



Gateways and Corridors A Canadian Perspective

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AAPA CANADIAN MEMBER PORTS

● Prince Rupert Port Authority

● Nanaimo Port Authority
● Port Metro Vancouver

Hudson Bay

Sept-Îles Port Authority

St. John's Port Authority

Saguenay Port Authority

Trois-Rivières Port Authority

Belledune Port Authority

Québec Port Authority

Saint John Port Authority

Montréal Port Authority

Halifax Port Authority

Nova Scotia

Toronto Port Authority

Hamilton Port Authority

Windsor Port Authority

UNITED STATES

Lake Superior

Lake Huron

Lake Erie

Lake Michigan

Lake Ontario

Lake St. Clair

Lake St. Lawrence



Genesis of Gateway Approach

- National Policy Framework (2007)
 - Lens 1: International Commerce Strategy
 - Lens 2: Volumes of National Significance
 - Lens 3: Future Patterns in Global Trade and Transportation
 - Lens 4: Potential Scope of Capacity and Policy Measures
 - Lens 5: Federal Role and Effective Partnerships

Asia Pacific
Gateway
(2006)

Atlantic
Gateway

Quebec and
Ontario Trade
Corridor

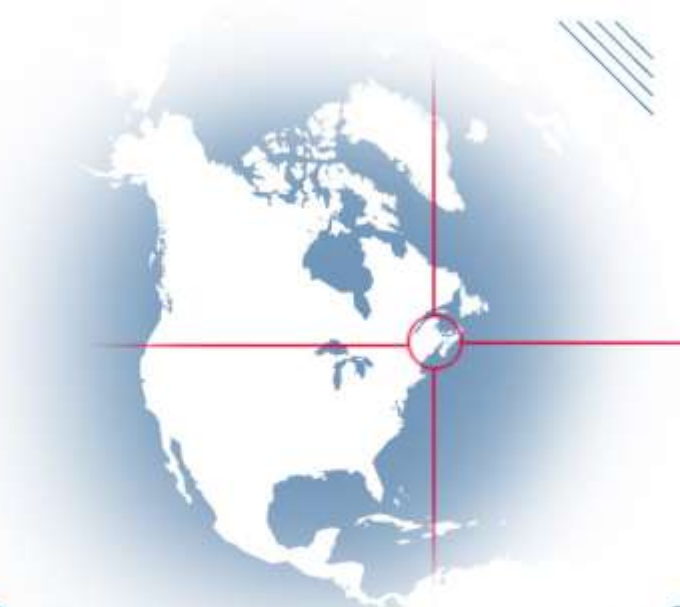


Objectives

- Build on Competitive Advantages
- Connect all components of the supply chain
- System reliability as a key to success

Atlantic Gateway and Trade Corridor Strategy





Port Saint John an Applied Gateway Approach

Annual Tonnage

| | 2009 | 2010 | 2011 |
|-------------------|--------------|--------------|--------------|
| Liquid Bulk | 26,050,000 | 28,900,000 | 29,728,00 |
| Dry Bulk | 402,000 | 1,083,000 | 936,400 |
| Break Bulk | 187,000 | 140,000 | 87,000 |
| Containers | 44,282 TEU's | 46,303 TEU's | 44,400 TEU'S |
| Cruise Passengers | 187,000 | 205,890 | 184,790 |

North South Trade Focus



Distance Comparison to Santos

| Port | Distance (Nautical Miles) |
|------------|---------------------------------|
| Saint John | 4931 |
| New York | 4930 |
| Baltimore | 4974 |
| Savannah | 4868 |

Rail Connections

- New Brunswick Southern Railway (NBSR)
- Canadian National (CN)
- Canadian Pacific (CP)
- Pan Am
- Montreal Maine Atlantic (MMA)



Highway System

- Port access adjacent to the highway - easy access
- Connected to major Canadian and United States highway systems
- 110 KM's (68 miles) to U.S. border







An aerial photograph of Port Saint John, showing a coastal town and its facilities. The map is overlaid with several colored regions, each labeled with a text box. The regions are: Barrack Point (orange outline), Lower Cove (blue outline), Pugsley C (yellow outline), Marco Polo (light blue outline), Pugsley A (green outline), and Long Wharf (purple outline). The town itself is a dense grid of residential and commercial buildings, with a large industrial area to the west and a wharf to the east.

Barrack Point

Port Saint John

East Side Facilities

Lower Cove

Pugsley C

Marco Polo

Pugsley A

Long Wharf



Navy Island

Shed C

Rodney

Crosby's

Lower West

**AIM -
Recycled
Metals
Terminal**


Port Saint John

West Side Facilities

Lower West Terminal – Future Development



- **Redevelopment strategy for Lower West Side**
 - **100 Year renewal**
 - **Business expansion**



“In this fast - moving age, when speed and size of ship have attained a measure beyond the dreams of the pioneers, only the energy and enthusiasm of a citizenry united in its ideals can hope to keep pace with the requirements of the day.”

**Frederick William Wallace,
“The Romance of a Great Port”**

1935

3 Guiding Themes

Inclusion



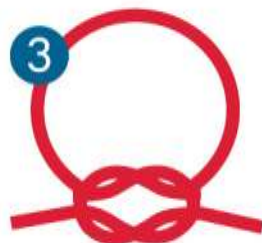
"Stakeholders want, expect, and are entitled to be included in the strategic direction of the Port."

Port as an Asset



"The Port is an asset that facilitates economic activity for a wide range of direct and indirect users."

Renewal



"The Port and those affected by it need to move forward in a manner that presents a more focused and unified community voice for renewal"