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Message from the Minister

Canada is a trading nation, and our ability to compete in a changing world demands a new kind of leadership. This is why our government launched the Asia-Pacific Gateway and Corridor Initiative (APGCI) in 2006.

The Initiative is now midway into its mandate. With 47 projects announced and over \$1.4 billion in federal funding committed, the federal government is building on the work of the dynamic Canadian private sector. However, there is still much work to be done.



The midway point of the APGCI is an opportunity for me to reflect on our progress so far and look ahead to the challenges and opportunities in the future.

This midterm report:

- highlights the progress we have made;
- discusses where we are today; and
- outlines priorities for the next four years.

The APGCI is a driver of Canada's economic prosperity and key to continued competitiveness. I look forward to the next phase and to continued collaboration with our partners in the private sector, provinces and municipalities that have contributed to the success of this initiative.

The Honourable Stockwell Day President of the Treasury Board and Minister for the Asia-Pacific Gateway

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What is the APGCI?

The APGCI was launched by Prime Minister Stephen Harper in October 2006. The objective was clear: to establish the Gateway and Corridor as the best transportation network facilitating global supply chains between North America and Asia.

Specifically, the APGCI seeks to:

- boost Canada's commerce with the Asia-Pacific region;
- increase the Gateway's share of North America-bound container imports from Asia; and
- improve the efficiency and reliability of the Gateway for Canadian and North American exports.

The APGCI is a network of transportation infrastructure including British Columbia's Lower Mainland and Prince Rupert ports, their principal road and rail connections stretching across western Canada and south to the United States, key border crossings and major Canadian airports.

The APGCI builds directly on years of work by private-sector stakeholders and more recently on the leadership of the Government of British Columbia, including significant provincial investments.

Designed to increase West Coast transportation capacity and strengthen the economy at a time of historic growth in shipping, the Initiative released over \$1.4 billion for new infrastructure along with policies and regulations to improve transportation efficiency in the region. It also set the direction to support Canada's ongoing and future trade initiatives, partnerships and long-term strategies.



Prime Minister Stephen Harper speaking at the International Conference on Gateways and Corridors in Vancouver on May 4, 2007.

A World-Class Transportation Network

Canada's gateway approach to international and domestic trade strengthens our competitive position with the Asia-Pacific region. How?

- Canada was one of the first countries to develop a strategy
 to integrate a world-class transportation network that moves
 goods seamlessly from one mode of transport to another
 (i.e., from ship or plane to train or truck) between North
 America and the booming Asia-Pacific market.
- The Asia-Pacific Gateway and Corridor offers our trading partners one of the fastest and most efficient ways to move products into and out of North America.
- It also enables Canadian exporters to reach international markets.







PART 1: THE APGCI'S EARLY SUCCESSES (2006-2010)

In less than four years, the APGCI has had many success stories. With all federal funding fully committed, we have made significant progress on infrastructure projects, outreach to domestic and international audiences, and competitiveness measures to ensure a thriving business environment.

i) Investments in Bricks and Mortar

During the first four years of the Initiative, the Government of Canada announced 47 infrastructure projects valued at over \$3.5 billion in partnership with all four western provinces and the private sector. This included total federal contributions of over \$1.4 billion to remove bottlenecks and improve multimodal connections.

Examples include:

Roberts Bank Rail Corridor: a series of grade separations on a 70-kilometre stretch of rail connecting Canada's largest container facility and a major coal terminal at Roberts Bank (south of Vancouver) with the North American rail network. This project will increase the capacity and efficiency of the corridor for trade-related traffic and deliver environmental and quality-of-life benefits to local communities by improving traffic flow and reducing idling of vehicles at crossings.

South Fraser Perimeter Road: a 40-kilometre four-lane road connecting Deltaport to Highway 1 and the Golden Ears Bridge. This project will enhance international freight movement and reduce impact on municipal road networks.

Trans-Canada Highway, Banff National Park: the completed twinning of a segment of the highway near Lake Louise using world-leading techniques to facilitate the movement of goods and people, and to mitigate harm to wildlife.

