to 5,000 gallons of water annually compared with hand-washing.

Additionally, PortsToronto's Head Office has upgraded to bag-less vacuum cleaners, saving hundreds of vacuum bags from landfills over each appliance's lifetime.



Harbour Clean-Up Program and Hotline

As part of our commitment to keeping the harbour clean, PortsToronto manages a 24/7 Harbour Hotline (416-462-3937) and responds immediately to reports of pollution, spills and debris in the harbour. Through the program, we remove approximately 150 million pounds (more than 68,000 tonnes) of dredgeate, debris and driftwood from the harbour each year—the equivalent weight of about 102 cars' worth of material every day.

In 2018, PortsToronto crews responded to 34 calls reporting debris and spills to the Harbour Hotline.

Shoreline Cleanup

PortsToronto works closely with the broader waterfront community to meet sustainability goals and ensure future generations can continue to enjoy the city's vibrant shores. In October 2018, PortsToronto collaborated with the Toronto Region Conservation Authority (TRCA) and the Living City Foundation, among others, on the Clean Water—Our Future Toronto Islands shoreline cleanup. A highlight of the cleanup initiative was the removal of an abandoned golf cart that had been leaking gasoline, found submerged off the East Gap Pier.

Foreign Object Debris (FOD) Walk

Billy Bishop Airport held a Foreign Object Debris (FOD) Walk during Canadian Airport Safety Week in October 2018. FOD—which can include plastics, metals and any refuse found on the airfield—is not only of concern from an environmental perspective, but is also a safety risk that can cause damage to aircraft and needs to be cleared.



An underground fuel storage tank at PortsToronto's Marine Terminal property was decommissioned and removed in the summer of 2018 to reduce the associated risk of ground water and soil contamination. The contractor, iTech, removed the tank and system to ensure all regulatory standards were followed. In addition, Dillon Consulting was onsite to oversee the removal, conduct sampling and monitor the process as per federal and provincial regulations.





Advancing Environmental Excellence

PortsToronto is committed to go beyond compliance by being a participant of the Green Marine environmental certification program since 2009.

Green Marine is a voluntary initiative promoting a culture of continuous improvement for ports, terminals, shipyards, Seaway corporations and ship owners across North America. The program offers a detailed framework for maritime companies to first establish and then reduce their environmental footprint.

Each participant completes Green Marine's detailed annual self-evaluation. Reports are independently verified every two years to ensure the program's rigor and credibility. The results determine the participant's ranking for each performance indicator on a 1-to-5 scale. Level 1 constitutes the monitoring of regulations, while Level 5 indicates leadership and excellence. The process is also transparent, as individual results are made public at the end of the month of May every year. Participants, such as PortsToronto, have to demonstrate year-over-year improvement in measurable ways to maintain their Green Marine certification.

For example, PortsToronto increased its results from a level 1 to a level 4 between the reporting years of 2009 and 2017 for the Greenhouse gases (GHG) indicator. For the GHG indicator, it means the port adopted an energy performance plan and a plan for reducing air pollutants, which defines reduction measures and establishes reduction targets.

Green Marine is pleased to count PortsToronto among its certified participants!

A blue ink signature of David Bolduc.

David Bolduc
Executive director

Community



In 2018, Doors Open welcomed more than 24,000 people through its doors for a behind-the-scenes look at airport operations.



COMMUNITY 

As part of Toronto's thriving mixed-use waterfront, PortsToronto makes it a priority to work with the local community to ensure balance. As the owner and operator of an active port, marina and the ninth-busiest airport in Canada, PortsToronto is committed to investing in the waterfront.

PortsToronto's targeted priority areas related to community engagement are:

- I Stakeholder and Community Engagement 
- II Community Investment 
- III Community Initiatives 





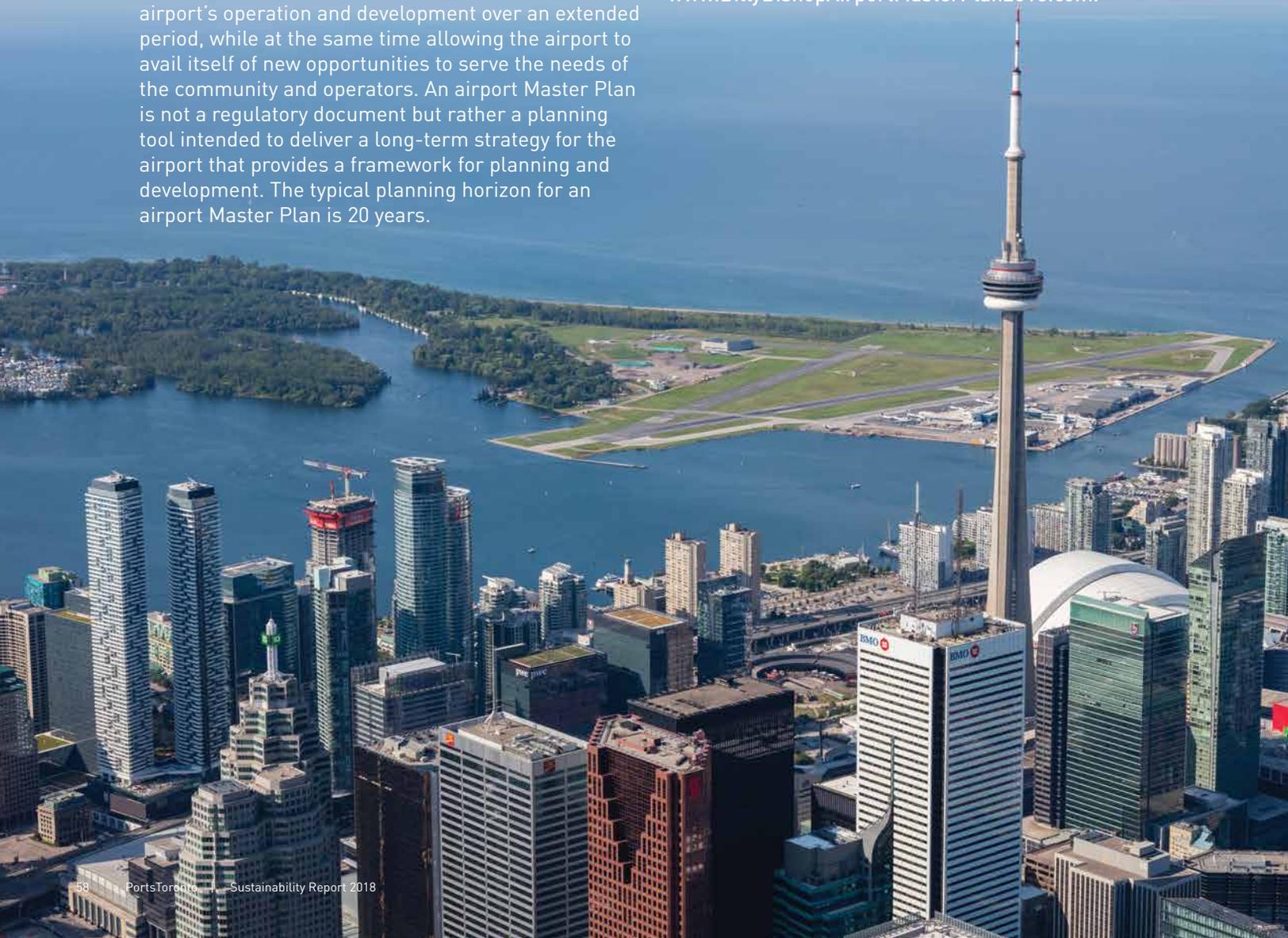
I Stakeholder and Community Engagement

PUBLIC CONSULTATION FOR MASTER PLAN 2018

In 2019, Billy Bishop Airport will release its updated Master Plan. The plan provides a long-range vision for the airport, which in turn assists airport management and other stakeholders in making informed decisions regarding future development. Master Plans are customary for most airports and are usually updated every five years. The new Master Plan for Billy Bishop Airport is an update of the 2012 Master Plan, which is available on the PortsToronto website.

