

CANADA'S 
PACIFIC GATEWAY

LA PORTE CANADIENNE 
DU PACIFIQUE



Asia Pacific Gateway and Corridor

Asia Pacific Gateway and Corridor Workforce Productivity and Innovation Roundtable

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Asia-Pacific Gateway and Corridor Initiative

The need for action and federal leadership stemmed from several challenges:



- ❑ *Congestion in the Lower Mainland and at ports*
- ❑ *Growing awareness of new opportunities arising from globalization*
- ❑ *Reliability/efficiency issues across transportation system*
- ❑ *A need to examine policy/regulatory impediments to competitiveness*

- Moving swiftly from words to action, **APGCI has achieved real progress** in all areas
- Since Fall 2006 launch, strategic infrastructure **projects valued at more than \$3.5 billion** have been announced in partnership with all four western provinces and the private sector, including total federal contributions of over \$1.4 billion
- Supported by a robust ***National Policy Framework for Strategic Gateways and Trade Corridors***, the Asia-Pacific Gateway's world-class marine, rail, road and air infrastructure support Canada's trade agenda - from coast to coast and deep into the North American heartland



Canada's Asia-Pacific Gateway and Corridor Initiative (APGCI) combines infrastructure, policy, governance and operational measures into an integrated, multi-modal, public-private strategy



Canada's Gateways leverage our major intermodal transportation and trade systems and Canada's geographic advantages to connect North America with the world.

National Policy Framework provides the platform to implement the Asia-Pacific Gateway and Corridor Initiative and the development of two emerging gateway strategies.

Leveraging Investment Across the Supply Chain

Alignment of public and private sectors key to leveraging more than \$3.5B in investment from partners from over \$1.4B federal investment



