

Gateway Corridor NEWS

Spring 2007

\$1 Billion Commitment to the Gateway and Corridor

"At the dawn of the 21st century, no country in the world is better positioned than Canada to prosper in the emerging global economy. The Gateway Initiative is obviously critical to realizing our potential as a country." Prime Minister Stephen Harper (May 4, 2007).

In an era of deeply integrated global supply chains, exporters and importers need reliable, efficient, safe, secure and environmentally sustainable transportation systems more than ever. The opportunity lies in leveraging Canada's geographic advantages to connect North America with the rapidly growing economies of Asia.

Canada is seizing this opportunity aggressively. The Asia-Pacific Gateway and Corridor Initiative (APGCI) brings together infrastructure, policy, governance and operational issues in one integrated, multi-modal, public-private strategy.

Backed by funding commitments totaling \$1 billion in two consecutive federal Budgets, a strong partnership is being built among the federal government, British Columbia and the other Western Provinces, municipal

governments and regional transportation agencies, Port and Airport Authorities and private sector leaders representing all elements of the Gateway and Corridor system.

Since the Prime Minister launched the APGCI in October 2006, results have been achieved in construction, planning, project selection, port amalgamation, policy development, technology application, international cooperation and marketing.

At the May 4, 2007 International Conference on Gateways and Corridors, Prime Minister Harper announced that \$800 million of the APGCI funding will be spent in British Columbia, in recognition of that province's strategic role. Of the 10 new APGCI projects, six will be in BC and four in the Prairie Provinces. Details inside and on our website tell the complete story.

Building the Gateway and Corridor Infrastructure System

New and additional funding for strategic infrastructure projects will enhance marine, rail and road connections and system capacity:

- British Columbia**
 - South Fraser Perimeter Road: \$263 million
 - North Fraser Perimeter Road: \$65 million
 - Roberts Bank Rail Corridor road-rail separations and other improvements: \$25 million
 - Other BC Lower Mainland projects: \$10.45 million
- Alberta**
 - Edmonton: new interchange at Highway 2 and 41 Avenue and road-rail upgrades to enable the relocation of the CPR intermodal facility: \$75 million
- Saskatchewan**
 - Saskatoon: Two freeway interchanges to improve access to CN intermodal facility: \$20 million
- Manitoba**
 - Winnipeg: Northwest Winnipeg Access Project Component 1: upgrading access with roadway, intersection and interchange improvements and rail overpasses: \$33.25 million

Under the APGCI's system-based approach, proposed infrastructure projects have been evaluated against detailed criteria pertaining to international trade volumes and multi-modal efficiency.

Total new federal investment: \$491.7 million
Total project value: \$1.87 billion

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



Major Improvements For Rail Corridor

The APGCI has earmarked \$75 million for the Roberts Bank Rail Corridor, a 70-kilometre stretch connecting major container and coal terminals with the North American rail network. It carries increasing volumes of international freight through five BC municipalities.

Transport Canada and stakeholders (including the Vancouver Port Authority, the BC Ministry of Transportation, Translink, the Greater Vancouver Gateway Council, municipalities of Delta, Surrey, Langley, Langley Township, and Abbotsford, CN and CPR) completed a study to prioritize road-rail grade separations. Together with carefully selected road closures, network reconfigurations, and traffic management measures, these improvements will maximize benefits for motorists and railways, as well as for local quality of life.

As a result of this close collaboration, an overall package of road-rail improvements of at least \$300 million is expected in spring 2007, cost-shared among these partners. This element of the APGCI clearly demonstrates the power of the gateway concept and its focus on systems and partnerships.

Using Technology to Move Traffic

Under the APGCI, \$5 million is now committed to the Regional Transportation Management Centre for the BC Lower Mainland. The centre will be a focal point for monitoring and managing traffic flows on major roads and transit systems to boost efficiency, enhance safety and reduce greenhouse gas emissions.

Transport Canada, the BC Ministry of Transportation and TransLink have developed next steps for the project, with a goal of having the centre operational by late 2009.