The primary purpose of an airport Master Plan is to establish an orderly development concept for the airport that establishes priorities and options for the airport's operation and development over an extended period, while at the same time allowing the airport to avail itself of new opportunities to serve the needs of the community and operators. An airport Master Plan is not a regulatory document but rather a planning tool intended to deliver a long-term strategy for the airport that provides a framework for planning and development. The typical planning horizon for an airport Master Plan is 20 years.

The planning process for the Billy Bishop Airport Master Plan kicked off in January 2018 with a comprehensive public consultation process that has included meetings with more than 600 people and 70 groups including neighbourhood and community associations, elected officials, government agencies and First Nation communities, as well as both waterfront stakeholders and airport stakeholders' tenants and the general public. PortsToronto provides regular project updates throughout the planning process on social media and on a dedicated project website that can be accessed at www.BillyBishopAirportMasterPlan2018.com.





CANADIAN PORTS MODERNIZATION REVIEW

In spring 2018, Transport Canada launched the Canadian Ports Modernization Review to study areas such as innovation, trade logistics, safety, security, community engagement and sustainability. The initiative presented a unique opportunity for Canadian ports to work together with Transport Canada and the Minister's office to share best practices and information to ensure that Canadian ports remain competitive, collaborative and innovative.

Canadian ports currently handle more than 60 per cent of Canada's commercial cargo and are vital to the movement of goods. In 2018, the Port of Toronto moved approximately 2.2 million tonnes of cargo that is essential for Toronto, providing salt for our roads, sugar for our food industry, and concrete and aggregate for our booming construction industry.

PortsToronto has long adhered to best practices around governance, financial reporting, executive and board expense disclosures, sustainability, security and community investment and engagement. The Ports Modernization Review provides the opportunity to share these best practices and identify opportunities for greater innovation, growth and investment so that the Port of Toronto can remain an important asset for the City of Toronto, play an important role in the national transportation system, and be an important contributor to the Canadian economy.

PortsToronto put forward a submission detailing advancements in areas such as sustainability and community engagement for the review. The submission is available on the PortsToronto website. Findings of the Canadian Ports Modernization review are expected later in 2019.



PUBLIC OUTREACH AND MEETINGS

PortsToronto established a Community Liaison Committee (CLC) in 2010 to further expand engagement with the residents and businesses surrounding Billy Bishop Airport. The CLC gives our neighbours a forum to discuss issues and concerns related to airport development, activities and operations. The committee also enables airport management to communicate operational activities and information with stakeholders and the broader community.

Key representatives from neighbourhood community groups, local businesses and stakeholders, as well as local city councillors and members of provincial and federal parliaments, make up the membership of the CLC. The committee follows best practices of community engagement, meeting four times a year and addressing matters such as airport noise management, air quality and transportation access. The CLC's quarterly meetings are open to the public and minutes taken by third-party consultant Lura Consulting are posted to the PortsToronto website. As of the end of 2018, 31 meetings of the CLC were held.

CLC NOISE SUB-COMMITTEE

In late 2017, a Noise Sub-Committee of the CLC was formed to further research, understand and address noise impacts from airport operations. The Noise Sub-Committee consists of four community members, two staff members from PortsToronto, one staff member from the City of Toronto and a facilitator from LURA Consulting. The committee has two co-chairs, one from the community and one from PortsToronto. The committee met twice in 2018 and has committed to meeting four times in 2019.



31 meetings of the CLC have been held since 2010.





CONNECTING ONLINE

PortsToronto prides itself on connecting with the community. Our website includes a feedback portal that allows passengers, residents and stakeholders to quickly and easily contact us with their feedback, concerns and questions. This system also provides an opportunity to track common concerns and trending topics that help us best address the needs of our local community.

PortsToronto prioritizes fostering and maintaining positive relationships and strong connections with our neighbours and stakeholders. This critical part of our commitment to sustainability is maintained through open dialogue, transparency and public participation. Updates are also provided on the PortsToronto website regarding news and information that is relevant to our stakeholders and the community.



11.1% audience growth since 2017 (Combined Billy Bishop Airport and PortsToronto)



71.4% audience growth since 2017

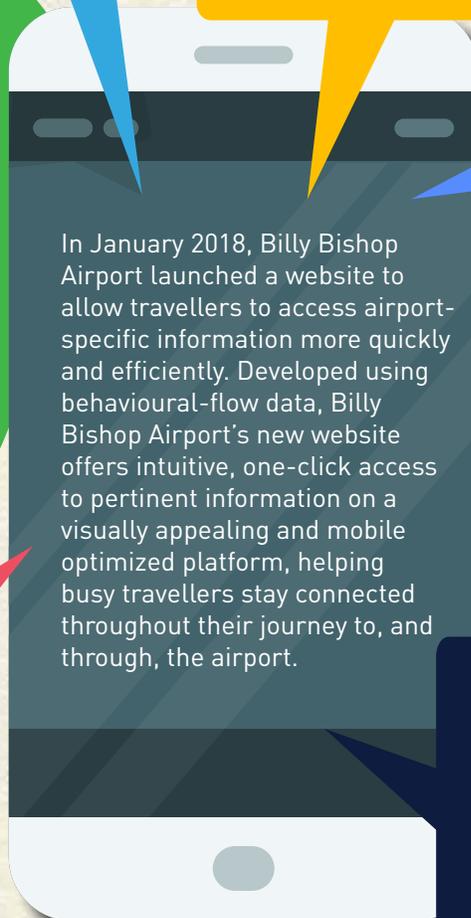
(Combined @BBishopAirport, @PortsToronto, @OHMToronto and @AeroportoBBishop)

With an estimated 67% of Ontario residents using social media, PortsToronto continues to engage with the public via a variety of social media platforms. Social media is used to promote various community and PortsToronto-related events, as well as to respond to concerns and questions from airport passengers and the local community.



17.4% audience growth since 2017

(Combined Billy Bishop Airport, PortsToronto, Outer Harbour Marina and Aéroport YTZ)



In January 2018, Billy Bishop Airport launched a website to allow travellers to access airport-specific information more quickly and efficiently. Developed using behavioural-flow data, Billy Bishop Airport's new website offers intuitive, one-click access to pertinent information on a visually appealing and mobile optimized platform, helping busy travellers stay connected throughout their journey to, and through, the airport.



9.1% audience growth since 2017

(Combined @BBishopAirport, @PortsToronto, @OHMToronto and @AeroportoBBishop)



Group Engagement Rate across all four platforms has increased 155.6% since 2017.