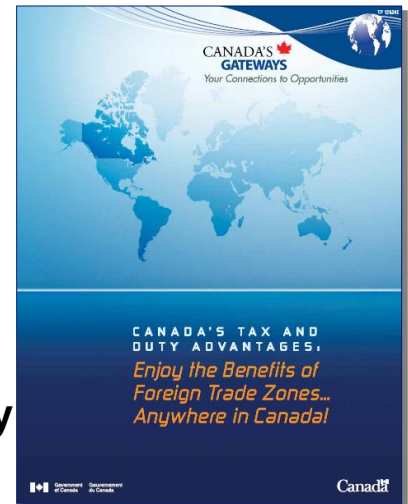
- 1 **Prince Rupert Port Container Security Program, \$28 million**
A Canada Border Services Agency Marine Container Program ensures secure and efficient border services for Fairview Container Terminal, which opened fall 2007.
- 2 **Highway Improvements near Vanderhoof, \$1.05 million**
A 2.4-kilometre auxiliary passing lane and intersection improvements for Highway 16, the only direct National Highway link to the Port of Prince Rupert.
- 3 **River Road, Prince George, \$3.5 million**
River Road is the primary road access to CN's Prince George Intermodal facility. Projects will upgrade and widen 1.6 km between Cameron Street Bridge and Foley Crescent and 1.7 km between Foley Crescent and the CN Fraser River Bridge and install left-turn lanes to access the facility. Improved traffic flow along this route is essential to the community and to efficient movement of goods.
- 4 **Twining of Simon Fraser Bridge, \$18 million**
A project to reduce traffic congestion and make delivering goods between the Port of Prince Rupert container facility and the Prince George Inland Container Terminal more efficient. This bridge opened to traffic in August 2009.
- 5 **Highway 97 Upgrade near Prince George, \$4.2 million**
Upgrading a 4.4-kilometre section of BC's major north-south artery at Bright Station Curve, between 106 Mile House and Williams Lake to four lanes, will support development of the Port of Prince Rupert.
- 6 **Grade Separations, British Columbia, \$7 million**
Grade separations in Smithers and Terrace (British Columbia) will improve truck and local traffic flow, help attract business to these areas, increase capacity and facilitate efficient intermodal train services.
- 7 **Highway 2 and 41 Avenue Intermodal Access, Edmonton, \$75 million**
A new interchange will facilitate the relocation of the Canadian Pacific Railway (CPR) Intermodal Facility.
- 8 **Freeway Interchanges and South River Crossing bridge, \$65 million**
Interchanges at Lorne Avenue and Circle Drive South, and Highway Freeway and Circle Drive South will improve access to CN's Intermodal Terminal. Building a new six-lane bridge across the South Saskatchewan River will help divert commercial and other traffic through from the downtown core.
- 9 **TransCanada Highway Upgrade, \$8 million**
Upgrading a 1.3-kilometre section between Sorensen and Salmon Arm will improve the safety and reliability of the primary highway link for commercial goods between Lower Mainland container ports, Asia-Pacific markets and the rest of Canada.
- 10 **TransCanada Highway Upgrade, \$42 million**
Tweaking the TransCanada Highway to Banff National Park will strengthen transport and trade between the dynamic economies of Alberta and British Columbia. APGCI has contributed \$2 million to this project.
- 11 **51st Street SE, CPR grade separation and Western Headwaters, Calgary, \$34.5 million**
Projects will widen the 51st Street SE from 14th Avenue to 130th Avenue SE from two to four lanes, and from 90th Avenue to 100th Avenue SE from two to six lanes; build a grade separation at the CPR rail line and the Western Headwaters Canal; improve intersections; and make storm water upgrades.
- 12 **Regina Region Intermodal Project, \$27 million**
Partners will relocate the CPR intermodal terminal outside the City of Regina and provide proper road access to the new larger capacity terminal.
- 13 **Highway Interchange and Grade Separation, Portage in Prairie, \$21 million**
Building an interchange at the Top of Canada and following Highway 1 and a road/rail grade separation at the CN main line - parts of a competitive transportation and logistics system connecting the West coast to North American markets.
- 14 **Centreport Way, Winnipeg, \$33.25 million**
Integrating a number of the major components of a previous proposal that included improvements to Inkster Boulevard.
- 15 **Regional Traffic Management Centre, \$5 million**
SMART will control and monitor traffic conditions and provide traveller information on the Lower Mainland's major highway networks and transit system.
- 16 **Pitt River Bridge and Mary Hill Interchange, \$90 million**
Now open, this seven-lane bridge connects trade-related and transportation facilities on both sides of the Pitt River to enhance the flow of intermodal goods through the Lower Mainland.
- 17 **North Fraser Perimeter Road, United Boulevard Extension, \$65 million**
Extending a four-lane roadway, building a four-lane overpass and a bridge over the Brunette River will enhance connections between ports and rail goods and improve rail and traffic efficiency.
- 18 **City of Richmond, \$5.47 million**
Widening Westminister Highway and Nelson Road to four lanes as well as upgrading its traffic signals and building a new four-lane section between Wireless Way and Highway 91 will make roads serving Ladang facilities more efficient.
- 19 **Dredging at Fraser Port, \$4 million**
Deepen and widen shipping channels will enhance efficiency and maximize shipping capacity for the Vancouver- Fraser Port Authority.
- 20 **Cooperation of Delta, \$1.83 million**
Improving the intersection of Chester Road/Deerway Way, Chester Road/Clenden Avenue and Nordel Way at Brooke Road and Shepherd Way will facilitate trucking on Amnicks Island.
- 21 **Roberts Bank Rail Corridor/Rail Grade Separations, \$75 million**
Road/rail grade separations (six to meet), road closures, network reconfigurations and traffic management measures along 70-kilometres that connect intermodal container and coal terminals with North America's rail network, will increase road and rail capacity and reduce impact on communities.
- 22 **South Fraser Perimeter Road, \$35 million**
This 40-kilometre four-lane road will connect DeltaPort to Highway 1 and the Golden Ears Bridge and a designated east-west truck route to enhance international freight movement and reduce impacts on municipal roads.
- 23 **Expansion of Roberts Bank**
DeltaPort, Canada's largest container terminal, opened its third berth in January 2010.
- 24 **Five Burrard Inlet's North Shore Projects, \$75 million**
These infrastructure investments will improve rail and road access to Canada's Pacific Gateway's ports and railroads and strengthen Canada's trade connections overseas. Projects in the North Vancouver area are: Brookbank Avenue Underpass, Neptune Canal Grade Separation, Low Level Road Re-Alignment, Pemberton Avenue Grade Separation, and the Western Low Level Road Extension to Marine Drive.
- 25 **South Shore Trade Area \$42.7 million**
These investments will improve rail, port and trucking operations, create jobs and increase mobility. Projects in the South Shore area are: Powell Street Grade Separation and Stewart Street Elevated Structure.
- 26 **Five Shortsea Shipping Projects in the Lower Mainland, \$20.9 million**
Projects will establish a network of complementary shortsea shipping services to reduce road congestion, increase throughput capacity at marine terminals and develop new transportation options - for more integrated and efficient flow of international trade.