Deltaport container terminal opens third berth

The third berth at Deltaport, Canada's largest container terminal, opened in January 2010, featuring cranes that will accommodate the largest container ships.

The two-year, \$400-million project increases the capacity of the container terminal by 50 per cent, from 1.2 million containers a year, which are measured in 20-foot equivalent units (TEUs), to 1.8 million.

Operated by TSI Terminal Systems Inc., Deltaport handles about 45 per cent of the container cargo that moves through Canada's West Coast and more than half of the cargo through Port Metro Vancouver.

APGCI investments in the Roberts Bank Rail Corridor will help ensure the efficient flow of containers to and from the port.



ii) Outreach and Partnerships

The success of the APGCI relies heavily on building relationships at home and abroad, and supporting outreach activities to attract more trade to the Gateway. Listed below are some more recent examples.

International Activities

On two separate occasions (April 2009, May 2010), Minister
Day travelled to China and Japan to promote the APGCI. During
the Minister's first visit to China in 2009, he signed an action

Michael E. Moore, president and CEO of GCT Global Container Terminals Inc., Asia-Pacific Gateway Minister Stockwell Day and Robin Silvester, president and CEO of Port Metro (left to right) check out the state-of-the-art dockside gantry at the new third berth at Deltaport in January 2010.

- plan in support of the Agreement on Gateway Cooperation with the Chinese Minister of Transport. The Agreement on Gateway Cooperation was originally signed in 2007 by Minister Emerson, then Minister for the Asia-Pacific Gateway.
- During the same visit, Minister Day signed the Trade
 Logistics Agreement between China and Canada. As a result,
 exchange programs between Canadian and Chinese logistics
 professionals have taken place in both countries and
 government officials convened their first trade logistics
 policy dialogue in China to learn more about this sector
 in each country.



"Over the next 15 years, container traffic through the West Coast is expected to double. The \$360 million investment by Asia-Pacific Gateway partners toward the Roberts Bank Rail Corridor initiative supports Port Metro Vancouver's long-term plan to accommodate growth, in particular with Pacific Rim economies like China. Port Metro Vancouver is committed to developing the most reliable and consistent supply chain in North America and the Asia-Pacific Gateway Strategy will help make that happen."

-Robin Silvester, president and chief executive officer,
Port Metro Vancouver

Minister Stockwell Day shakes hands with Seiji Maehara, Japan's Minister of Land, Transport, Infrastructure and Tourism in Tokyo, May 2010.



- In 2009, Prime Minister Harper visited China to create stronger ties with the Chinese government.
- Over the past four years, Canada has opened six new trade offices in East Asia.
- Canada is working on a foreign investment agreement with China that will help establish a more predictable investment environment for Canadian investors in China.
- Government officials' visits to the United States, China, Hong Kong, Japan, South Korea, Singapore, Malaysia and Vietnam have enhanced Canadian trade relations and enabled the sharing of best practices with our international partners.
- Canada and the United States, sharing the world's largest and most comprehensive trading relationship, have been working together to promote and grow their economies. The APGCI has facilitated this progress through streamlined trade across the border.

- The APGCI has also been strongly marketed internationally. The focus has been business-to-business engagement with major North American and Asian trans-Pacific shippers; a presence at major industry events; and a media outreach program targeting trade and business journals.
- In 2009, a major advertising campaign was launched targeting marine and air shipping trade publications in the United States, Japan, Korea and China to promote the Asia-Pacific Gateway.
- This international marketing approach has been successful, meeting many of its objectives. The Canadian West Coast market share of container traffic increased from 8.6 per cent in 2006 to 11 per cent in 2009.



Advertising/Marketing

- Over 50 advertising inserts in 15 papers and online publications in Asia and the U.S.
- Dozens of articles in Asian media reaching over 6 million readers
- An Asian television program on the APGCI
- A series of short videos promoting the APGCI
- A new, updated website with many interactive features
- Several fact sheets and informative brochures to support trade missions and engagement with domestic and international partners
- Multiple stakeholder newsletters and e-news updates from the Minister on the Asia-Pacific Gateway









Domestic Activities

- An updated interactive website, www.pacificgateway.gc.ca, has been launched to provide one-stop information on all APGCI plans and projects.
- Canada developed a series of six videos that promote the Asia-Pacific Gateway and Corridor. They were played during the 2010 Olympic and Paralympic Winter Games; at domestic outreach activities; and at targeted public venues.