Two million dollars has also been committed for development of a Smart Corridors Strategy to guide the deployment of a range of technology-based systems to improve the movement of people and goods along corridors.

These are examples of how the APGCI is advancing Intelligent Transportation Systems to improve traffic flows, reduce emissions, and improve quality of life in communities through which increasing trade volumes move.



Artist's rendering of the Pitt River Bridge



Promoting the Gateway and Corridor Overseas

David Emerson, Minister of International Trade and Minister for the Pacific Gateway and the Vancouver-Whistler Olympics, led a Canadian delegation of private sector Gateway executives to Hong Kong, Beijing, and Shanghai in early 2007. They presented Canada's united vision for the Gateway and Corridor, heard the views of Chinese counterparts, and networked with Chinese business and government leaders.

During the mission, Minister Emerson signed an agreement with the Chinese Minister of Communications to foster cooperation on intermodal transportation gateways to support international trade.

Seven million dollars has also been invested in an International Marketing Program for the APGCI. It will take advantage of hundreds of skilled personnel at Foreign Affairs and International Trade Canada. Trade Commissioners in Asia and the United States are gaining first-hand knowledge of the Gateway and Corridor, making them even more effective in promoting it overseas.

New Border Services at Prince Rupert

The Government of Canada is investing \$28 million for a new state-of-the-art screening program to be implemented by the Canada Border and Services Agency at Prince Rupert's Fairview Terminal. The terminal is on track to open in Fall 2007. (Artist's rendering below.)



Private Sector, Other Governments Key to Success

Private investment will continue to drive the success of Canada's Asia-Pacific Gateway and Corridor. So far, at least \$5.8 billion in private investment in Gateway-related infrastructure is planned between 2004 and 2010. The federal government is committed to policies that foster the right climate for this investment to continue and increase, while safeguarding the public interest.

As for public investment, most of the federal funds are being invested in partnership with other jurisdictions. This includes investing in the South Fraser Perimeter Road, which is BC's top Gateway project.

By a conservative estimate, the \$1 billion in federal investment will support projects worth at least \$2.6 billion overall.

Keeping the Gateway and Corridor at the Forefront on Security

Canada has one of the world's safest and most secure transportation systems and one of the most effective border programs. This is essential to our success as a trading nation.

The APGCI fosters an approach to security that reflects the integrated, interdependent patterns of international trade and travel along global supply chains and transportation networks.

Enhancing security in the context of the Gateway and Corridor is not new. A strong foundation exists, with a wide range of transportation security, border management and emergency management programs and initiatives in place and others being developed and implemented. This includes sustained vigilance in management of the Canada-US border.

The Gateway and Corridor particularly benefits directly from the extensive investments and advances in Canada's national security sector since the terrorist attacks of September 11, 2001.

Port Authorities Working to Amalgamate

The three BC Lower Mainland port authorities continue to press ahead on joining forces in one new entity. Since taking up the challenge of Transport, Infrastructure and Communities Minister Lawrence Cannon, the Vancouver, Fraser River and North Fraser Port Authorities have been working through administrative, legal and operational issues entailed in a merger.

A single port authority will be better equipped to operationalize Canada's Gateway vision through greater efficiency, reliability and more strategic use of land and existing infrastructure.



System-Based Data and Analysis to Underpin Long-Term Planning

A key priority of the APGCI will be to secure accurate data, and carry out transportation system analysis to provide the foundation for long-term planning and strategies.

Traditional approaches have focused on individual modes of transportation. However, the gateway approach requires a deeper understanding of the system as a whole, in the context of North American and global trade flows.

System-based data and analysis are also essential to measure results, and support accountability for investments.

Partnership is a top priority for infrastructure investment. The Government of Canada will work with public and private sector partners, and build on existing efforts, including the recent Freight Demand Forecasting project led by WESTAC.

Tapping the Supply of Empty International Marine Containers

Transport Canada, in partnership with the three Prairie provinces, is studying the use of containers in Western Canada.

