



JOHN CUMMINS

MEMBER OF PARLIAMENT

DELTA—RICHMOND EAST



SPRING 2005

Dear Constituent,

Your support and feedback on the challenges facing our riding is appreciated. It is a pleasure to serve the residents of Delta Richmond-East, and I am proud to work on your behalf. Your issues, comments, and concerns are being represented in Ottawa.

Crime is always a concern and we are working hard to provide solutions to keep our streets safe. Car theft is on the increase and stolen vehicles are being used to commit other crimes. Seventy-one cars are stolen per day in British Columbia, adding up to over 25,000 cars stolen per year, many from right here in our community. Our justice system needs to address this dangerous crime, which has been the cause of much tragedy.

Our police force should have sufficient resources, to keep our streets and families safe. It is up to government to provide the funding and laws to protect our community. We must deal properly with the criminals who are already in the system. The time has come to consider minimum sentences for repeat and violent offenders.

We are working in Parliament to make this community safer. We want to give police the resources they need to do their jobs, and to see a justice system that actually holds criminals accountable for their actions.

We have many challenges in this government, but we also have many dedicated people that are working to make our community safer, cleaner and more prosperous. I welcome your thoughts, ideas, and concerns. Together we can make this the best community to live in Canada and I am dedicated to that task.

Best wishes,

John Cummins, M.P.
Delta – Richmond East



John visits teacher Don Allison and his Grade 5/6 class at Tomekichi Homma Elementary School in Steveston.

Everyone who cares about our precious salmon resource has a duty to report violations of the *Fisheries Act* to the Department of Fisheries Observe, Record and Report number:

1-800-465-4336 or 604-666-3500

After alerting DFO, phone or email your observations of possible violations of the Fisheries Act to my office at: **1-877-414-4045** or **cummins@dccnet.com**

Record the date, time and location of the offence. Photos are helpful.

IT'S ON THE WEB!

If you didn't know already, all John Cummins' Press Releases and Committee Submissions are now available for you to read on the Internet @

www.johncummins.ca

INSIDE

THEIR TURN TO INVEST IN US

PAGE 2

THE SPENDING SPREE

PAGE 3

THE CONSERVATIVE VISION FOR NATIONAL DEFENCE

PAGE 4

OTTAWA	DELTA
548 CONFEDERATION BUILDING HOUSE OF COMMONS OTTAWA, ON KIA 0A6 613-992-2957 FAX: 613-992-3589 EMAIL: cummij@parl.gc.ca	4871 DELTA ST, DELTA, B.C. V4K 2T9 604-940-8040 FAX: 604-940-8041 TOLL FREE: 1-877-414-4045

Their turn to invest in us

The federal government turns a blind eye when it comes to improving the infrastructure around the Vancouver International Airport (YVR) and Delta Port. As economic engines for British Columbia and the rest of Canada, the government



Vancouver International Airport

has supported the continued growth and expansion of these assets. The nation relies on YVR to serve as an international gateway for Canada, attracting business and tourists from around the globe. Delta Port serves as one of North's America's marine gateways to the Pacific. These are great assets that need to have proper roads and mass transit to support their growth. The government must be responsible for the impact expansion has on our surrounding communities.

The Impact and Need of YVR

It is important to recognize the degree to which the Vancouver International Airport contributes to the economy of British Columbia. A 2000 economic impact study shows that YVR contributed direct economic output of \$2.8 billion, while the direct gross domestic product (GDP) impact of YVR constitutes roughly 1.5% of total provincial GDP.

Vancouver International Airport (YVR) has been operated, financed, and managed by the Vancouver International Airport Authority (VIAA) since 1992. While this system of governance has so far proved to be adequate, it does little to address the transportation and infrastructure problems surrounding the airport.

One would expect the federal government to ensure that its tenant (the airport) would continue in its economic success by building roads and highways to connect the airport with the surrounding communities and providing an injection of cash for mass transit. In many ways, YVR is left to fend for itself, relying on a poor transportation system to move passengers in and out of Vancouver. Economic strength such as this is only sustained with an excellent system of infrastructure to support it. It is absolutely

essential to ensure that the airport and surrounding region have the appropriate roads, highways, and system of mass transit to ensure that it continues to serve as strong economic engine contributing to our living standards.

