



## **EBTC INFORMATION BULLETIN**

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**DATE: October 15, 2007**

**SUBJECT: Canada's "Atlantic Gateway"**

**SOURCE: Press release: Transport Canada  
News story: Globe & Mail**

### **Press Release:**

The Government of Canada, represented by the Minister of Transport, Infrastructure and Communities and the Minister of the Atlantic Canada Opportunities Agency, has signed a Memorandum of Understanding (MOU) with the governments of Nova Scotia, New Brunswick, Prince Edward Island, and Newfoundland and Labrador, represented by their respective Ministers of Transportation, that affirms each government's commitment to develop an Atlantic Gateway strategy.

This MOU provides the framework for collaboration between Canada and the Atlantic provinces. It reflects the established principles and governance structure of the Atlantic Gateway Federal-Provincial Officials Committee, which was established in January 2007 following an agreement among key federal Ministers, the Honourable Lawrence Cannon, and the Honourable Peter Mackay; and the Honourable Angus MacIsaac, along with three other Atlantic Ministers of Transportation, to work collaboratively towards an Atlantic Gateway Strategy.

The MOU outlines the objectives for the development of an Atlantic Gateway strategy over the next 24 months, including analytical work required to map and assess the multi-modal transportation system in the region that supports international commerce activities.

The main components of the MOU include:

- A **vision and objectives**: a common vision of establishing the Atlantic Gateway as a strategic, integrated and globally competitive transportation system that facilitates the movement of international commerce.
- A **governance structure** that establishes the Atlantic Gateway Federal-Provincial Officials Committee as the key forum for collaboration.

- An **action plan** aligned with the [National Policy Framework for Strategic Gateways and Trade Corridors](#), that will further define opportunities and challenges associated with increased trade volumes, including identifying potential impacts on the transportation system. Potential measures, including international marketing and promotion, are identified as priorities for optimizing the effectiveness and exploitation of the gateway.

The success of the gateway approach depends upon partnerships and collaboration, not only across modes of transportation but also across the public and private sectors. For this reason, the MOU also identifies the need to engage the private sector and other interested stakeholders. This effort will build on existing relationships with key regional organizations and associations, while tapping into expertise in the private sector, labour groups and academia.

The signing of this MOU follows the recently released [National Policy Framework for Strategic Gateways and Trade Corridors](#). This framework is based on long-term planning and a systems-based approach to policy and investment issues, and will guide investment decisions under the \$2.1-billion Gateways and Border Crossings Fund. Announced in Budget 2007, this fund will also help to position the Atlantic Gateway in the broader national context, including linking it with the other gateway and corridor strategies.

### **News Story:**

Ottawa has reached an agreement surrounding the development of the Atlantic Gateway with the four provinces whose roads, railways and ports could make the region a major hub for international trade.

Nova Scotia MP Peter MacKay and ministers from the Atlantic provinces signed a memorandum of understanding Sunday to develop a strategy on how to best build and structure the gateway.

“This is a new approach, a smarter approach,” said Mr. MacKay, who spoke at a complex along the Halifax's deep, ice-free harbour — a star player in the gateway project.

“We're going to do the homework, we're going to get it right, and we're going to have the analysis to support the findings.”

The strategy will be developed by Transport Canada, the Atlantic Canada Opportunities Agency and the four provinces, which established a gateway committee in January.

Under the agreement, the group will spend the next two years exploring policy and regulatory issues, marketing, potential impacts on the transportation system and partnerships with the private sector.

“Atlantic Canada has some very able people here now that are going to put their shoulder to the wheel and get the gateway rolling,” said Mr. MacKay, the minister responsible for the Atlantic Canada Opportunities Agency.

“All four Atlantic provinces are working together, pulling together and moving in the same direction with the federal government.”

Trevor Taylor, trade minister for Newfoundland and Labrador, said it's important that any infrastructure upgrades include all four Atlantic provinces, not just Nova Scotia.

“We must bear in mind that building capacity in Atlantic Canada is important outside the port of Halifax,” he told Mr. MacKay and his fellow ministers.

“Enabling the movement of vessels and air traffic and various other modes of transportation throughout Atlantic Canada is critical to the development of our economy and our people.”

Ottawa set aside \$2.1-billion in gateway funding over seven years in its March budget. The Atlantic and Ontario-Quebec strategies will be competing for that cash.

The Pacific Gateway project has already received \$591-million.

Earlier this month, a report by InterVISTAS Consulting Inc. said the Atlantic Gateway concept could create 61,000 new jobs by 2025, and result in \$2.1-billion in wages and \$3.4-billion in new GDP.