II Community Investment

SPONSORSHIP

As part of our dedication to being a sustainable organization, we are committed to our local community. With a long tradition of working with community members and organizations to foster strong and sustainable communities along Toronto's waterfront, PortsToronto provides donations, sponsorships and in-kind contributions to local initiatives and events each year. These initiatives and events share a common goal of promoting healthier, greener and empowered communities.

In 2018, PortsToronto funded community initiatives and organizations, including:

- Evergreen Brickworks School Greening Program
- Redpath Waterfront Festival
- The Bentway Conservancy—Bentway Park
- Aloha Toronto (Benefiting children with autism)
- Set Sail for Hope (Benefiting Camp Trillium children living with cancer)
- Beaches International Jazz Festival
- Ireland Park Foundation
- Global Forum
- CivicAction
- Heritage Toronto
- Moorelands (Benefiting youth living in under-served neighbourhoods)
- Billy Bishop Home and Museum
- Emily's House and Philip Aziz Centre for Hospice Care (Supporting adults and children living with life-limiting illnesses)
- Waterfront Neighbourhood Centre (Room 13 and Community Garden)
- Make-A-Wish Foundation
- Hope Air (Medical travel assistance)
- Sugar Shack
- Windward Co-operative Homes
- Broad Reach Foundation
- ALS Canada
- Lake Ontario Waterkeeper

"To create a legacy of giving based on our commitment to fostering strong, healthy and sustainable communities along Toronto's waterfront. Our giving is focused on the waterfront, education and youth in ways that support strong communities and a healthier environment."

— PortsToronto's Community Investment Mission



On October 20, 2018, Billy Bishop Airport hosted the eighth annual Plane Pull to End ALS in which fourteen teams raced against the clock to pull a 37,000-pound Porter Airlines plane by hand for 100 metres. Billy Bishop Airport hosted the event on the apron outside the Ground Run-up Enclosure on the south end of the airfield. The event raised more than \$90,000 and was a wonderful opportunity to gather the Billy Bishop Airport community to support a worthwhile cause.



ROOM 13

DOORS OPEN 2018



THE WATERFRONT NEIGHBOURHOOD COMMUNITY CENTRE

PortsToronto invites students from the Waterfront Neighbourhood Centre to the MLSE Launch Pad for a hockey clinic.

THE BENTWAY



THE WATERFRONT NEIGHBOURHOOD CENTRE COMMUNITY GARDEN

In October 2018, PortsToronto was proud to sponsor WATERLICHT, a large-scale light installation by acclaimed Dutch artist and innovator Daan Roosegaarde at The Bentway Park. Torontonians rediscovered their waterfront through the installation's larger-than-life, cascading waves of blue light underneath the Gardiner Expressway, simulating a virtual flood and calling attention to rising water levels along Toronto's shoreline.

Accompanying the installation was WATERLICHT RADIO, an audio recording of local stories about Toronto's waterfront by prominent figures, including PortsToronto's Harbour Master Emeritus, Angus Armstrong. WATERLICHT RADIO served as a stirring call-to-action for a city-wide conversation around clean water initiatives and climate change.



III Community Initiatives

DOORS OPEN 2018

In May 2018, Billy Bishop Airport opened its doors to a record 24,000 people as part of Toronto’s annual Doors Open event. Doors Open included activities for the entire family as part of a self-guided tour behind the scenes at the airport. Activities included the opportunity for kids of all ages to explore the airport’s state-of-the-art safety vehicles; a staging area from which to view the airport’s runway operations and aircraft up close; the Ornge hangar, which featured life-saving helicopters, EMS vehicles and life-saving demonstrations; and the opportunity to meet the dog and falcons who play a role in the airport’s wildlife management program.



DOORS OPEN 2018

SAIL-IN CINEMA™

In 2018, more than 8,000 people and 50 boats attended Sail-In Cinema as PortsToronto continues to give back to the local community through this free community event, connecting with residents and spreading awareness about our role in the waterfront community.

The eighth annual Sail-In-Cinema featured a state-of-the-art, three-storey double-sided HD LED floating screen anchored to a barge in Lake Ontario. Pre-show activities included henna tattoos, face-painting, trivia, and free snacks for moviegoers.

In an effort to reduce waste at the event, PortsToronto enlisted the City of Toronto’s water refill truck to provide free drinking water for guests to fill up their reusable water bottles—eliminating single-use plastic water bottles from the event.



SAIL-IN CINEMA



DID YOU KNOW?

PortsToronto staff planted 239 additional plants in the native bee and butterfly garden located at the Outer Harbour Marina. The garden is stocked with milkweed plants, as well as other native plants that appeal to the Monarch Butterfly and native bees that use the Leslie Street Spit area as a stopover point on their own annual journeys south.

EVERGREEN SCHOOL GROUND GREENING PROGRAM

For the last several years PortsToronto has invested in the Evergreen School Ground Greening Program. The program helps to turn downtown school grounds into places where children can reconnect and learn about nature while playing in a dynamic outdoor environment.

Participating schools are identified and selected by Evergreen through a careful process based on criteria including location, integration with curriculum, existing conditions and innovativeness of approach. Schools are given the opportunity to integrate the development, monitoring and maintenance of the grounds with classroom programming to ensure a successful naturalization project.

Schools in high-traffic neighbourhoods in the downtown core, where there is a limited ability to connect with nature due to a lack of greenspace, make up a large portion of those chosen for the program. Removing asphalt, creating stone seating and planting shade trees, native plants and vegetable gardens are some of the projects that have been supported through PortsToronto's contribution to this program. Newly greened school grounds enable a unique outdoor classroom experience for students and a wide range of additional benefits, including an increase in physical activity and positive community engagement.

MAINTAINING BIODIVERSITY BY PROTECTING THE MONARCH BUTTERFLY

In 2017-2018, Monarch Butterfly populations wintering in central Mexico increased by 144 per cent—the highest measurement since 2006-2007—and were found to be occupying 6.05 hectares, a number cited by scientists as the minimum required for the viability of this species of migrating butterfly moving forward.

While these numbers are encouraging, the number of monarch butterflies migrating south along the shores of the Great Lakes to Mexico each year continues to be threatened by above-average temperatures brought on by global warming and loss of native plant habitat, such as milkweed. The milkweed serves as the butterflies' primary food source along their route to the south.

To support an increase in the butterfly population, PortsToronto recruited the help of Grade 2 and 4 students at Voice Integrative School to plant a butterfly garden at the Outer Harbour Marina. The garden is stocked with hundreds of milkweed plants, as well as other native plants that appeal to the monarch butterfly. Each year, PortsToronto continues to maintain the garden and invest in new native pollinator plants in order to provide a permanent stopover for migrating birds and butterflies conveniently located on the shores of Lake Ontario.

The garden was designed by Evergreen Canada and features perching areas for the butterflies and other pollinators, as well as avian habitat space for the wide variety of bird species that use the Leslie Street Spit area as a stopover point on their own annual journeys south.



An Enduring Commitment to Flourishing Cities—A message from Evergreen's CEO

For five years now, PortsToronto has been transforming the daily lives of Toronto's children. In partnership with Evergreen, PortsToronto supported over two dozen projects to reimagine and rebuild school grounds in the GTA, turning them into inspiring spaces to learn, work, live, play, and thrive. In addition, PortsToronto joined a group of committed city builders this year to launch the City Builders Gallery – a unique art and exhibit space in the redeveloped kiln building at Evergreen Brick Works. The space serves as an example of what can be accomplished when leaders come together to build a strong and prosperous city.