The Impact and Need of Delta Port

In North America, the Port of Vancouver ranks number one in total foreign exports. In Canada, it ranks number one in total cargo handled and number one in total container throughput.

Yet the federal government does little to invest in a viable transportation system to remove the trucks off our clogged community highways.



Aerial view of Delta Port

Delta Port is the Port of Vancouver's largest container terminal, located at Roberts Bank, adjacent BC Ferries. The terminal is designed to handle the largest container ships afloat and features container cranes, two berths and advanced computer systems.

Each container that crosses the dock at the Port of Vancouver is worth \$450 in wages, \$550 in GDP and adds \$1,200 in economic output to the Canadian economy.

The Port Authority and tenants at the Port of Vancouver paid \$55.5 million in property taxes to municipal governments.

The economic success of the Port cannot be denied but the infrastructure surrounding it cannot be ignored.



Even though the Port of Vancouver sent \$366.4 million to Ottawa in the year 2000 alone, nothing has been returned in the form of new highways to keep up with the port's growth.

As China's economy booms, so will trade with the port. This will mean more trucks on our roads and more time idling in traffic. It has been reported that overseas companies are avoiding the Port of Vancouver; they are fed up with their cargo sitting idle at the port because of clogged roads.

It is not the responsibility of the Delta Port or the Vancouver International Airport to build the highways and byways to keep people and goods moving.

THE SPENDING SPREE

The Liberals should have gone further in reducing taxes and creating real opportunities for everyday Canadians.

On February 23, 2005, the Government of Canada announced the federal budget. The budget revealed a massive spending program by the federal Liberals. The Government amended the budget to include even more spending on NDP priorities. These spending programs have little or no plans and the dithering government will not state what they expect to achieve with all this spending.



Unfortunately, the Liberals financial plan for the country entails spending a lot more of your money, and there is no sign they will slow down soon. Andrew Coyne in the *National Post* referred to the 2005 budget as a ‘splurge without precedent,’ which would be putting it mildly. In fact, the 2005 Liberal budget will go on record as the largest single increase in spending by any government in over twenty years.

The budget earmarks billions of dollars for grand government projects and schemes, often with little or no implementation plan to detail how the money should be spent. As the Auditor General reported,

“Since 1997, the government has transferred more than \$9 Billion to various foundations in advance of need, and \$7.7 Billion is still sitting in their bank accounts.”



These massive amounts of unaccounted dollars could be directly benefiting Canadians. Instead, we see dollars tied up in ideas with no plans. Rather than give the money back to Canadians and their communities, the Liberals still believe that Ottawa is a better steward of your money than you are.

Perhaps John Ibbitson in the *Globe and Mail* sums the budget up best when he writes, “[the budget is] bad for the middle-class, bad for the economy and bad for the country as a whole.”



As the spending increases, the government does not demonstrate the ability to plan and use the money effectively. The more money they pour into a problem the further away we seem to get from a solution. As the gun registry demonstrated, spending does not mean a better outcome. Illegal guns are still being used for crimes as the government wastes our scarce resources. It is time to demand that our government focus on the outcomes in our communities and not on wasting our money in an attempt to influence voters.

Federal budget projections by the Canadian Taxpayer’s Federation

Fiscal Year	Total Revenues \$-billion	Program Spending \$-billion	Year over Year Percentage Change	Spending Percentage Change since 1997/98	Cumulative Spending increase since 1997/98 \$-billion
1997-1998	152.1	106.9	n/a	n/a	n/a
1998-1999	156.1	110	2.9%	2.9%	3.1
1999-2000	166.1	109.6	-0.4%	2.5%	2.7
2000-2001	182.7	118.7	8.3%	11.1%	11.8
2001-2002	171.7	125.0	5.3%	17.0%	18.2
2002-2003	177.8	133.6	6.9%	25.0%	26.7
2003-2004	186.2	141.4	5.8%	32.3%	34.5
2004-2005	195.8	158.1	11.8%	47.9%	51.2
2005-2006	200.4	161.3	2.0%	50.9%	54.4
2006-2007	210.1	169.5	5.1%	58.6%	62.6
2007-2008	220.4	177.9	5.0%	66.5%	71.0
2008-2009	228.4	185.8	4.4%	73.9%	78.9
2009-2010	237.8	194.5	4.7%	82.0%	87.6



"CANADA FIRST"

THE CONSERVATIVE VISION FOR NATIONAL DEFENCE

For the last eleven years successive Liberal governments have allowed Canada's military and our voice in world affairs to decline. All too often, Canadians see situations where military aircraft don't fly, submarines don't dive and military equipment doesn't move.