- In 2007, the first International Conference on Gateways and Corridors was held in Vancouver and was opened by Prime Minister Harper. The conference brought national and international experience together to provide lessons for Canada's Asia-Pacific Gateway. Plans are underway for the second conference, which will be held in Vancouver in late 2010.
- The Gateway Performance Table (a group of key West Coast stakeholders, including organized labour) was formed to make recommendations for ministers that outline requirements for the ongoing and future competitiveness of the Asia-Pacific Gateway.
- In 2008, the Asia Pacific Gateway Skills Table was created to help B.C. workers develop the skills they need today to ensure the Gateway prospers.
- System analysis has been performed and performance indicators have been developed to provide information on how the transportation system network is functioning and where further improvements are necessary for a competitive supply chain.
- A number of other key partnerships have been established between different levels of government and the private sector, reflecting a need and commitment from all stakeholders to work together.







iii) Supporting a Competitive Business Environment

Policy measures are an important element of the APGCI that advance the capacity and efficiency of the Gateway and Corridor. Through policies and regulations, and investments in innovation and research, the APGCI is supporting a competitive business environment.

Amalgamation: In early 2008, British Columbia's three Lower Mainland port authorities amalgamated into one, operating under the name of Port Metro Vancouver, to better position themselves to become the preferred port of call for shippers from Asia.

Liberalizing the skies for passengers and cargo: Canada's Blue Sky policy encourages competition and the development of new and expanded international air services to benefit Canadian travellers, shippers, and the tourism and business sectors. In 2009, Canada signed "Blue Sky"-type air transport agreements with South Korea and Japan. These agreements will increase flight options between Canada and these two countries — for both passengers and cargo.

Canada Marine Act: Changes were made to ensure that Canada's ports remain competitive in the new global economy and have the flexibility to respond to opportunities that support our trade objectives.

Customs Tariff Regulations: These regulations were adjusted to increase the time a temporarily imported container stays in Canada duty-free from 30 to 365 days. Containers can also now make more than one movement within Canada.

Research and Measuring Performance: Cutting-edge methods are being developed to measure performance both here and abroad. Over the past four years, several studies have been undertaken to forecast future trade and traffic volumes, and to examine needed improvements to the transportation system, to support growing trade and traffic.

Canada's Tax and Duty Deferral Advantages: Canada has a number of tax advantages and trade facilitation programs that are available to businesses across the country. Unlike Foreign Trade Zones elsewhere in the world, their benefits are not restricted to specific locations. A multilingual brochure explaining Canada's tax and duty advantages has been developed for key trading partners.

Specifically, Canada's very competitive tax regime and duty deferrals for export-oriented businesses promote trade and investment because:

- businesses can recover the GST/HST (this does not apply to exports);
- Canada's corporate income tax rate will be the lowest among G7 countries by 2012;
- Canada has the lowest overall tax rate on new business investment; and
- all remaining tariffs on manufacturing inputs (machinery and equipment) will be removed by 2015, making Canada "a tariff-free zone for manufacturers"

Part 2: WHERE WE ARE TODAY

The Global Economy and the APGCI

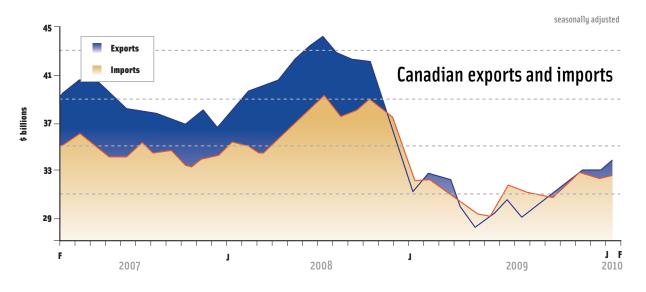
During the recent global economic downturn, all developed countries experienced declines in total trade. 2009 was also one of the most difficult years for those in the shipping industry.