We couldn't be happier to work together. As a national not-for-profit devoted to making cities flourish, we've found remarkable alignment with PortsToronto. We're both dedicated to bold ideas, and believe that by conducting research, bringing expertise to the table, scaling solutions, and enabling collaboration, we can provoke long-lasting change. We use that mindset when we lead placemaking projects at Toronto schools and in community hubs like the Brick Works; connecting people, nature, and the built world to create spaces where everyone thrives.

Thanks to PortsToronto's generosity and vision in 2018, three Toronto schools now have school grounds that encourage children to play freely, to invent and build using their own creativity and problem-solving skills, and develop an appreciation for the natural world. At each one, consultation and co-design with the school community created a truly unique space that matches the ambition and vision of students, teachers, and community members.

At Island Public Natural Science School on Toronto Island, the school community is using PortsToronto's support to create an Early Years outdoor classroom that foregrounds lessons about water. Natural seating is making a space for learning and sharing, complete with a mud table to explore erosion and how water can reshape our landscape. At Our Lady of Lourdes School, an asphalt playground is being turned into a natural space complete with seating, trees, and planter boxes. Students will tend to and care for the planter boxes, learning about soil and water cycles, how things grow, and the care needed to grow food and plants. And at Essex Hawthorne Junior School, PortsToronto staff helped revitalize the school grounds by planting trees and shrubs. These plants, along with log benches and walking paths, have created a beloved space where children learn, play, and socialize.

Each of these projects would not have been possible without PortsToronto's support. We, and Toronto's children, are grateful for this partnership and look forward to transforming more schools. Together we can shape our city for the better, creating healthy places to learn, play and connect with nature.

Sincerely,

Geoff Cape
CEO, Evergreen

evergreen.ca
info@evergreen.ca 1.888.426.3138

National Office 550 Bayview Ave, Suite 300, Toronto, ON M4W 3X8 T 416.596.1495
British Columbia Office #90 – 425 Carrall St, Vancouver, BC V6B 6E3 T 604.689.0766



ESSEX HAWTHORNE SCHOOL

ESSEX HAWTHORNE SCHOOL

In the 2018 program year, Essex Hawthorne School continued an ongoing school ground greening project—including naturalizing an underutilized area adjacent to play structures, adding native trees and shrubs, a Nature Study Area, mulch trails, natural seating and fencing, stock tanks for planting and more.

On May 25, PortsToronto employees had the opportunity to participate in Essex Hawthorne's planting day, interacting with staff and students from the school and helping to enhance their outdoor space. These planting activities allow students to understand the responsibility that comes along with caring for and nurturing living things.

HARBOUR HONEY

PortsToronto works with Alvéole to install and maintain urban hives in the port to support bee populations. PortsToronto has also installed pollinators and planted milkweed and other native plants to support the local pollinator population.

PortsToronto's third annual honey harvest took place in October 2018. PortsToronto's approximately 200,000 bees generated more than 40 kilograms of organic honey, which was harvested from the hives as the summer came to a close.

DID YOU KNOW?

Climate plays a role in the colour of honey. Due to the hot, dry summer in 2018, Toronto's Honey Harvest was significantly darker in colour this season.



People and Culture



PortsToronto follows Canadian Standards Association guidelines as industry best practice. Further, airport ferry captains and Works Department employees require special licensing to operate vehicles and equipment.



PortsToronto is committed to ensuring that hazardous waste is properly contained and recycled. This includes hazardous oil-based paint such as primers, stains, thinners, aerosols and electronic waste such as monitors, printers, charging cords, speakers, radios, headsets and outdated fluorescent bulbs.



I Health and Safety

PortsToronto prioritizes employee health and safety, with several systems in place to minimize workplace hazards, prevent injuries and educate employees on health and wellness, as well as their rights and responsibilities. The well-being of our employees is directly related to the success of our businesses, and maintaining a strong track record of health and safety performance is critical. Safe practices for PortsToronto's employees and contractors are embedded into the day-to-day operations of our business units, and health and safety policies are implemented at all levels of our organization.

PortsToronto holds monthly Joint Occupational Health and Safety Committee meetings, with representatives from each business unit in attendance. These meetings provide a consistent and constructive forum for communicating with employees across our organization on priority health and safety issues and programs. Each day, all of our crews conduct a tailgate safety talk before heading out on the job to ensure the day's tasks will be completed in a safe, effective and efficient manner. Further, a quarterly internal Occupational Health and Safety newsletter is shared with all employees at PortsToronto, providing tips and advice on staying safe in the workplace.

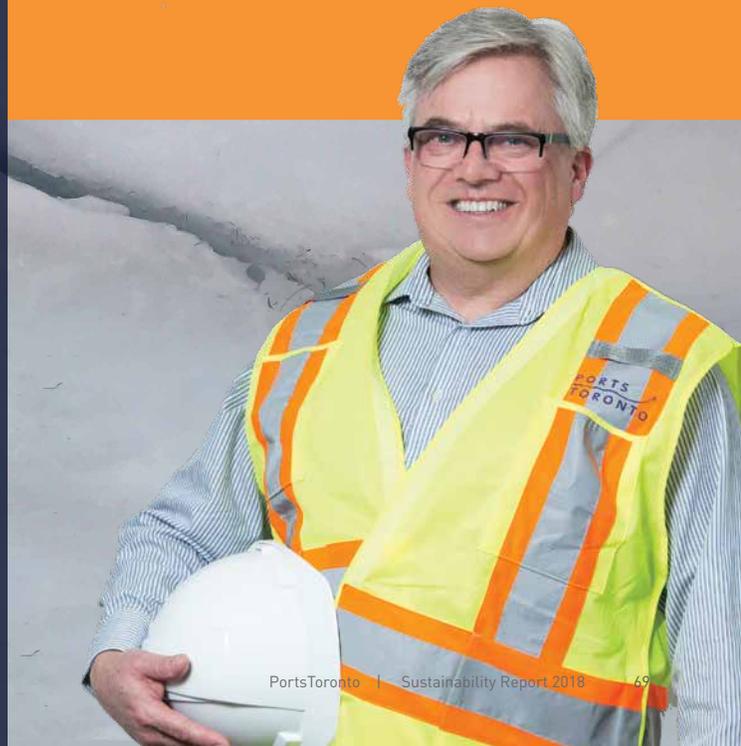
HEALTH AND SAFETY MANAGEMENT SYSTEM

PortsToronto has developed a comprehensive series of corporate health and safety policies, along with Safe Operating Procedures (SOPs) that provide a thorough guide to compliance with all required regulations and that are made available to every employee through unit management. All policies and procedures are reviewed on a regular basis to ensure ongoing improvement.



"In my role as PortsToronto's Health and Safety Manager, I work to ensure that the latest health and safety best practices are implemented throughout the organization. In 2018, I was proud to be a part of the newly formed Wellness Committee. I work closely with other committee members to provide a monthly educational newsletter for all employees and identify activities to promote health and wellness in the workplace."

