





# **CANADA:** The Gateway of Choice

### Canada's airports are:

- The first stop along the popular routes from Asia to North America;
- Linked to North American trade corridors;
- Multimodal connections with close proximity to major markets in North America.

### **Congestion Free**

- Canadian airspace and Canadian world-class airports have abundant capacity for use by international carriers.
- The lack of congestion, combined with the shortest distances between North America and Asia, results in more efficient routing and quicker turn-around times.

### **International Air Cargo Transshipment Program**

- Transshipment allows air cargo to be moved through Canada for shipment to third countries.
- The program enables the Canadian Transportation Agency to authorize any foreign air carrier to use approved airports to transship international air cargo, even if these rights are not provided in Canada's bilateral air transport agreements.

### **Transit Without Visa and China Transit Trial**

The Transit Without Visa program allows certain international travellers en route to and from the U.S. with valid U.S. visas to transit through approved Canadian airports without a Canadian transit visa.

A separate China Transit Trial is also being put in place. This trial allows certain Chinese nationals holding valid U.S. visas to travel to and from the U.S. through the Vancouver International Airport without obtaining a Canadian transit visa.

#### These two programs:

- · Facilitate the movement of travellers;
- Enhance airport connectivity while ensuring security; and
- Make Canadian airports attractive transiting points for eligible international travellers.

### **Air Services**

# Linking Canada to the Asia-Pacific

Canada enjoys unique relationships that are grounded in history, peopleto-people relations and commerce with countries like China, India and Japan as well as other trading nations. Canada is strategically positioned at the crossroads of the North American marketplace and the major economies of Asia such as China, India, Korea and Japan. Canada's Asia-Pacific Gateway and Corridor Initiative offers an integrated system of world-class marine, rail, road and air infrastructure closer to Asia than any other in North America.



### **Blue Sky Policy**

- The Blue Sky policy, Canada's approach to bilateral air transport agreements, aims to benefit travellers, shippers, and the tourism and business sectors.
- Under the Blue Sky policy, Canada proactively pursues opportunities to negotiate **liberalized bilateral agreements** for international scheduled air transportation.
- Since the launch of the Blue Sky policy in 2006, seven Open Skies agreements have been signed and a number of other agreements have been liberalized, including many with Asian bilateral partners.
- Canada has also successfully concluded negotiations with the European Union, providing a
  path towards liberalizing market access for scheduled air services between Canada and the
  European Union's 27 Member States.
- The Blue Sky policy also envisages additional **flexibility for cargo services**, including rights for stand-alone all-cargo operations (seventh freedom rights).

Canada sent a strong and clear message to the international community in adopting this policy — "We are open for business". Continued federal efforts to liberalize air transport agreements contribute to the success of the Asia Pacific Gateway and Corridor Initiative and to Canada's competitive advantage in linking economic partners.

More information on the implementation of Canada's Blue Sky policy is available at: http://www.tc.gc.ca/air/bluesky/menu.htm

### **Airports**

- Canada's airports are modern, well-run facilities, with ample capacity.
- In recent years, considerable investment has been directed into airport infrastructure upgrades. Since 1992, more than \$9.5 billion has been geared toward airport development.
- Additional ambitious projects designed to improve airport transportation logistics and intermodal connectivity have been announced since the launch of the Asia Pacific Gateway and Corridor Initiative in 2006.

Canada's major airports are served by a large number of air carriers from around the world, giving passengers from many countries the opportunity to travel directly to Canada, as well as many opportunities for connecting flights to other destinations. Ongoing efforts are focused on developing airports' potential as efficient cargo destinations and transshipment locations, globally recognized for their value-added services.

#### **Airlines**

- Airlines from both sides of the Pacific Ocean, including Air Canada, Cathay Pacific, Korean Air, Japan Airlines, Asiana Cargo, Air China and China Eastern currently offer world-class passenger services between Canada and Asia.
- Approximately 2.7 million one-way passenger trips a year are made between Canada and Asia Pacific bilateral partners. The fact that China, Hong Kong, Japan and Korea are respectively Canada's 6th and 7<sup>th</sup>, 9<sup>th</sup> and 11<sup>th</sup> largest passenger markets clearly demonstrates the close business ties that make for natural partnerships.

## Asia-Pacific Gateway and Corridor Initiative

The APGCI's mission is to establish the best transportation network facilitating global supply chains between North America and Asia. This network includes the British Columbia Lower Mainland and Prince Rupert ports, road and rail connections that reach across Western Canada and into the economic heartlands of North America. It also includes major national airports and border crossings.

Canada continues to see action on the Asia-Pacific Gateway and Corridor Initiative. This national initiative leverages investment in transportation infrastructure, policy, governance and operational measures in an integrated, multi-modal public-private strategy. To that end, Canada has launched an *Air Cargo: Policy, Logistics and Competitiveness* initiative, in collaboration with airlines, freight forwarders, shippers and other interested parties. This initiative will help guide policy efforts to remove obstacles to air cargo development and facilitate the promotion of Canada's gateway advantage.

Rapid progress has been achieved in all areas of the APGCI since its in October 2006. The Government of Canada, along with four western provinces, private sector stakeholders and other levels of government, announced strategic infrastructure projects valued at more than \$2.6 billion. Concrete results have also been realized in other competitiveness measures, including the amalgamation of three ports in the Lower Mainland of British Columbia. This will result in better coordination of port activities, land use planning and operational efficiencies.

For more information on Canada's Asia-Pacific Gateway and Corridor Initiative, please visit www.pacificgateway.gc.ca

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Le Canada: une porte d'entrée de premier choix.