In response to this economic downturn, Canada has put in place its Economic Action Plan. Through it, we're strengthening Canada's cities and communities by making important and needed infrastructure investments.

The plan provided the blueprint for economic growth and stimulated economic activity by investing \$12 billion in new infrastructure. This has resulted in job creation in every province and territory, including the western provinces.

Today, the International Monetary Fund and the Organisation for Economic Co-operation and Development predict that Canada's economic growth will be at the head of the pack in the industrialized world for both this year and next.

While we are focused on jobs and growth, we have built infrastructure for the 21st century. This is how we have ensured Canada's long-term trade growth and prosperity for future generations.



At the Halfway Point

Our hard work and investments are starting to pay off. Our Gateway approach is receiving attention from the international community as an innovative partnership model. Strengthened by ministerial visits and targeted outreach to key markets, our message is being heard.

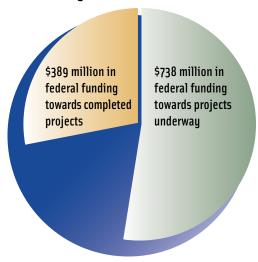
At this halfway point, the report card is very impressive. We have made all of our infrastructure commitments, with many shovels already in the ground and other projects scheduled to start soon.

We are also working on a range of non-infrastructure measures to make the Asia-Pacific Gateway more competitive.



The Memphis News, April 2009

Federal Funding for Completed Projects and Projects Underway



Over \$1.4 billion in federal funding announced

\$1.4 billion for infrastructure projects announced in four western provinces: BC, AB, SK and MB

- Highway and road improvements stretching over thousands of kilometres of transportation trade routes
- · Bridge expansions
- · Rail/road grade separations
- Short-sea shipping projects
- Regional Traffic Management Centre

\$57 million for competitiveness measures such as:

- International marketing
- Public engagement
- Stakeholder consultations
- Marine container inspection program
- Asia-Pacific Gateway Skills Table
- Gateway Performance Table
- Value-Added Gateway project
- Performance indicators
- System analysis
- · Air cargo mapping





n 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.

Highway Improvements near Vanderhoof, \$1.05 million

A 2-kilometre auxiliary passing lane and intersection improvements for Highway 16, the only direct National Highway link to the Port of Prince Rupert.

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 1.9 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.

Twinning 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 4.2 kilometres of BC's major north/south artery at Wright Station Curve, between 100 Mile House and Williams Lake to four lanes, will support development of the Port of Prince Rupert.

🚡 Ashcroft Terminal, \$5 million

Investments at the Ash croft Terminal such as constructing a new grade separation and relocating a road will enhance access to transload facilities for shippers.

7 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.

Highway 2 and 41 Avenue Intermodal Access, Edmonton, \$75 million
 A new interchange will facilitate the relocation of the Canadian Pacific
 Railwau (CPR) intermodal facilitu.

Freeway interchanges and South River Crossing bridge, \$106 million Interchanges at Lorne Avenue and Circle Drive South, and Idylwyld 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 through traffic from the downtown core.

TransCanada Highway Upgrade, \$8 million

Upgrading a 4.3-kilometer section between Sorrento 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.

11) TransCanada Highway Upgrade, \$267 million

Twinning the TransCanada Highway in Banff National Park will strengthen travel and trade between the dynamic economies of Alberta and British Columbia. APGCI has contributed \$37 million to this project.

12) 52nd Street SE, CPR grade separation and Western Headwaters, Calgary, \$34.5 million

Projects will widen the 52nd Street SE from 114th Avenue to 130th Avenue SE from two to four lanes, and from 90th Avenue to 106th 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.

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.

Highway Interchange and Grade Separation, Portage la Prairie, \$21 million

Building an interchange of the TransCanada and Yellowhead highways 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.

(15) Centreport Way, Winnipeg, \$33.25 million

Integrating a number of the major components of a previous proposal that included improvements to Inkster Boulevard.

(16) Regional Traffic Management Centre, \$5 million

Staff will control and monitor traffic conditions and provide traveller information on the Lower Mainland's major highway networks and transit system.

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 international goods through the Lower Mainland.

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 yards and improve rail and traffic efficiency.