— John Huggett,
Health and Safety Manager





HAZARD PREVENTION PROGRAM

As part of our Hazard Prevention Program, PortsToronto maintains a Hazard & Risk Registry by conducting Hazard Identification & Risk Assessments (HIRA). Our goal is to identify all hazards in our workplace and to drive down risk As Low As Reasonably Achievable (ALARA). To do so, we work collaboratively with our employees through the hierarchy of controls to:

- a) Eliminate the hazard or risk;
- b) Substitute the hazard/risk with a less hazardous process, operation, materials or equipment;
- c) Control the hazard/risk at the source, through the use of engineering controls or organizational measures; and,
- d) Where residual hazard/risks cannot be controlled by collective measures, PortsToronto provides for appropriate personal protective equipment.

INCIDENTS

A Hazard Prevention Program is a key component in maintaining a safe workplace for our employees. As such, PortsToronto continually tracks all known or foreseeable hazards, associated risks and Corrective Action Plans (CAPs). Also tracked are employee concerns and near-miss incidents, as well as the number and nature of workplace injuries and total lost days. In 2018, there were five lost-time injuries resulting in a total of 43 lost days of work.

| METRIC | 2018 RESULTS |
|---|--------------|
| Fines for instances of health and safety non-compliance (value) | \$0 |
| Injuries resulting in lost time | 5 |
| Total Lost Days | 43 |

CERTIFICATION

Billy Bishop Airport staff complete special Safety Management Systems (SMS), Human Factors and Airside Operators Vehicle Permit training as per Transport Canada requirements. Human error contributes to over 80 per cent of aviation incidents and these training programs prepare our airside staff to mitigate, identify and resolve potential safety issues.

PortsToronto's Health and Safety Manager holds a Canadian Registered Safety Professional (CRSP) designation. This national designation recognizes an individual's in-depth knowledge of health and safety principles and acknowledges the individual's use of this knowledge to develop systems in the workplace in order to achieve optimum control over hazards detrimental to people, equipment, material and the environment.

In November 2018, PortsToronto welcomed the Federal Minister of Employment, Workforce Development and Labour, The Honourable Patty Hajdu to the Port of Toronto to tour the facilities and meet with staff to discuss workplace health and safety.





TRAINING AND DEVELOPMENT

With prevention as a key component of reducing workplace injuries and creating healthy work environments, PortsToronto has implemented several health and wellness programs as part of the overall company strategy to achieve a healthy workplace. These initiatives range from identifying dangers and eliminating risks to ongoing training and education initiatives.

Health and safety education is part of every new-hire employee's orientation. Each position within PortsToronto has been evaluated for training needs based on regulatory requirements and through hazard and risk analysis. All staff have access to PortsToronto's health and safety policies and procedures, which cover a wide variety of topics from workplace harassment to electrical safety.

At Billy Bishop Airport, all employees are trained in accordance with Transport Canada regulations. Employees are required to attend courses on Safety Management Systems (SMS) and Human and Organizational Factors, which provide instruction on proactive safety management. Billy Bishop Airport management also holds monthly SMS Committee meetings to discuss issues related to safety and develop corrective/preventive action plans to remedy any issues.

Over and above this training, employees who work airside, servicing Billy Bishop Airport's runways and airfield, are provided with specialized equipment and vehicle operation training, which they are required to update each year. Each member of the airport's ferry crew also holds Transport Canada licences for the functions they perform. These licences are renewed on a regular basis to ensure the crew's training and knowledge remains effective and current.

In addition, the airport's fire department does regular internal and external emergency services training throughout the year, including a full-scale safety simulation every two years with a full-scale security exercise in intervening years. Table-top safety and security exercises are also held on an annual basis. These exercises test the airport's protocols, procedures, communications and planning for emergency and security-related incidents, and ensure that the airport is ready to respond to any situation. They are critical to ensuring that the airport maintains a high level of emergency response preparedness and involve multiple agencies including Toronto Fire, Toronto Police Service (and related Marine Units), Toronto Paramedic Services, Nav Canada, as well as staff and officials from the various agencies, airport stakeholders and airlines that operate out of Billy Bishop Airport.

WELLNESS COMMITTEE

Wellness Program Mission: Empowering employees through education and resources, to live their best lives.

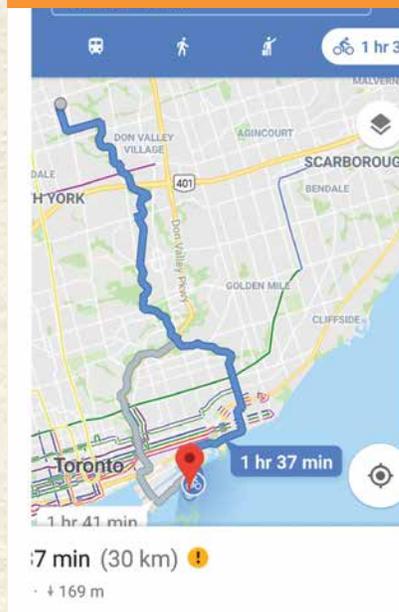
The PortsToronto Wellness Committee was formed in 2017 and meets monthly to share ideas and identify strategies to promote health and wellness in the workplace.

The committee engaged global human resources Consulting Firm Morneau Shepell to assist with the development of a Wellness Program launched in May 2018 for all PortsToronto employees. In addition to the Wellness Program, the committee issues monthly staff newsletters with information promoting both physical and mental health in the workplace. The Wellness Committee also hosts activities such as Lunch & Learns, Ride Your Bike To Work Day in partnership with the Sustainability Committee and encourages walking and movement at work by distributing pedometers to all employees.

Wellness Committee Step Program

PortsToronto's Wellness Committee is helping people live well. In August 2018, the committee focused on physical activity with a company-wide Personal Step Challenge. Pedometers were distributed to all employees, encouraging them to track their steps and stay active with 10,000 steps per day as the goal.

Outer Harbour Marina Manager Mike Dwyer took the challenge to the next level, biking 30 kilometres each way!

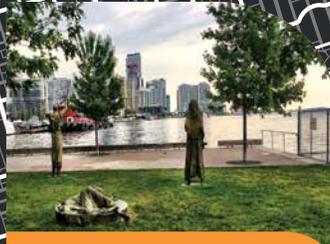


Economic Performance

INVESTING IN THE WATERFRONT



Dock wall enhancement



Dock wall enhancement



Cinespace



East Gap Pier

\$6 million toward environmental initiatives since 2009.

Billy Bishop Airport generated revenue of \$48.4 million, which included \$21.0 million in revenue from Airport Improvement Fees.



