Canada’s
Atlantic Gateway and Trade Corridor

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The Jamaica Logistics Hub Symposium
January 22, 2014
The Atlantic Gateway is Part of a Broader Strategy

- Canada’s National Framework for Strategic Gateways and Trade Corridors was established in 2007 to help facilitate international trade and commerce.
Canada’s National Framework

• **Canada’s National Policy Framework for Strategic Gateways and Trade Corridors**
  – Each gateway comprises a system of marine, road, rail and air transportation infrastructure that represents national significance for international commerce

• **The Framework was supported by a $2.1 Billion investment in Canada’s Gateways and Border Crossings Fund (GBCF) announced 2009**
  – Merit-based approach to projects
  – Improving efficiency of national assets
  – Facilitate international trade and commerce
  – An integrated, systems-based transportation approach
The Atlantic Gateway is a Partnership

**Federal Government**
- Transport Canada
- Atlantic Canada Opportunities Agency
- Foreign Affairs, Trade & Development
- Canadian Border Services Agency
- Enterprise Cape Breton Corporation

**Provincial Governments**
- Newfoundland & Labrador
- New Brunswick
- Prince Edward Island
- Nova Scotia

**Stakeholders**
- Airports
- Ports
- Railroads
- Transportation Companies
- System Users (Customers)
- System Providers
- Others (RDAs, Municipalities, Chambers, Associations)

**Minister of Transport**

**Atlantic Gateway Federal/ Provincial Officials Committee**
- Atlantic Canada Opportunities Agency (Chair)
- Transport Canada
- Newfoundland & Labrador
- New Brunswick
- Prince Edward Island
- Nova Scotia

**Gateway Councils**
- Atlantic Gateway Advisory Council
- Halifax Gateway Council
Shipping through the Atlantic Gateway via the Suez Canal provides impressive time advantages.
Atlantic Gateway and Trade Corridor Strategy

- Released March 2011
- The objectives:
  - Strengthen Canada’s competitiveness in attracting a larger share of global commerce
  - Advance a safe, secure, efficient and sustainable multimodal system
  - Promote the Atlantic Gateway
- The Strategy is defined by nine core elements to help facilitate growth in international trade.

Strategic Infrastructure
International Trade Promotion and Marketing
Economic Growth Opportunities
Border Efficiency and Security
Policy and Regulatory Issues
Technology and Innovation
Knowledge and Skills
Environment
Governance
Strategic Infrastructure Investments

- $250M in infrastructure investments; leveraged over $600M in provincial and private contributions
  - Halifax International Airport Runway Extension
  - Twinning of Highway Route 1 in New Brunswick
  - Charlottetown Airport Terminal Expansion
  - Marine Institute SmartBay Buoy Project
  - Port Saint John Cruise Gateway Project
  - Port of Halifax South End Container Terminal Expansion
International Trade Promotion & Marketing

• $5 million for international trade promotion & marketing
  – International conferences
  – Marketing materials
  – Market research
  – Incoming media and outreach
Policy and Regulatory Issues

• Mitigate government policy and regulatory issues that could negatively impact the efficiency of the transportation system or impede growth

• Examples of issues:
  – North American Emission Control Area
  – Harmonization of long combination vehicle regulations
    • Driver certifications
    • Weight restrictions
    • Winter driving
  – Harmonization of vehicle weights and dimensions
Port of Halifax, Nova Scotia

- Connection with global markets in Asia, Europe and Latin America
- Full-service, multi-modal port; container, breakbulk, bulk, roll-on/roll-off, cruise, Halifax Logistics Park
- Overall growth in 2013; container growth 7.5% in 2013
18 of the world’s top container lines call the Port of Halifax
Port Saint John, New Brunswick

- Multi-modal port; bulk, breakbulk, containers, cruise
- MSC, Hapag Lloyd and Tropical Shipping provide weekly container service to the Port of Saint John; container growth 47% in 2013
Recent Private Sector Results

- Attracting business and investment
  - Cargojet, Bluebird air cargo freighter services
  - Mediterranean Shipping Company
  - G6 Alliance
  - Two new post-panamax cranes at Halterm
  - CN service-level agreement
Global and Local Context

- Fast-changing global transportation landscape
- Emerging economies – trade patterns changing
- Increased competition for cargo
- Huge investment in transportation facilities around the world
- Slow economic recovery in North America and Europe
- Panama Canal expansion
- Free trade agreements
- Competition for Federal funding in Canada
- Complex partner relationships between governments and private sector
Questions?