(19) City of Richmond, \$5.47 million

Widening Westminster 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 Gateway facilities more efficient.

Oredging at Fraser Port, \$4 million

Deeper and wider shipping channels will enhance efficiency and maximize shipping capacitu for the Vancouver-Fraser Port Authoritu.

Corporation of Delta, \$1.83 million

Improving the intersections at Chester Road/Derwent Way, Chester Road/ Cliveden Avenue and Nordel Way at Brooke Road and Shepherd Way will facilitate trucking on Annacis Island.

Roberts Bank Rail Corridor Road/Rail Grade Separations, \$75 million Road/rail grade separations (up to nine), road closures, network reconfigurations and traffic management measures along 70-kilometres that connect international container and coal terminals with North America's rail network,

will increase road and rail capacity and reduce impact on communities.

South Fraser Perimeter Road, \$365 million

This 40-kilometre four-lane road will connect Deltaport to Highway 1 and the Golden Ears Bridge and be a designated east-west truck route to enhance international freight movement and reduce impacts on municipal roads.

Expansion of Roberts Bank

Deltaport, Canada's largest container terminal, opened its third berth in January 2010.

Five Burrard Inlet's North Shore Projects, \$75 millions

These infrastructure investments will improve rail and road access to Canada's Pacific Gateway's ports and railways and strengthen Canada's trade connections overseas. Projects in the North Vancouver area are: Brooksbank Avenue Underpass, Pepune/Cargill Grade Separation, Low Level Road Re-Alignment, Pemberton Avenue Grade Separation, and the Western Low Level Route Extension to Marine Drive.

South Shore Trade Area, \$49.7 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.

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 railways.

All projects are subject to funding commitments of all partners, completion of due diligence, contribution agreements and final federal project approval.







What does this mean to Canadians?

Canadians should be very proud of this made-in-Canada initiative because it helps Canadians from all walks of life. Consider, for example, the lumber mill workers, marine port employees and coal miners in B.C.; the ranchers in Alberta; the potash miners in Saskatchewan; and the pork producers in Manitoba. Wherever people live in Western Canada, and whatever they do, they benefit from the APGCI.

Canada's investment in the APGCI:

- helps Canadian companies tap into new and expanded markets;
- generates new business opportunities and creates thousands of new jobs for Canadians by increasing trade volumes and related services;

- gives western Canadians opportunities that create strong communities with a high quality of life;
- moves traffic more efficiently in communities across the Asia-Pacific corridor, from Winnipeg to Prince Rupert, meaning fewer traffic jams, less pollution and safer travel;
- drives higher-value economic activities in Canada and particularly in Western Canada through partnerships with the Asia-Pacific region's rapidly growing economies; and
- results in Canadians across the country paying less for products that are made in the Asia-Pacific region and that are shipped using this very efficient trade transportation system.

The APGCI's investment in the Asia-Pacific Gateway is helping to make Canada's economy stronger, create jobs and generate wealth — now and in the future.

"The federal government's focus on the Asia-Pacific Gateway capacity and fluidity is critical to improving supply chain performance across a large number of sectors. CN understands the importance of efficient gateways and plays an important role in this regard. Enhancing our ability to trade with the Asia-Pacific region will benefit all stakeholders and the Canadian economy as a whole."

-Claude Mongeau, CN President and Chief Executive Officer



What does this mean to our trading partners?

The Asia-Pacific Gateway and Corridor Advantage

- √ Saves up to three days' sailing time from Asia to Canada over other North American ports
- √ Benefits from Prince Rupert and Vancouver's 3.6-million TEU combined container capacity
- √ Takes advantage of port dwell times consistently shorter than those at other North American West Coast ports
- √ Chooses from three major railways in Canada and the **United States**
- √ Gets goods to Chicago from Prince Rupert and Vancouver in just over 100 hours
- √ Benefits from a Canada-U.S. border that is smart, secure and efficient
- √ Enjoys efficient and reliable service at Canada's congestionfree airports

"The Asia-Pacific Gateway and Corridor Initiative has helped to increase business through port facilities at the Port of Prince Rupert. We've seen an increase in all cargos being shipped. We've also had an increase in inquiries from many Pacific Rim countries wishing to do business through the Port of Prince Rupert. Most recently, there has been significant growth in container shipping." -Mayor Jack Mussallem, Prince Rupert, B.C.