ECONOMIC PERFORMANCE

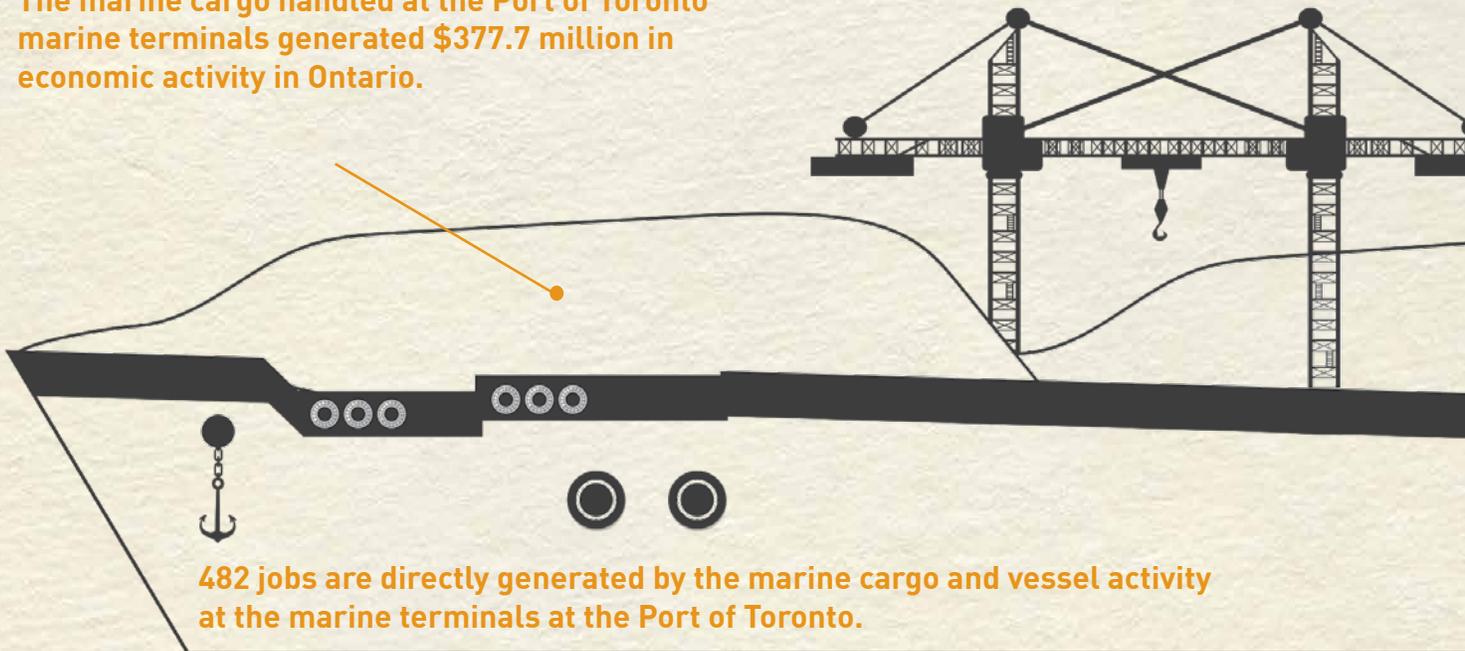
For PortsToronto, sustainability not only encompasses environmental and social accountability but also financial self-sufficiency. This ensures that our business remains viable, enabling us to invest back into the communities in which we operate by building infrastructure, conducting public works services, and delivering value locally and nationally.

PortsToronto is a financially self-sufficient government business enterprise that receives no public funding from any level of government. This means that no taxpayer dollars are used to finance the organization’s activities or operations. Revenue is instead generated through PortsToronto’s four core business operations—Billy Bishop Airport, the Port of Toronto, the Outer Harbour Marina and property ownership and leasing. Profits from these businesses are then reinvested to continue improving the infrastructure and services that make Toronto a world-class city and a great place to live, work and play.

PortsToronto’s targeted priority areas related to our economic sustainability include:

- I Financial self-sufficiency 
- II City building and investing in public infrastructure 
- III Supporting local job creation 
- IV Contributing to Toronto’s economic growth 

The marine cargo handled at the Port of Toronto marine terminals generated \$377.7 million in economic activity in Ontario.



482 jobs are directly generated by the marine cargo and vessel activity at the marine terminals at the Port of Toronto.



I Financial Self-Sufficiency

As mandated in the Canada Marine Act, PortsToronto—like all Canadian port authorities—must remain financially self-sustaining and does not receive public funding from any level of government.

PortsToronto has a strong financial record, reporting our tenth year of profitability in 2017 (2018 financial data to be released April 2019). These profits are reinvested into the communities in which we serve. Since 2009, PortsToronto has invested more than \$11 million in community investments including \$6 million toward environmental initiatives, including the removal of millions of pounds of debris from Toronto's Harbour to prevent flooding and continued work on phase three of a fish and wildlife habitat at the Leslie Street Spit.

It is these opportunities for reinvestment that are behind PortsToronto's efforts to work toward continued strong financial performance.

All of PortsToronto's core business operations—Billy Bishop Airport, the Port of Toronto, the Outer Harbour Marina and Property and Other—were profitable in 2017, generating \$60.9 million in overall revenue. Although 2018 audited financial statements were not available at the time of this report's printing, it is expected that these results will remain strong.

Billy Bishop Airport continued to see ongoing success in 2017, serving 2.8 million passengers, which is consistent with the airport's managed growth strategy to ensure balance on the waterfront. Billy Bishop Airport generated revenue of \$48.4 million, which included \$21.0 million in revenue from Airport Improvement Fees.

In 2018, approximately 2.2 million metric tonnes of cargo from around the world was delivered directly into the heart of the city through the Port of Toronto marking the best shipping year in more than a decade. The Port of Toronto helps to support the city's booming construction industry and is a vital part of Toronto's economic infrastructure.

Although the port had its most successful year in more than a decade in terms of tonnage in 2017, it reported operating income from all sources of \$0.6 million, down from \$1.2 million in the year prior due to several non-routine maintenance and repair items that resulted in a decrease in net income. These non-routine repair items were related to the high water levels experienced in the spring of 2017 that affected the Toronto Harbour and most of the St. Lawrence Seaway. With the addition of new international business at the port, including film production leases at PortsToronto's port property, it is expected that there will be an increase to profitability going forward.

The Outer Harbour Marina's operating income was \$1.5 million on revenue of \$4.2 million in 2017, while Property and Other reported operating income of \$0.6 million on revenues of \$1.0 million, which include leasing revenues from properties such as Pier 6 and 5 Queens Quay West.



II

City Building and Investing in Public Infrastructure

According to the Federation of Canadian Municipalities, municipalities are responsible for 60 per cent of Canada's public infrastructure. With 80 per cent of Canadians living in urban areas like Toronto, the need for city-building infrastructure investment is vital. Innovative, well-planned infrastructure can strengthen communities, boost employment and reduce greenhouse gas emissions.

INVESTING IN THE WATERFRONT

Since its inception in 1911, PortsToronto has made strategic investments in Toronto's waterfront and in developing transportation infrastructure for the city. As the owner and operator of one of Canada's most important inland ports and Billy Bishop Airport along the waterfront, PortsToronto reinvested \$14 million in waterfront and transportation infrastructure in 2018, with investments ranging from the replacement of equipment to the maintenance and restoration of our various facilities.

PortsToronto also shares responsibility with the City of Toronto and the Harbourfront Centre in upgrading and maintaining our respective sections of the port's dock walls and harbour infrastructure.

DOCK WALL ENHANCEMENT

In June 2018, PortsToronto announced three projects that it will fund, in whole or in part, to restore dock walls within Toronto's harbour. PortsToronto confirmed that it will contribute \$500,000 toward the rehabilitation of the western channel dock wall (south of Ireland Park) which is owned by the City of Toronto and is located in close proximity to PortsToronto's

ferry and slip, which services Billy Bishop Airport. This contribution will be in addition to funds committed by the City of Toronto toward restoring the aging walls. PortsToronto is also a financial contributor to the City of Toronto's rehabilitation of the adjacent Canada Malting property, which will include environmental remediation and the construction of public realm spaces on the waterfront.