Phase I of the study examined the movement of empty containers and identified key issues and opportunities for improving the utilization of empties. Phase II, which will be completed in summer 2007, includes a more in-depth analysis of the key issues and creation of a business case for optimizing the use of containers in Western Canada.

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

CANADA'S ASIA-PACIFIC GATEWAY AND CORRIDOR INITIATIVE L'INITIATIVE DE LA PORTE ET DU CORRIDOR CANADIENS DE L'ASIE-PACIFIQUE

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 new projects (blue headings) are subject to funding commitments of all partners, completion of due diligence, contribution agreements and final federal project approval.

Les données financières ci-dessous représentent les contributions anticipées du gouvernement fédéral pour ces projets, dont la plupart sont à coûts partagés et recevront d'importantes contributions de la Colombie-Britannique et d'autres partenaires provinciaux de l'Ouest, municipaux, portuaires et ferroviaires.

Tous les nouveaux projets (titres en bleu) sont assujettis aux engagements financiers de tous les partenaires, doivent faire l'objet d'une diligence raisonnable et d'accords de contribution et recevoir l'approbation finale du fédéral.

Prince Rupert Port Container Security Program, \$28 million
A CBSA Marine Container Program will ensure secure and efficient border services for the new Fairview Container Terminal, on track to open in fall 2007.

Programme de sûreté des conteneurs du port de Prince Rupert, 28 millions \$
Un programme de l'ASFC pour conteneurs maritimes permettra d'assurer, possiblement dès l'automne 2007, des services frontaliers sécuritaires et efficaces au nouveau terminal à conteneurs de Fairview.

TransCanada Highway Twinning, Banff National Park, \$37 million
A segment of highway near Lake Louise is being twinned to facilitate the movement of goods and people using world-leading techniques to mitigate harm to wildlife.

Élargissement à quatre voies de la Transcanadienne, parc national Banff, 37 millions \$
Un tronçon de route près du lac Louise est élargi à quatre voies pour faciliter le déplacement des marchandises et des personnes au moyen de techniques de renommée mondiale qui permettent d'atténuer l'impact sur la faune.

Highway 2 and 41 Avenue Intermodal Access, Edmonton, Alta., \$75 million
A new interchange on Highway 2 and 41 Avenue will facilitate the relocation of the CPR intermodal facility.

Accès intermodal entre la route 2 et la 41 Avenue, Edmonton (Alb.), 75 millions \$
Un nouvel échangeur sur la route 2 et la 41 Avenue pour faciliter la relocalisation de l'installation intermodale du Chemin de fer Canadien Pacifique.

Two freeway interchanges, Saskatoon, Sask., \$20 million
Two interchanges at Lorne Avenue and Circle Drive South, and Idylwyld Freeway and Circle Drive South will improve access to CN intermodal terminal.

Deux échangeurs sur l'autoroute dans Saskatoon, (Sask.), 20 millions \$
Deux échangeurs sur l'avenue Lorne et la promenade Circle Sud, et l'autoroute Idylwyld et la promenade Circle Sud amélioreront l'accès au terminal intermodal du Canadien National.

Dredging at Fraser Port, \$4 million
Deepening and widening shipping channels will enhance efficiency and maximize shipping capacity for the Fraser River Port Authority.

Dragage au port du fleuve Fraser, 4 millions \$
Des travaux d'approfondissement et d'élargissement des chenaux maritimes permettront d'accroître l'efficacité et de maximiser la capacité de la navigation pour l'Administration portuaire du fleuve Fraser.

City of Richmond, \$4.72 million
Widening Westminster Highway and Nelson Road to four lanes with associated traffic signal upgrades will improve efficiency of road network serving Gateway facilities such as Coast 2000 Terminals, HBC Logistics, and Westran.

Ville de Richmond, 4,72 millions \$
L'élargissement à quatre voies de la route Westminster et du chemin Nelson et l'amélioration des feux de circulation permettront d'améliorer l'efficacité du réseau routier desservant Coast 2000 Terminals, HBC Logistics et Westran, des installations de la Porte d'entrée.

