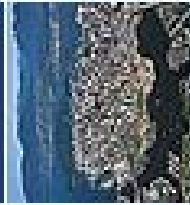


April 2005

Greater Vancouver Gateway Council



THE ECONOMIC  
IMPACT  
OF  
THE

MAJOR COMMERCIAL TRANSPORTATION SYSTEM

## Greater Vancouver's niche in the global economy



- 100 million tonnes of cargo
  - 15.5 million air passengers
  - 1 million cruise ship passengers
- transit the Gateway each year**

## Canada's Gateway to the Asia Pacific economies

An aerial photograph of a coastal region, likely the Puget Sound area. The image shows a large body of water (the bay) in the center, surrounded by green mountains and a city with a grid street pattern. A river flows through the city. The overall scene is a mix of natural and urban landscapes.

**Moving these vast quantities of goods, services  
and people generates jobs and wealth in the Region**

- **75,000 direct jobs ( $\approx$  1 job in 12 in the GVRD)**
- **\$3.6 billion wages paid**
- **\$10 billion business output**


# Gateway International Trade Facilities



**Ferry  
Terminals**



**Burrard Inlet  
Terminals**



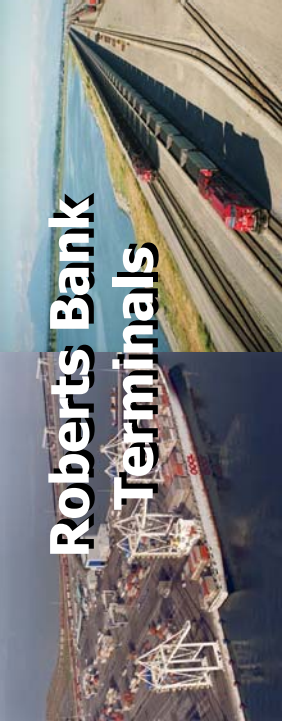
**Rail  
Inter-modal  
Yards**



**Connected by an  
increasingly congested  
urban road network**



**Airport**



**Roberts Bank  
Terminals**



**Fraser River  
Terminals**

# Greater Vancouver Gateway Council

*Vision: Greater Vancouver becomes  
the Gateway of Choice for North America*

## **Voting Members:**

BC Ferry Corporation  
BC Maritime Employers Association  
BC Trucking Association  
BC Wharf Operators Association  
Burlington Northern & Sante Fe Railway Co.  
Canadian National Railways  
Canadian Pacific Railway  
Fraser River Port Authority  
Greater Vancouver Transportation Authority  
North Fraser Port Authority  
Southern Railway of BC  
Railway Association of Canada  
UBC Sauder School of Business  
Vancouver International Airport Authority  
Vancouver Port Authority

## **Resource Members:**

Asia Pacific Foundation of Canada  
Business Council of British Columbia  
Canadian Manufacturers & Exporters Assn.  
GV Chambers of Commerce  
Greater Vancouver Regional District  
Transport Canada  
Province of Alberta  
Province of British Columbia  
Province of Manitoba  
Province of Saskatchewan  
Vancouver Board of Trade  
WESTAC  
Western Economic Diversification Canada

