Canadian Gateways and Corridors Initiative

AAPA Policy & Property Seminar
Toronto, June 26th, 2008
Growth in Containerized Trade

Source: TranSystems and Containerization International.
Federal Gateway & Corridor Initiative

Definition:

A gateway is a system of marine, road, rail and air transportation infrastructure of national significance for international commerce, within a defined geographic zone.
Strategic Benefits of a Gateway

- Strengthen Canada’s competitive position in international commerce
- Increased volumes will create critical mass to:
  - Reduce costs
  - Create opportunities for new services which could open up new trade and tourism markets
- Enhances routing options for critical national supply chains
- Generates significant economic benefits
  - Jobs
  - Taxes
  - Stimulation of regional business development and investment opportunities
Emergence of the Asia Pacific Gateway

- Greater Vancouver Gateway Council (1994)
- BC Ports Strategy (2005)
- Asia Pacific Gateway Initiative (2006)
- Prince Rupert (2007)
- Merging of three Lower Mainland Ports (Vancouver, Fraser River & North Fraser) (2008)
Greater Vancouver Gateway Council

- **History**
  - Formed in 1994 to address competitive crisis
  - Key activities
    - Strategic advocacy, position papers, task forces and committees

- **Government of British Columbia**
  - BC Ports Strategy
  - BC Gateway Council Governance Structure
  - Pacific Gateway Strategy Action Plan
  - Gateway Program

- **Government of Canada**
  - Asia Pacific Gateway and Corridor Initiative
    - Integrated set of investment and policy measures to strengthen Canada’s competitive position in international commerce
    - $591 million to gateway projects
Key Success Factors

- Stakeholder alignment
- CEO participation
- Focus on a few key issues
- Extensive analysis
- Effective marketing/public relations
Members

Voting Members
- BC Ferry Services
- BC Maritime Employers Assoc.
- BC Rail
- BC Trucking Association
- BC Wharf Operators Association
- Burlington Northern & Sante Fe
- Canadian National
- Canadian Pacific Railway
- Fraser River Port Authority
- TransLink
- North Fraser Port Authority
- Railway Association of Canada
- Southern Railway of BC
- Vancouver Int’l Airport Authority
- Vancouver Port Authority

Resource Members
- Asia Pacific Foundation of Canada
- Business Council of British Columbia
- Greater Vancouver Chambers of Commerce
- Greater Vancouver Regional District
- Province of Alberta
- Province of British Columbia
- Province of Manitoba
- Province of Saskatchewan
- Transport Canada
- University of BC Department of Commerce
- Vancouver Board of Trade
- WESTAC
- Western Diversification Canada
Major Commercial Transportation System

- Identification of multi-modal routes most critical to regional commercial traffic
- Input into regional planning processes
  - Transportation
  - Land use
- Input into federal, provincial and municipal infrastructure funding processes
1st Priority Infrastructure Projects

- Rapid Transit (Richmond-YVR-Downtown)
- Massey Tunnel
- N. Fraser Perimeter Road
- S. Fraser Perimeter Road
- New West Rail Bridge
- Port Mann Bridge
- Highway 1
- River Road

Greater Vancouver Gateway Council
3rd Priority Infrastructure Projects

- Improved Sea to Sky Link (Downtown to Whistler)
- Lower Level Road & Dollarton/Hwy1
- 3rd Crossing
- Rapid Transit (Richmond-YVR-Downtown)
- N. Fraser Perimeter Road
- S. Fraser Perimeter Road
- Massey Tunnel
- River Road
- Hwy 10
- Hwy 17
- Hwy 15 to Pacific Crossing
- Hwy 99 to Pacific Crossing
- Hwy 99
- Pitt River Rail Bridge
- Maple Ridge/Surrey Langley Bridge
- Highway 1 Upgrades/ITS
- Greater Vancouver Gateway Council
# Infrastructure Deficit

<table>
<thead>
<tr>
<th>Infrastructure Project</th>
<th>Order of Magnitude ($ millions)</th>
</tr>
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<tbody>
<tr>
<td>Hwy 1 Vancouver to Langley</td>
<td>1,000 to 1,200</td>
</tr>
<tr>
<td>S. Fraser Perimeter Road</td>
<td>400</td>
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<tr>
<td>Extension to Highway 99 and East Ladner Bypass</td>
<td>100 to 150</td>
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<tr>
<td>Fraser River Crossing</td>
<td>605</td>
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<tr>
<td>Rapid Transit - Richmond YVR Downtown</td>
<td>1,860</td>
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<tr>
<td>North Fraser Perimeter Road</td>
<td>85</td>
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<tr>
<td>New Westminster Rail Bridge and rail improvements</td>
<td>750 to 1,000</td>
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<tr>
<td>Massey Tunnel (Highway 99)</td>
<td>500 to 700</td>
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<tr>
<td>Oak Street Bridge (Highway 99)</td>
<td>100</td>
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<tr>
<td>Highway 15 - Highway 1 to US Border</td>
<td>85</td>
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<tr>
<td>Highway 10 - Highway 99 to Highway 1</td>
<td>80</td>
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<tr>
<td>Access to Pacific Border Crossing</td>
<td>20</td>
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<tr>
<td>Pitt River Rail Bridge</td>
<td>250</td>
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<tr>
<td>Other Road Projects</td>
<td>170</td>
</tr>
<tr>
<td>Other Rail Projects</td>
<td>175 to 220</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$6.2 to 6.9 Billion</strong></td>
</tr>
</tbody>
</table>
National Gateway System