The Federal Budget does not provide the Canadian Forces with substantive relief from their problems. Despite the spin, the real increase for national defence is only \$500 million in the first year and only \$100 million on top of that in the second year.

This two-year increase includes no new money for equipment replacement. Most funds will be directed at the ballooning defence operations and maintenance deficits. To add insult to injury, the government is going to claw back hundreds of millions this year and next year from the under-funded department as part of a government-wide 'efficiency drive'.

What Canada's defence policy needs is decisive leadership and focus. The government is providing Canada with neither as they dither their way towards a defence review they will never implement.

Conservatives from across the country gave our Party a strong mandate to strengthen its commitment to national defence and adopt a new "Canada First" defence policy at our founding policy convention earlier this month. This new policy provides a realistic framework for a Conservative government to rebuild and strengthen Canada's military.



Conservatives believe a Canada that is secure at home and confident abroad will have the most success in defending Canada's national interests, that is, the security of the Canadian nation and the prosperity of the Canadian people. In implementing the policy, our emphasis, in terms of resources, will be first to meet the security needs of Canada.

A new focus on defending Canada's sovereignty will ensure that Canada has the will and military capacity to take a leadership role when necessary to advance Canada's interests and values in support of international stability and humanitarian operations. This is a realistic recognition that Canada's strength in the world is dependent on Canada's strength at home.

From the Conservative perspective, the key Canadian defence requirements will be the protection of Canada's northern sovereignty, the independent defence of Canada's maritime and land spaces, our contribution to continental aerospace defence, and the re-establishment of Canada as a leader in securing peace through United Nations and NATO missions.

Conservatives support Canada's continued involvement in NORAD. We also support cooperation between Canada and the U.S. with respect to military activities in the defence of North America along with Canada's sovereign and independent

command of all armed forces operations within Canadian territory.

A Conservative government will support Canada's participation in negotiation of a North American Missile Defence System on the clear understanding that any agreement must serve Canada's interests. We will not, however, commit to a deal we haven't seen or commit to a deal without showing Canadians the details. A Conservative government would never walk away from the table when Canada's national interests are at stake.

At the core of our defence policy, Conservatives support a strengthened and modernized, combat capable, multi-role navy, army and air force. All elements of the military must work together seamlessly to protect our best interests. To be effective in conflict and peacekeeping roles, Canadian military systems must also mesh with those of our closest allies.

At home, the Canadian Forces must be able to deal effectively with national security including the threat of terrorism. In operating abroad, the forces must possess effective air and sea deployability as well as adequate logistics to better support our troops in the field.

Over the last number of years, the Department of National Defence has become overly bureaucratic. This is counter-productive to military efficiency. A Conservative government will reduce the rank structure overhead, have a higher proportion of front-line personnel, review the military and civilian functions in the national headquarters and develop a more efficient and properly funded procurement process.

To achieve Canada's defence goals, Conservatives also believe greater support must be provided for a viable Canadian Defence Industry. Many Canadian companies contribute to our national security and our industrial productivity in the fields of shipbuilding, aerospace, electronics, and land systems sectors. Without them, our forces would be totally dependant on potentially unreliable foreign sources.

A "Canada First" Defence Policy is at the heart of Conservative thinking: Canada must first ensure its own house is in working order so it can assist others in a truly effective and meaningful way. A Conservative government led by Stephen Harper will provide the focus and decisive leadership to strengthen Canada's military in defence of Canada's national interests.

From an article by Gordon O'Connor, the Member of Parliament for Carleton – Mississippi Mills, and Official Opposition Critic for National Defence. Mr. O'Connor served in the CF for thirty-three years and retired at the rank of Brigadier General.