PortsToronto also announced plans to repair the south dock wall in the Western Gap. PortsToronto owns this dock wall, which for years has been maintained as an industrial piece of infrastructure. PortsToronto is working on a plan to repair the dock wall and make it into a public space that can be enjoyed by passengers, staff and the community. The work is being completed in phases with the first phase dedicated to restoring the structural integrity of the wall. Design work began in summer 2018. PortsToronto will then layer design elements such as boardwalk decking, plants and seating to make this a place people can visit and enjoy.

The third project is the removal of the crumbling pier in the East Gap harbour entrance, which was completed in the fall of 2018. Although not owned by PortsToronto, the pier was removed by PortsToronto in an effort to maintain a safe and navigable harbour.



THE BILLY BISHOP AIRPORT AIRFIELD REHABILITATION AND GROUND RUN-UP ENCLOSURE

In 2018, PortsToronto invested heavily in new infrastructure, the most significant investment being that of the Billy Bishop Airfield Rehabilitation Project—which was completed on budget and 60 days ahead of schedule. The significant three-year rehabilitation initiative cost \$35 million (paid for entirely by funds raised through the Airport Improvement Fee) and included the reconstruction of runways and taxiways, the installation of new energy-efficient LED lighting, and the construction of a Ground Run-up Enclosure (GRE) designed to dampen the noise associated with high-power aircraft engine ground run-up operations.

These improvements have modernized the airport and will ensure it continues to serve as an economic engine for the city and provide efficient service to the millions of passengers who travel through the airport each year.

FINANCIAL CONTRIBUTIONS TO TORONTO AND CANADA

Beyond PortsToronto’s community and infrastructure investments, PortsToronto contributed approximately \$3.3 million in Payments in Lieu of Taxes (PILTs) to the City of Toronto in 2018, as well as paying \$2.6 million toward realty taxes and more than \$2.9 million to the federal government for the Gross Revenue Charge. This resulted in a total contribution slightly under \$9 million that can be used to benefit taxpayers in Toronto and across the country.

The Airport Improvement Fee (AIF) for Billy Bishop Airport was reduced to \$15, down from \$20 effective April 1, 2018.



III

Supporting Local Job Creation

As key international transportation hubs, Billy Bishop Airport and the Port of Toronto serve as economic engines that contribute to their local market profitability and support job creation in the communities they serve. Efficiently moving both cargo and people, these transportation networks create links between communities and regions that foster economic growth across multiple industries.

BILLY BISHOP TORONTO CITY AIRPORT

Billy Bishop Airport is a key driver of Toronto's economy, generating more than \$470 million in Gross Domestic Product (GDP) and supporting 4,740 jobs, including 2,080 directly associated with airport operations.

In September 2018, the Billy Bishop Airport Airfield Rehabilitation Program—a significant three-year construction project to replace the aging civil and electrical infrastructure (pavement and lighting) for the airport's runways, taxiways and apron was completed. In addition, passenger terminal operators Nieuport Aviation Infrastructure Partners completed a two-year construction project to increase the footprint of the passenger terminal at the airport to modernize and improve lounges, introduce food and retail concessions, and renovate six existing airport gates as well as activate an 11th. Both projects engaged local teams of professionals, which further drove employment related to the airport. The airfield project generated over 100 local jobs per year for the duration of the project. The terminal project employed over 1500 people locally during the construction phase and 100 full-time staff are now employed in the concessions.

As a key international transportation hub, Billy Bishop Airport continues to serve as an economic engine, contributing to local market profitability and supporting job creation in the community we serve.

*Economic Impacts of Maritime Shipping in the Great Lakes (2018) was carried out by economic consultants Martin Associates of Lancaster, Pennsylvania, retained to conduct this analysis by a coalition of Canadian and American Great Lakes and St. Lawrence marine industry stakeholders. The methodology for this study is based on analysis of a core group of 40 Canadian and U.S. Great Lakes-St. Lawrence River ports. The study team conducted detailed interviews with marine terminal operators, service providers, railroads, port tenants and other stakeholders at each port.

THE PORT OF TORONTO

Canadian ports serve as valuable economic engines, with every one million tonnes of new cargo moved creating 300 new jobs*. The Port of Toronto is an important Canadian inland port and provides a direct link to various major transportation services, including marine, rail and major highways.

In 2018, approximately 2.2 million metric tonnes of cargo from around the world were delivered directly into the heart of the city through the Port of Toronto, confirming the port's position as a vital component of Toronto's economic performance. Beyond providing sustainable employment for terminal workers and other jobs directly related to the shipping industry, the port supports indirect job creation by providing businesses with a convenient, cost-effective and environmentally responsible way to bring goods into Canada's largest city.

"As the region's most accessible employment and institutional centre, Downtown businesses and institutions benefit from unparalleled access to skilled labour. These employers are also highly connected to one another as a result of their geographic proximity, providing important economies of agglomeration. Union Station will continue to be the transit hub for the city and region, while Billy Bishop Toronto City Airport and the UPX-linked Toronto Pearson Airport provide national and international connectivity."

— TOcore Planning Downtown,
City of Toronto



ECONOMIC IMPACTS OF THE PORT OF TORONTO

Marine cargo arriving and managed at the Port of Toronto generated \$377.7 million in economic activity and 1,566 jobs in Ontario in 2017 as confirmed in a new report released in September 2018—*Economic Impacts of the Port of Toronto*—published in September 2018 by Martin Associates.

The results are part of wider regional study released in July 2018—*Economic Impacts of Maritime Shipping in the Great Lakes*—that confirmed cargo shipments to ports on the Great Lakes-St. Lawrence River waterway generated 181,000 jobs in Canada and \$26 billion in economic activity in Ontario and Quebec. The report, *Economic Impacts of the Port of Toronto*, isolates the economic impacts created by all cargo and vessel activity at the Port of Toronto and highlights the Port of Toronto's vital part in Ontario's transportation infrastructure and economic strength.

By the numbers

1,566 jobs in Ontario are supported by the cargo moving via the marine terminals located at the Port of Toronto.

The 482 individuals directly employed as a result of the cargo handled at the marine terminals of Port of Toronto received \$24.5 million in wages and salaries. These individuals, in turn, used these earnings to purchase goods and services, to pay taxes, and for savings.