## **Honourary Chair:**

Minister of Transport,  
Government of Canada

**Greater Vancouver competes  
with West Coast US gateways  
for the jobs that Gateway business provides**

Seattle FAST Corridor

\$790 million

Portland

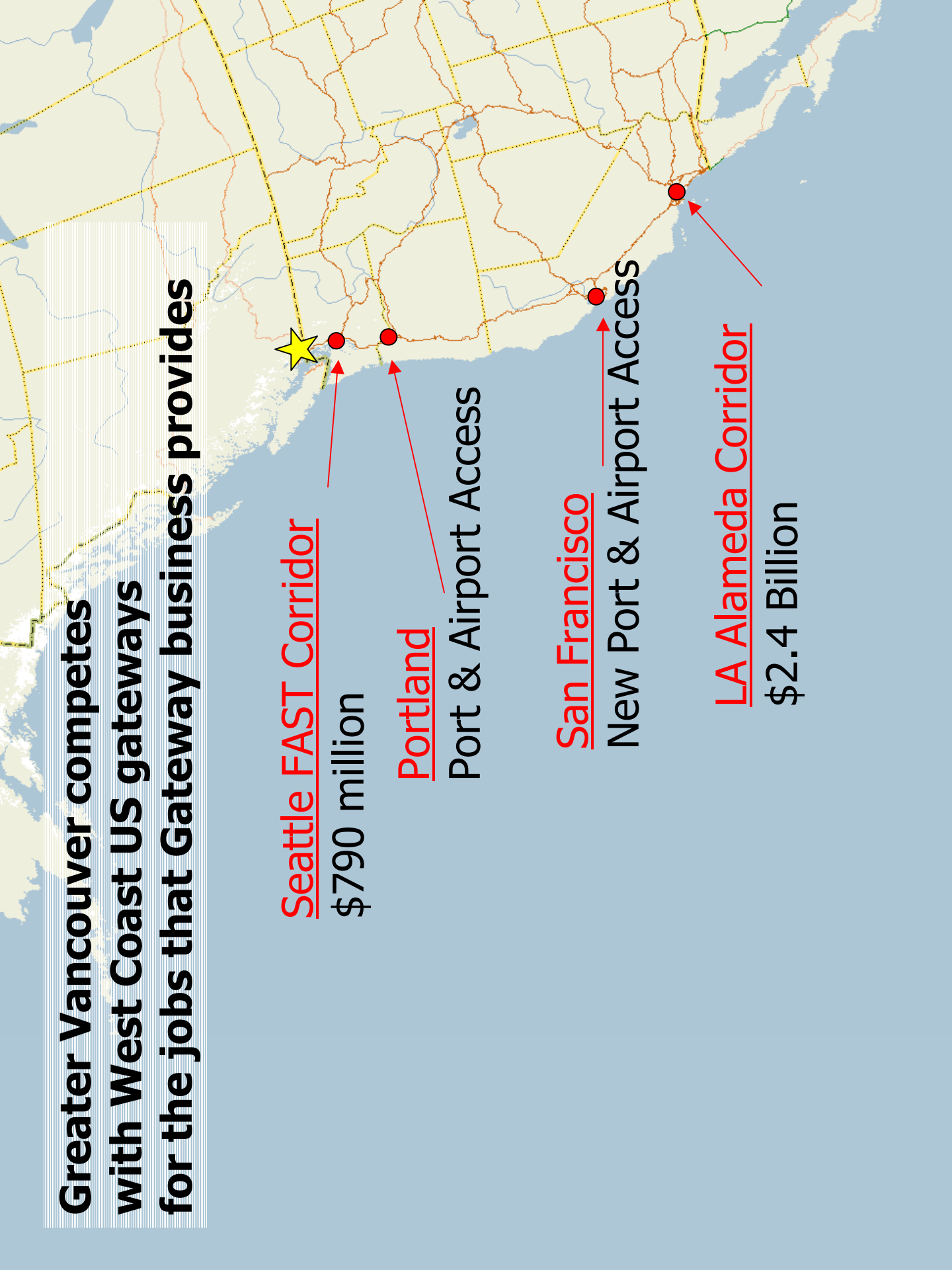
Port & Airport Access

San Francisco

New Port & Airport Access

LA Alameda Corridor

\$2.4 Billion

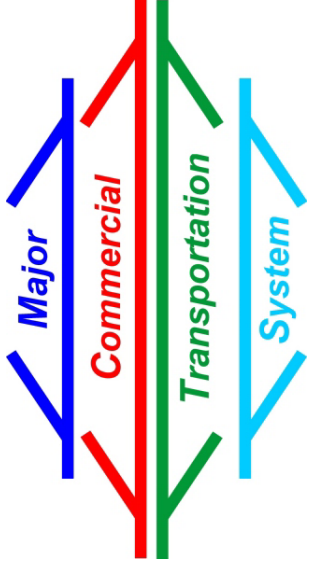


**Gridlock damages international competitiveness  
and the environment**

## **Greater Vancouver 1999 - 2021**

- **Population increases by 52%**
- **39% increase in all vehicle trips (am peak)**
- **56% increase in Truck movements**
- **63% increase in Heavy Truck movements**

