

Atlantic Provinces Transportation Forum – May 30, 2007
“The Impact of an Atlantic Gateway on Transportation Systems in Newfoundland and Labrador”

GROUP BREAK-OUT SESSION QUESTIONS AND TABLE DISCUSSION SYNOPSIS FORM

1. What do you consider the most pressing transportation issue facing the Province?
 - Completion of Trans Labrador Highway: 5
 - More federal commitment
 - Seal pavement
 - Cost share
 - Quality, or lack thereof, of road infrastructure throughout the province
 - Repair roads in rural areas
 - Road upgrades and maintenance: 3
 - TCH repairs
 - Enhanced existing infrastructure
 - Infrastructure: 2
 - Conditions of highway and roads linking communities for people and transport of resources
 - Urban infrastructure quality
 - Boats: age, service
 - Vessel replacement
 - Aging marine fleet
 - Lack of infrastructure and operational expertise in north Labrador
 - Small airport survival/capacity
 - Gas pricing
 - Cost of fuel (tax portion)
 - Marine Atlantic: 2
 - Rate structure, commercial rates province wide
 - Quality, pricing, and dependability of Marine Atlantic
 - Viability of rural communities/ferry
 - Demand for service vs population decrease
 - High cost of air travel inter province
 - Have “no issues” with the rail service
 - Absence of a general port strategy throughout the province
 - Provincial transportation strategy: 2
 - Need for coordination and leadership

- Create transportation strategy and initiatives that would aggregate all issues for NL: interdepartmental, communications, and consultation
- Connectivity/roads
- Road access to isolated communities
- Air access: 2
- Lack of air service to and from parts of NL
- Competition on shipping routes
- Limited direct shipping options for export markets
- Transportation costs for exports to international markets
- Costs of travel via air and water
- Cost of getting our good to market in a timely manner
- Challenges both interprovincial and out
 - Cost of ticket from Labrador to NL
- Tariffs, fees, etc...
- Economies of scale/volume and efficiencies
- Lack of qualified human resources
- Connectivity between island portion to Labrador and mainland
 - Cost and access
- Fixed link
- Circle route
- Federal cabotage policies
- Resolve any marine transport/tourism issues
- Be prepared for natural resources developments
- There is an impact on industry development
- Need for a study or vision on improving transportation network
- How do we compete with bigger U.S. ports?
- NL as a redistribution point for larger ships that can't go up the St. Lawrence seaway
- Need for more government involvement in the part of NL position in the Atlantic gateway strategy
- Feasible study for a super port facility on South coast
- Multi model provincial transportation strategy: government
- Review of total transportation

2. What are the opportunities for this Province from the Atlantic Gateway?

- Potential short sea shipping opportunities: 2
- Access to global markets
- Possibility for business to get easier access to international markets
- Adjacency to France (St. Pierre and M)
 - Tariff and value added potential

- Technology solution to support port in Smart Bay – Smart gateway
- Labrador as a gateway
- NL could be better for Europe
- Value added
 - Leveraging the gateway (Short Sea Shipping/infrastructure)
 - Marine, air cargo, airports given size runways at GB and Stephenville
- Free trade zones, western clearance zones
- New jobs created by creation of new port facilities
- NL has land and warehouse space to store products for a short time. While Halifax/B.C. must keep freight moving as it has no space to hold it
- Halifax has limited capacity
- Greater investment in transportation infrastructure
- Improved shipping infrastructure
- Promote security clearance potential to alleviate congestion at major Canadian and U.S. ports
- Spill-over business
 - Maintenance contracts
- Gateway to Nunavut
 - Great opportunity
- Forward thinking. We need to have things in place
- Future proofing
- Increased opportunity for energy port in Argentinia area
- Feeder port based out of Argentinia to East Coast U.S.
- Energy gateway as a component of the Atlantic gateway or a separate gateway: 2
- Deep water ice free ports for use as travel ports complemented by each mass and deep water (I couldn't really read this handwriting)
- Tourism opportunities along Labrador coast
- Potential to service expanded marine fleet
- Potential to increase the provinces manufacturing sector
- Potential to find international partners for economic development
- Specialized services
 - Maintenance, recruiting, staffing, ship building
- International L.C.L. trans-shipment
- More traffic and incentive for international lines
- New multi-model facilities
- Sharing of economic benefits and/or spin-off
 - Work together rather than against
- Keep our expertise at home and increase employment/spin-off
- Ship repair and servicing

- Swapping out crew
- Marine Institute opportunities
 - More courses, students, education opportunities
- Navy
 - Marystown ship yard
- Marketing
- Strategic geographical position
- Expansion to a broader definition of gateway
- Fabrication opportunities, export
- Awareness building and discussion

3. What transportation solutions will improve the Province's competitive position in participating in the Atlantic Gateway? What action needs to be taken, including policy research? Who should take the action?

- Improvement of infrastructure: 6
 - Air, sea, land, urban/rural
 - Infrastructure investment overall – government
 - More money spent on roads
 - Provision of infrastructure for trans-shipment ports
 - Improved roads
- Completion of Trans Labrador Highway: 3
 - Who: government
- “Duty free” port status
- Technology
 - Marine technology
- Strategic global partnerships
- Maximize existing and create more partnerships
- Partnership with SPM
- Need for big private sector partner
 - Oceanex for example
- Private sector should take lead
- Develop strategy: 3
 - Strategic plan/business case – NL and/or Harris centre
 - Provincial and federal governments need a total strategy on transportation
- Progressive fiscal regime
- Possibility of a competitive fuel pricing advantage
- Are we disadvantaging ourselves by providing subsidies to coastal/ferry transportation?
- Cabotage: 2
 - Changes to cabotage policies

- Federal exercise tax and tariffs – lobby by province and industry
- Review of the tax structure as it relates to all aspects of transportation with objective of making Atlantic provinces competitive with U.S. jurisdictions
- Creating tax incentives/advantages for manufacturing firms
- Provincial government need vision or input on manufacturing/road transportation and transportation in general from manufacturers here and their transportation challenges
- More input from manufacturers as to the challenges they face in distribution, and how we could face those challenges
- Joint planning committee composed of government, industry, carriers, and shippers
- Provincial and federal government must consult with shipping companies as to what they need
- Research into a more precise definition of the world market for marine traffic
- Fixed link to Labrador: 5
- Competition with Quebec and other provinces
- Construct larger port
- Distributed ports rather than single
- Super port possible
- Develop priority and coordinate
- Be more proactive
- Accelerate action forward, reduction of red tape in the transportation sector
- Create a logistics vision for NL
- Import/export assessment
 - CME and INTRD and department of Foreign Affairs
- Research of Best Practices and benefits of NL
- Policy research around impediment of policy on transportation
- Process for coordinated activity by feds, province, municipality, and firms
- Federal government in close consultation with provincial government, stakeholders, think tanks
- Designation of MAI as an essential service
- Harmonization of provincial and federal regulatory statues
- Application of world class technology to port management
- Develop air system/services that are cost effective/affordable and coherent for more accessible travel for people and cargo
 - Action: money dedicated and political and industry involvement
 - Who: Government in partnership with industry
- Better marine shipping will make truck traffic less and save maintenance caused by damage by heavy trucks
- Review of existing frameworks/gateways
- Comparative intermodal economic analysis

- Have to determine opportunities prior to solutions