All financial figures are anticipated federal contributions for projects, most of which are cost-shared with important contributions from partners, including British Columbia and other western provincial and municipal governments, ports and railroads. All projects are subject to funding commitments of all partners, completion of due diligence, contribution agreements and final federal project approval.

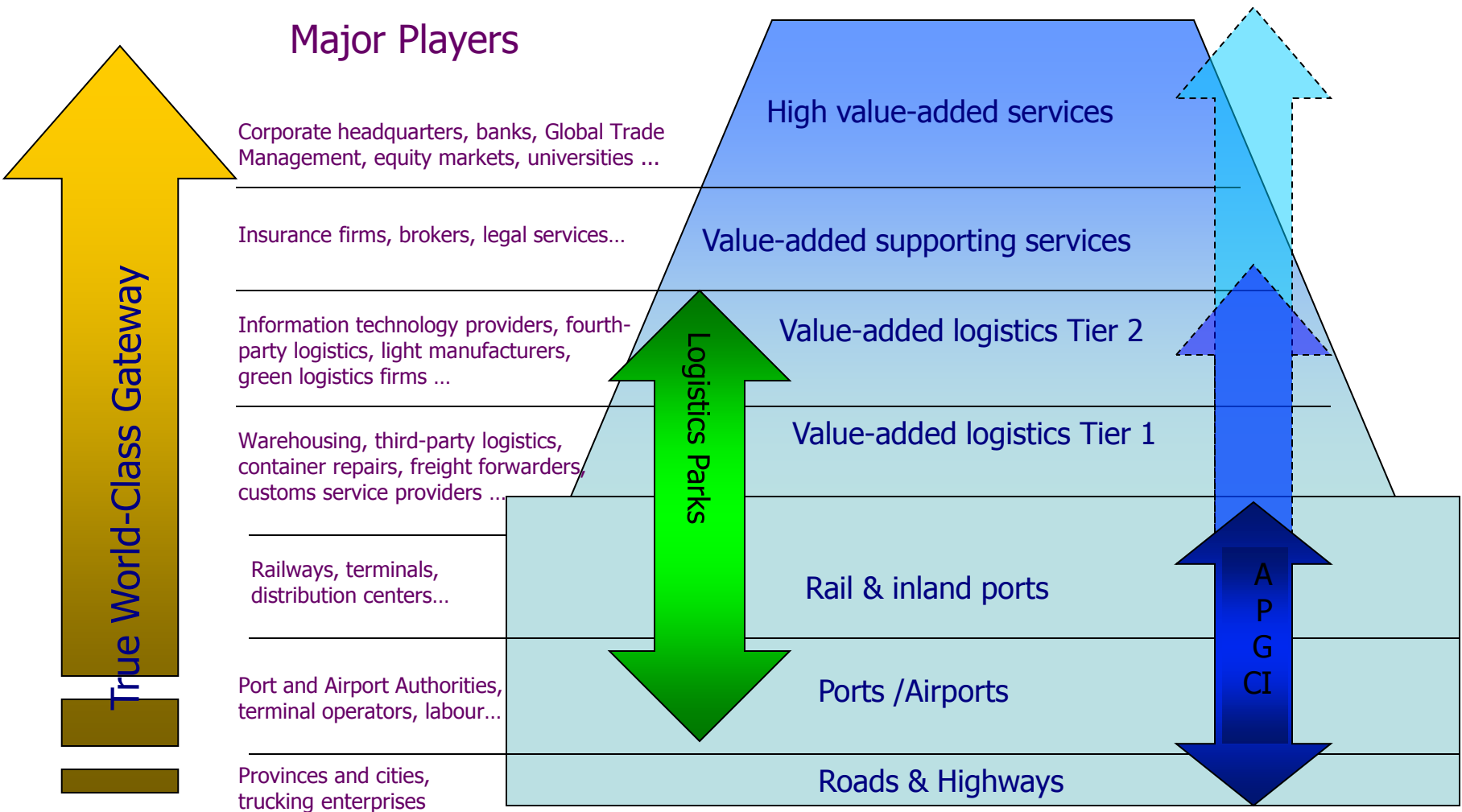
Federal Commitments: Beyond Bricks and Mortar