South Fraser Perimeter Road, Deltaport Connector, \$365 million
A 40-kilometre four-lane road connecting Deltaport to Highway 1 and the Golden Ears Bridge, will provide a designated east-west truck route that will enhance international freight movement and reduce impacts on municipal road networks.

Route périphérique sur la rive sud du fleuve Fraser, raccourcissement de Deltaport, 365 millions \$
Une route à quatre voies de 40 km est-ouest reliant Deltaport à la route 1 et le pont Golden Ears, réservée pour les camions, qui viendra améliorer l'acheminement international des marchandises et réduire les répercussions sur les réseaux routiers municipaux.

Expansion at Deltaport
Deltaport, Canada's largest container facility, is undergoing rapid expansion. A third berth is currently under construction.

Expansion de Deltaport
Le Deltaport, la plus grande installation de conteneurs du Canada, connaît une expansion rapide. Un troisième poste d'amarrage est en construction.

Corporation of Delta, \$730,000
Improvements to facilitate truck movements on Annacis Island at two intersections, namely Chester Road/Derwent Way as well as Chester Road/Cliveden Avenue.

Corporation of Delta, 730 000 \$
Améliorations pour faciliter le mouvement des camions sur l'île Annacis à deux intersections : chemin Chester/chemin Derwent et chemin Chester/avenue Cliveden.

Roberts Bank Rail Corridor Road/Rail Grade Separations, \$75 million
Up to nine road/rail grade separations—along with road closures, network reconfigurations, and traffic management measures—will increase road and rail capacity and reduce impact on communities along this 70-kilometre corridor connecting international container and coal terminals with the North American rail network.

Sauts-de-mouton ferroviaires/routiers dans le corridor ferroviaire de Roberts Bank, 75 millions \$
Jusqu'à neuf sauts-de-mouton ferroviaires/routiers—ainsi que des fermetures de routes, des reconfigurations du réseau et des mesures de gestion de la circulation—permettront d'augmenter la capacité routière et ferroviaire et de réduire l'impact sur les collectivités le long de ce tronçon de 70 km reliant les terminaux internationaux à conteneurs et à charbon au réseau ferroviaire nord-américain.

Pitt River Bridge and Mary Hill Interchange, \$90 million
Seven-lane bridge will connect trade-related and transportation facilities on both sides of the Pitt River and enhance the movement of international goods through the Lower Mainland.

Pont de la rivière Pitt et échangeur Mary Hill, 90 millions \$
Le pont à sept voies reliera les installations liées au commerce et aux transports des deux côtés de la rivière Pitt et améliorera l'acheminement des marchandises internationales dans la région du Lower Mainland.

North Fraser Perimeter Road, United Boulevard Extension, \$65 million
Includes extending a four-lane roadway, constructing a four-lane overpass and constructing a bridge over the Brunette River. Will enhance connections between ports and rail yards and improve rail and traffic efficiency.

Route périphérique à North Fraser, prolongation du boulevard United, 65 millions \$
Au titre de ce projet, on compte prolonger une route à quatre voies, construire un passage supérieur de quatre voies ainsi qu'un pont au-dessus de la rivière Brunette, restaurer des raccourcements entre les ports et les gares de triage et relever l'efficacité du transport ferroviaire et de la circulation.

Northwest Winnipeg Access Project, Winnipeg, Mb., \$33.25 million
Upgrading parts of Inkster Boulevard to a four-lane divided roadway with intersection improvements, rail overpasses, and interchange improvements at the Perimeter Highway along this key multimodal international freight transportation link.

Projet d'accès à Winnipeg N.-O., Winnipeg (Man.), 33,25 millions \$
Amélioration de tronçons du boulevard Inkster pour en faire une route à quatre voies divisées avec des aménagements aux intersections, des passages supérieurs ferroviaires et des aménagements aux échangeurs de la route de contournement le long de cet important lien multimodal international de transport des marchandises.