CINESPACE

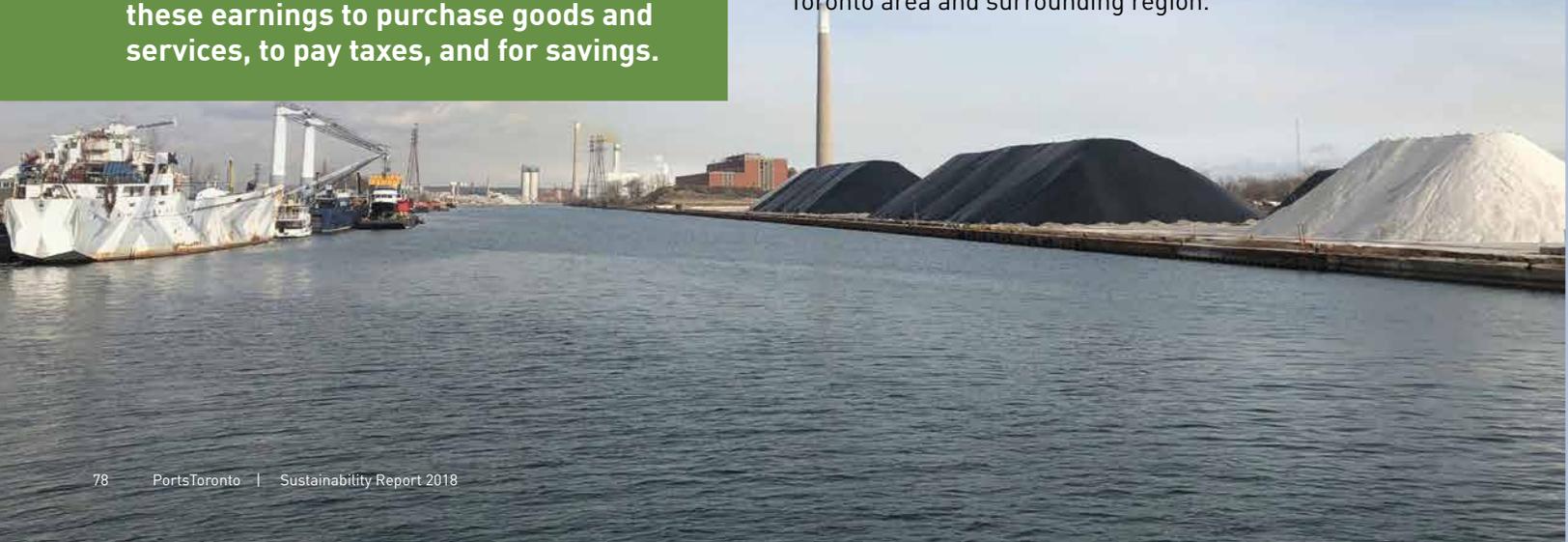
In March 2018, Toronto Mayor John Tory and Cinespace Film Studios—the largest private owner and operator of studio space in North America—announced the signing of a multi-year lease with PortsToronto to occupy and develop Marine Terminal 51 and portions of the Cruise Ship Terminal into film and TV production facilities that will support jobs in the Canadian film industry for years to come.

Cinespace's Toronto studio facilities are known for housing award-winning productions such as TV series *The Handmaid's Tale*, and Oscar Best Picture winner *The Shape of Water*. As important, Cinespace is a significant employer and contributor to a vibrant film and television industry in Canada.

According to the City of Toronto's plan entitled *Spotlight on Toronto: A Strategic Action Plan for the Film, Television and Digital Media Industry*, the sector is a key economic driver for Toronto and continues to experience significant year-over-year growth. Home to a diverse array of filming locations and a widely respected pool of on-and off-screen talent, Toronto has many of the key market fundamentals needed to thrive as one of the leading global centres for film, television and digital media.

The screen-based industries have grown to become one of Toronto's key economic drivers, contributing a record-breaking investment of over \$2 billion to the city's economy in 2016 and supporting an estimated 30,000 jobs.

In February 2019, Cinespace announced that it had partnered with Netflix on a long-term deal to establish a Production Hub within PortsToronto's Marine Terminals that will bring thousands of new jobs to the Toronto area and surrounding region.





IV

Contributing to Toronto's Economic Growth

The unique downtown locations of Billy Bishop Toronto City Airport and the Port of Toronto make them key urban transportation hubs for Canadian and international businesses to gain convenient, cost-effective and environmentally sustainable access to the heart of Canada's business capital.

BILLY BISHOP AIRPORT AS A FACILITATOR OF TOURISM AND TRADE

Since its opening in 1939, Billy Bishop Airport has become an important international gateway and significant economic engine for the GTA.

Through direct and indirect economic benefits, the airport continues to support Toronto's key sectors including the technology industry, financial services, life sciences, the food and beverage sector, travel and tourism, and the film and television industry.

The technology industry in Toronto has grown by more than 50 per cent in the past five years, employing roughly 241,000 and outpacing other North American

technology hubs such as San Francisco, Seattle and Washington D.C. Already North America's fourth largest technology talent market, Toronto's tech sector will continue to grow, attracting the increased presence of global brands and technology giants such as Amazon and Google.*

With these companies choosing Toronto to base operations, Billy Bishop Toronto City Airport will play a more vital role than ever before connecting business in Toronto to key technology markets in the U.S. such as New York and Boston.

Further, with regional carriers such as FlyGTA now serving markets such as Kitchener-Waterloo, the technology corridor is growing ever stronger as fast, efficient and daily connections can be made between the two technology hubs.

The airport also boosts Toronto's tourism economy, with visitors coming through Billy Bishop Airport spending approximately \$150 million a year on accommodation, transportation, retail and food and beverage.

*Based on information from the Bank of Montreal's Blue Book for Winter 2019, published February 5, 2019.



THE PORT OF TORONTO AS THE CITY'S MARINE GATEWAY TO THE WORLD

Since 1793, the Port of Toronto has served as Toronto's gateway to marine ports around the world. Now serving primarily as a bulk cargo facility, the port's unique location minutes from Toronto's downtown enables goods from countries as far away as Germany, South Korea, Brazil, China and the United States to easily flow in and out of the city.

In 2018, approximately 2.2 million metric tonnes of cargo from around the world were delivered directly into the heart of the city through the Port of Toronto, confirming the port's position as a vital component of Toronto's economic performance. The port's staging facilities and warehouses, located minutes away from downtown Toronto, mean fewer vehicles on the road. In 2018, cargo transported through the port via ships diverted 52,000 40-tonne trucks from Toronto's congested roads. Additionally, ships laying up in the Port of Toronto over the winter are provided with shore power to allow them to turn off their diesel generators to further reduce emissions.

Beyond the traditional marine cargo, the port also generated revenue for Toronto's travel and tourism sectors as 17 cruise ships carrying 6,000 passengers

passed through PortsToronto's Cruise Ship Terminal in 2018. These passengers would typically spend several days in Toronto hotels, exploring and enjoying the City's many attractions. In summer 2019, we are expecting 35 cruise ships to make Toronto a port of call, bringing a record 12,000 visitors to Toronto.

PortsToronto also contributes to the success of Toronto's \$2-billion film industry by providing filming locations. In 2018, PortsToronto supported 19 productions including *Designated Survivor*, *Private Eyes*, *In the Dark* and *Streets of Yesterday*.

"By providing a direct connection between Toronto's business and economic centre and other key North American cities, Billy Bishop Airport's impact extends beyond our transportation infrastructure into Toronto's economic, cultural and social realms. We would be a lesser city without it."

—City of Toronto Councillor
Michael Thompson, Chair,
Economic Development and Culture
Committee



Going Forward



Next Steps

In this report, we once again put our organization through its paces—highlighting areas where we are succeeding while also reflecting on how we can continue to improve in order to maximize the impact of our sustainability efforts. In 2019 and beyond, PortsToronto will strive to achieve a rigorous carbon reduction by 2030. Further, in an effort to engage with our government and community stakeholders, we will continue to provide ongoing transparent reporting on our business in the areas of environmental stewardship, community, people and culture, and economic performance.

A handwritten signature in white ink, appearing to read 'G.A. Wilson'.

Geoffrey A. Wilson
Chief Executive Officer
PortsToronto