- **Supporting a competitive business environment** through amalgamation of lower mainland ports, legislative and regulatory changes, research and performance measures
- **New partnerships and private sector engagement** are positioning the APGCI to strengthen entire supply chain:
 - **Performance Table** - addressing gateway performance and reliability
 - **Skills Tables** - addressing future gateway-related labour and skills needs
 - **BC and Western Canada transportation systems analysis** to identify remaining bottlenecks and prioritize solutions
- **Value-added gateway to capture economic benefits of transportation supply chains at national and local levels**
 - Liberalized use of maritime containers was part of Economic Action Plan
 - Centreport Canada pilot to promote Canada's tax and duty advantages and Foreign Trade Zone-type programs
- **International outreach is a key component of gateway strategy**

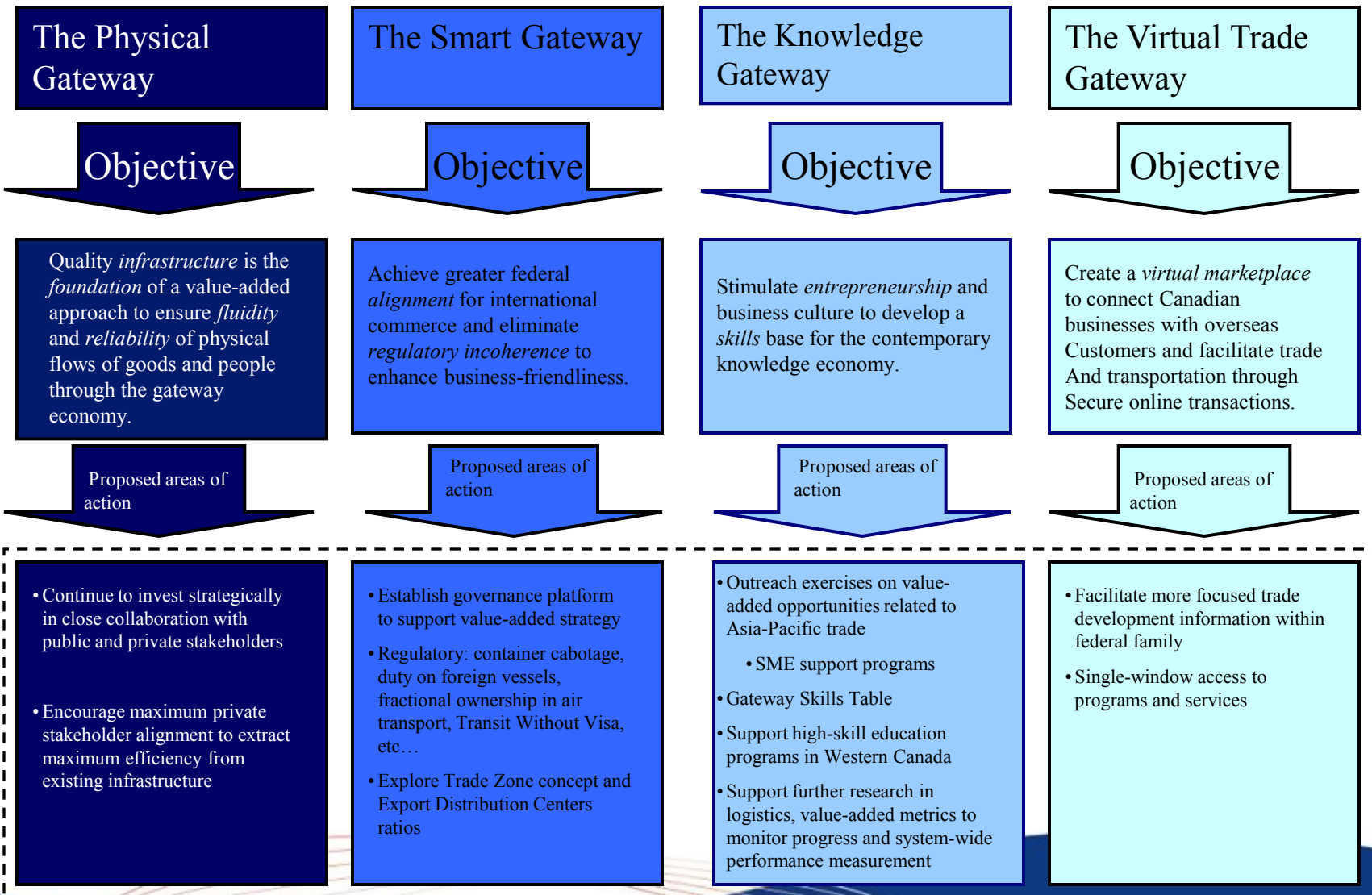
Strong alignment of the public and private sectors to address challenges and seize opportunities



