

Atlantic Provinces Transportation Forum – May 30, 2007

“The Impact of an Atlantic Gateway on Transportation Systems in Newfoundland and Labrador”

INDIVIDUAL BREAK-OUT SESSION QUESTIONS AND TABLE DISCUSSION SYNOPSIS FORM

1. What do you consider the most pressing transportation issue facing the Province?
 - Infrastructure: 10
 - Identifying and prioritizing
 - Roads, vessels, cranes, wharfs
 - Development, improvements
 - Lack of rail and appropriate infrastructure on island with current road infrastructure in poor shape
 - Port infrastructure capacity as well as cost and ability to address
 - Improve highways, ships, air
 - Physical state of our vessels. Age of vessels
 - Highway maintenance
 - No competition on container shipping
 - Completion and hard surface of TLH: 2
 - Regulation: 2
 - Particularly land transportation
 - Standardization of trucking
 - Standardization of regulations
 - Different weight regulations per province
 - No clear transportation strategy: 3
 - Clear long term strategy. We need a vision, economic enable
 - Lack of provincial vision regarding transportation development
 - Sense of urgency on behalf of the NL government
 - Time is not a luxury. Can not spend much time “studying”
 - Lack of involvement on behalf of the NL government with respect to the Atlantic premiers and the gateway project
 - Cabotage policy issuer
 - Getting goods to market is expensive: 2
 - Costs: 2
 - Costs of exporting
 - Distance from major markets means we need to be more innovative in reducing transportations costs
 - Labour shortage: 3

- in trucking industry
- competing against large U.S. ports
- Marine Atlantic essential service designation: 3
- Marine Atlantic: stability, cost and schedule
- Inability of ports to be self sufficient. Need to recognise realities of today and financial support to ports a key component of gateway that has to be investigated
- Shipping policy need to be reviewed
- Diminish feuds and interprovincial harassers
- Lack of direct shipping routes to Europe/Asian markets
- Development of the fixed link is crucial to transportation to and from NL: 2
- Labrador North not connected by road, air issues
- Quebec north shore completion of the road
- Divestiture of the Port of Botwood as an additional entry and exit point.
- Government/Navcan fees on air travel
- Limited air access to international destinations
- Amount of government fees and other tariffs on flights
- 25% tariff on new ship purchase/imports
- Ferry service to island is very poor

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

- Consolidation of freight to take advantage of back haul
- International breakdown and consolidation of international freight
- Export and back haul opportunities as a result of gateway opportunity
- Energy gateway
- Feeder service to Canada and east USA
- Use local ports as trans-shipment facility to distribute goods to Canada and USA
- Trans-shipment: water and air
- Short sea shipping opportunities as a result of the gateway: 4
 - The rail and road systems won't be able to accommodate all of the goods dropped in Halifax
 - Short sea shipping between Placentia or Barr Harbour
 - Short sea shipping feeding a super port
- Argentia as a super port with shipping lines feeding from Canada and USA
- International airport at Argentia
- Transportation facility collation
- Increase in traffic, increase in volume of freight/containers
- Include energy into the Atlantic gateway: 2
- Extension of Smart Bay to the gateway
- Labrador as a gateway to China

- Developing European based markets
- Build relationships with niche ports along Eastern Seaboard
- Opportunity for ports to develop niche capacity as St. John and Sydney address cargo/container ships
 - We could look at markets such as energy transshipment
- Define NL as a unique cabotage zone
- Being part of the gateway is an essential element to the province. Must be at the table
- Long term job opportunities as a results of being part of gateway: 2
- Logistics of having east coast goods offloaded on east coast
 - Cost to consumers as cost of transportation
- Ship to ship transfer with province stimulating work and investigation
 - Potential opportunities
- Province needs to support regional growth yet assume no loss of fiscal resources from other regional envelopes such as infrastructure and economic developments
- An opportunity exists for the province in terms of training, education, environment, monitoring, ocean observation, etc...
- Info sharing and education
- Labrador opportunity
 - Northwest passage
- Partnerships
- Tourism awareness

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?

- Regulatory reform regime
- NL study focused on benefits to the province
- What rules and regulations are in place to prevent (can't read writing here) to build a terminal
- Change regulations that will hamper an Atlantic gateway
- Provincial and federal governments need to review regulations to ensure compatible within region
- MAI – essential service
- Infrastructure improvements: 6
 - Road, port capacity and facilities, alternative routes
- Completing and upgrading roads in Labrador by province
- Identify specific areas or advantages and develop those
- Collective government and business approach
- Strategic transportations initiative be provincial and federal governments

- Governments should do policy research
- Strategic plan 5-10 years
 - Identify role province plays in Atlantic gateway through consultations with governments, municipalities, and industry
- Fixed link between island and Labrador: 5
 - Improved roads, collaborate with Quebec and other provinces
 - provincial government cooperation with Quebec
- Consultation with all industry participants (local, national, international)
- Provincial government commitment to get involved
- Bypass route from Port au Basque to St. John's when it is more efficient and less distance
- Need to recognize regional potential. Stop the infighting particularly at municipal level
- Review/study of incentives to make attractive as well as branding and marketing
- Complication with increased shipping traffic
 - Environmental impact
 - Demand/cost on coast guard/customers
- International agreements
 - Looking at EV Best Practices
- Reciprocal cabotage in all modes of transportation
- Province should follow examples that have been effective in other jurisdictions
- Everybody needs to become involved
- Province must be part of the picture. We must fight for our piece of the pie
- All stakeholders should lobby the federal government to eliminate 25%: 2
- New container port: 2
 - Harris Centre through study option
- Distributed gateway concept: 2
- Cohesive bus development strategy
- Identify what we want to do. Need a plan and then work strategically to get there. Need to coordinate. Business plan
- Start discussion with the leading facility
- Operations and major shipping operation
- Gulf ferry an essential service
- Incentives to encourage manufacturers to come to NL and Labrador (tax incentives)