Pacific Gateway

Port Alberta

Ontario-Quebec Corridor

Atlantic Gateway
Government of Canada

- **Asia-Pacific Gateway & Corridor Initiative (Oct 11/06)**
  - Integrated set of investment and policy measures to strengthen Canada’s competitive position in international commerce
  - $591 million to gateway projects

- **Federal Budget (Mar 19/07)**
  - National Fund for Gateways & Border Crossings
    - $2.1 billion over seven years
  - Asia-Pacific Gateway & Corridor Initiative
    - $1 billion over seven years

- **Ontario-Quebec Continental Gateway & Trade Corridor (Jul/07)**

- **Atlantic Gateway Strategy (Oct 14/07)**
Five Lenses

- International Commerce Strategy
- Volume & Value of National Significance
- Future Patterns in Global Trade & Transportation
- Potential Scope of Capacity & Policy Measures
- Federal Role & Effective Partnerships
Gateway Funding

- $33 billion in infrastructure funding
- $1 billion - Asia Pacific Gateway
- $2.1 billion - Gateway and Border Crossings Fund
- $400 million allocated to Detroit-Windsor
- $1.7 billion remaining
Gateway Councils

- Greater Vancouver Gateway Council (1994)
- Southern Ontario Gateway Council (2006)
- St. Lawrence-Great Lakes Trade Corridor (2006)
- Manitoba International Gateway Council (2007)
- Southern New Brunswick Gateway Council (2008)
- Cape Breton Gateway Council (2008)
- Port Alberta – Edmonton (2008)
Benefit of Gateway Councils

- Brings together transportation entities within a region
- Provides forum to bring together private sector transportation providers and resource agencies to reach consensus on transportation issues
- Provides “one-stop reference point” for Ministers and Government officials in interfacing with transportation interests within a region
Identified Gateway Funding Criteria

- Improve **efficiency** of the multimodal transportation network for the movement of international trade through the Gateway including the transportation corridors to North American markets, from a national perspective

- Improve **connectivity/inter-modal interfaces** between modes for international trade movements

- Improve **processing** of goods and passengers at border points

- Enhance transportation **infrastructure safety, security and quality of life** related to the movement of international trade
The Atlantic Gateway
New Brunswick
PEI
Nova Scotia
Newfoundland & Labrador
Business Case for an Atlantic Gateway

- Atlantic Gateway Feasibility Study commissioned by ACOA in January 2007
- Business Case for an Atlantic Gateway released October 5th, 2007
- Inter-Provincial/Federal MOU signed October 14th, 2007
Business Case for an Atlantic Gateway: Main Conclusions

- Compelling case for Atlantic Gateway with initial efforts focused on growing international container trade into the Atlantic Region

- Value proposition based on three key factors:
  - Competitive transit times
  - Reliability
  - Cost effectiveness

- There are regional challenges that can only be addressed through public and private sector collaboration

- The Atlantic Gateway would benefit the entire country by contributing to the development of an efficient and competitive national supply chain
Gateway Benefits

- Increased traffic could create critical mass required to reduce transportation costs, create new service opportunities and open up new markets.

- Additional cargo and passenger traffic would generate significant economic benefits and high-paying jobs in Atlantic Canada.

- Tax revenues would increase for the region’s governments.
Potential of the Atlantic Gateway

- Increased container traffic for Atlantic Canadian ports (Over 2 million teus by 2015)
- Increased exports in various commodities including energy, forest products, tires, food products and seafood
- Increased trade with emerging Eastern European countries
- Growth in international air travel and tourism
- Growth in cruise activity
Recommended Action Plans

- Improved marketing and product development
- Gateway infrastructure improvements and protection
- Security and border efficiency improvements
- Stakeholder collaboration
- Policy initiatives to improve competitiveness
- Development of regional human resources
Southern New Brunswick Gateway Council
Attributes

- Covers the Moncton-Saint John-St. Stephen corridor
- Key corridor within Atlantic Gateway
- Saint John can be the focal point of the Gateway
- Provides conduit to NB-US border crossings
- Has access to multiple rail systems
- Encompasses/serves major NB Industries
- Complements the Bangor-Saint John Corridor
- Fits with US East-West highway concept
History

- Introduced September 2007
- Consultations Oct through December ‘07
- Stakeholders Workshop held December 11th, 2007
- Release of Start-Up Plan January 2008
- Incorporated February ‘08
- Founders Meeting April 4th, 2008
- Membership Meeting May 26th, 2008
Geographic Scope

- Moncton-St. Stephen Transportation Corridor
- Central to New England & Atlantic Canada
Council Objectives

- Improve the competitiveness and efficiency of the transportation of goods and people through Southern New Brunswick as part of the Atlantic Gateway
- Promote awareness of trade, tourism and the transportation system and their importance to local, provincial, regional, and national economies
Current Initiatives

- Membership Drive
- Expand Executive Committee
- Engage Part-time Executive Director
- Establish permanent office
- Four modes workshop to identify/confirm/prioritize regional transportation issues & needs
- Bring forward to Atlantic Gateway table
Thank you

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