APGCI: Key Stakeholders



Enhancing National Competitiveness: Components of Potential Value-Added Gateway Strategy



Value creation = Jobs + Wealth

- **Sustained and senior-level engagement** to attract more trade to our Gateway
 - 10 Ministerial missions and officials visits to China, Japan, South Korea, Hong Kong, Taiwan, Vietnam and Malaysia
 - Consistent with Global Commerce Strategy priorities
- **Government and business outreach** to enhance trade relations
 - Outreach to the United States, business missions to China and Vietnam, along with Backhaul Opportunities Forum and BC-Canada Pavilion in China
 - Promoted transportation system “as a whole” and the concept was well received internationally
- Working through **practical collaborative frameworks** with China to build knowledge, develop relationships and identify opportunities
 - Memorandum of Understanding (MOU) on Gateway Cooperation and Action Plan - Ministry of Transport
 - MOU on Trade Logistics Cooperation- National Development and Reform Commission
 - MOU on Infrastructure Development– Ministry of Commerce



Challenges for Long-term Competitiveness

- 2014 **Panama Canal** expansion combined with easing of capacity concerns creating strong competitive forces
- Perceptions of **reliability** in western supply chains
- Emerging **new technologies** and new services in transportation such as integrated logistics services changing workforce
- **Global market** uncertainty
 - Strong dollar and changes in consumer demand impact planning and predictability



Close collaboration between public and private sectors were pivotal in making strategic investments and decisions to improve the transportation system to handle increasing volume of international trade.

Common, cross-cutting issues require a collective approach from governments and private sector, such as:

- Border facilitation
- Regulatory streamlining
- Need for outreach and marketing

Need to go beyond infrastructure improvements to **address interconnected issues that impact how well the transportation system functions as a whole**, such as:

- Operational reliability
- Regulations
- Governance
- Technology
- Labour supply and skills training

Aligning regulatory approaches is key to increasing efficiency and strengthening competitiveness in movement of cross-border and international trade.

- Continuing to **implement the APGCI mandate by**
 - Completing remaining infrastructure projects and maintaining system-wide approach
 - Addressing cross-cutting issues on reliability, security and competitiveness
 - Expanding our international outreach to the global community
- And look at ways to better **support new opportunities and changing competitive factors**
 - Addressing more systematic improvements identified by Gateway Performance and Skills Tables and Rail Freight Service Review
 - Continuing to support areas providing high-efficiency gains with modest investments, such as Intelligent Transportation Systems and technologies and value-added economic activity
 - Dialogue with stakeholders about how to capitalize on opportunities in agriculture, energy and other natural resources

www.pacificgateway.gc.ca