With the expanded Panama Canal set to open in 2014 and strong competition from other North American gateways, we know we cannot become complacent in our efforts. Shippers will continue to be looking to move their products in the fastest and most reliable way to and from North America. We want that to be through Canadian gateways.

Next Steps

Canada is committed to remaining competitive in its approach to trade. Watching for future trends, we will continue to seize every opportunity to expand trade with international partners. Our economic prosperity depends on an efficient and integrated transportation network.

The focus over the next four years will be to get the greatest benefit from APGCI investments for Canadians.

We will accomplish this by:

- · completing the remaining infrastructure projects;
- continuing to engage with and listen to our stakeholders about what they value and need from the transportation system;
- maintaining partnerships between provincial and municipal governments and with the private sector;

- addressing cross-cutting issues on reliability, security and competitiveness;
- addressing more systemic improvements identified by the Gateway Performance Table, Rail Freight Service Review and Skills Table:
- upholding a system-wide integrated approach to transporting goods;
- supporting areas that provide high-efficiency gains with modest investments like Intelligent Transportation Systems, innovative technologies and value-added economic activity;
- holding dialogues with private-sector stakeholders to determine how the APGCI can capitalize on emerging economic opportunities in agriculture, energy and other natural resources:
- · expanding our international outreach to the global community; and
- building on the many lessons we have learned over the past four years.

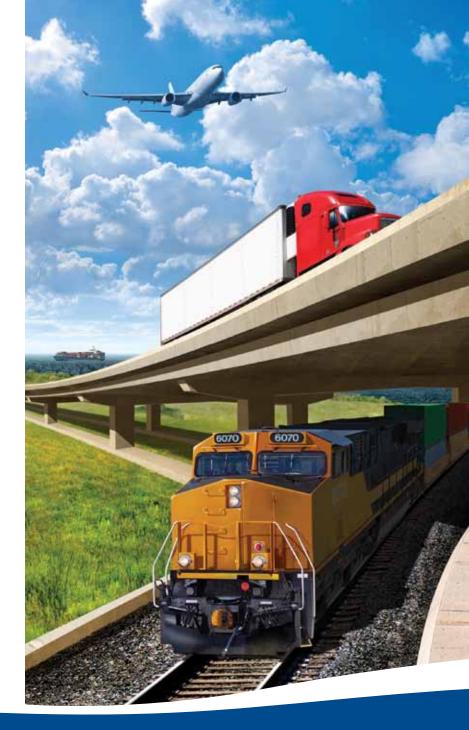
Together with our partners, we will work to make the Asia-Pacific Gateway and Corridor even more efficient and competitive — from our West Coast ports straight through to the heartlands of both Canada and the United States.

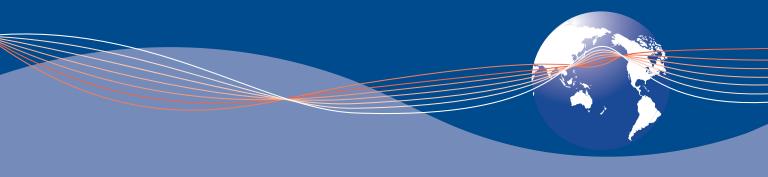
"The APGCI has positioned Canada as a global leader in trade networking. Over the next four years, we will continue to seize every opportunity to remain competitive by leveraging the hard work and investments of the last four years to help build an economically prosperous future for Canadians."

-The Honourable Stockwell Day, Minister for the Asia-Pacific Gateway

Conclusion

Our Gateway investments give us strong support for trade with Asia and contribute to a stronger economy for Canadians. Our vision of collaboration between governments and private-sector partners has proved to be successful, producing concrete results and increasing Canada's competitiveness. We are reaching the goals we set four years ago, and will continue to develop and promote our world-class transportation network.





If you would like to learn more about the projects mentioned in this report, please visit our website at

www.pacificgateway.gc.ca.



www.pacificgateway.gc.ca