**\$1.3 billion / Year Cost to the Regional Economy**

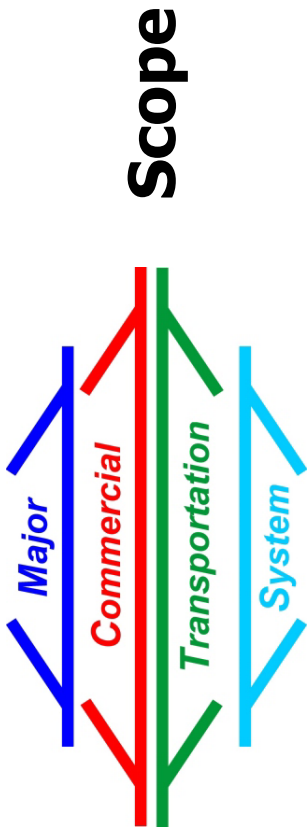


## Major Commercial Transportation System

### **\$6 Billion Strategic Transportation Infrastructure Program in Greater Vancouver to address:**

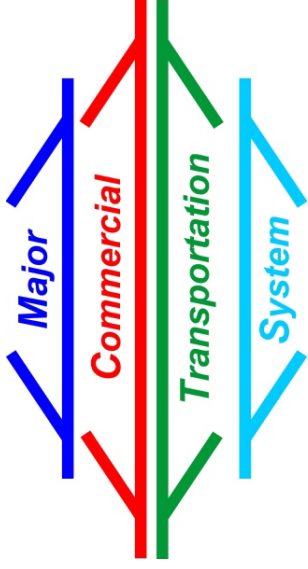
- Growth of Canada / Asia Pacific trade
- Increasing road and rail congestion
- Connectivity of Gateway trade facilities
- Competitiveness with US West Coast gateways





## **The MCTS includes:**

- Expanded use of local water ways and coastal marine operations for cargo movements
- Freight rail system major capacity investments and system improvements
- Major road system capacity investments and upgrades for designated MCTS (commercial) routes
- Passenger rail major capacity investments: RAV



## Objectives

- **Continuous, efficient** network for commercial vehicles
- Use **road, rail, and water** routes to cut traffic congestion
- Accommodate **growth**: goods, services, passengers
- **24 hr. / day** unrestricted use for commercial operators
- Rail movements free of road intersection constraints
- **Improve links** to East/West & North/South trade routes
- **Cost-effective** solutions to identified “bottlenecks”

# Water Routes

**Major natural advantage for the Gateway**

**Potential to:**

- **Cut congestion costs on the road system**
- **Reduce air pollution**
- **Cut transportation energy use**



# Freight Rail System

- 500 kms. of track in the Region
- 60 million tonnes cargo (2001)
- Rail cargo volumes expanding
- Potential for increased passenger rail
  - Inter-city (e.g. AMTRAK)
  - Commuters
  - Tours
- Excellent safety record
- Energy efficient



*projected  
cargo movement  
by mode in BC*

# **Rail System Investments**



## **New Westminister Rail Bridge replacement**

46 trains / day – capacity ~ 65

30 million tonnes cargo (2001)

Major constraint to inter-city service

**Est. capital cost ~ \$110M**

## **Pitt River Rail Bridge replacement ~ \$250M**

### **First priority improvements:**

Double tracking, Grade separations, Sidings

**Est. capital cost ~ \$95.1M**

**Other future capacity projects  
and improvement ~ \$68.4M**

Photo:

New Westminister Rail Bridge opens in 1904

# Major Road & Rail Investments

~ \$5.4 billion

**NOT SHOWN**  
Golden Ears Bridge  
Hwy 10 – Hwy.99  
Hwy 1 – Border (Hwy 15)

Hwy 1  
Vancouver - Langley

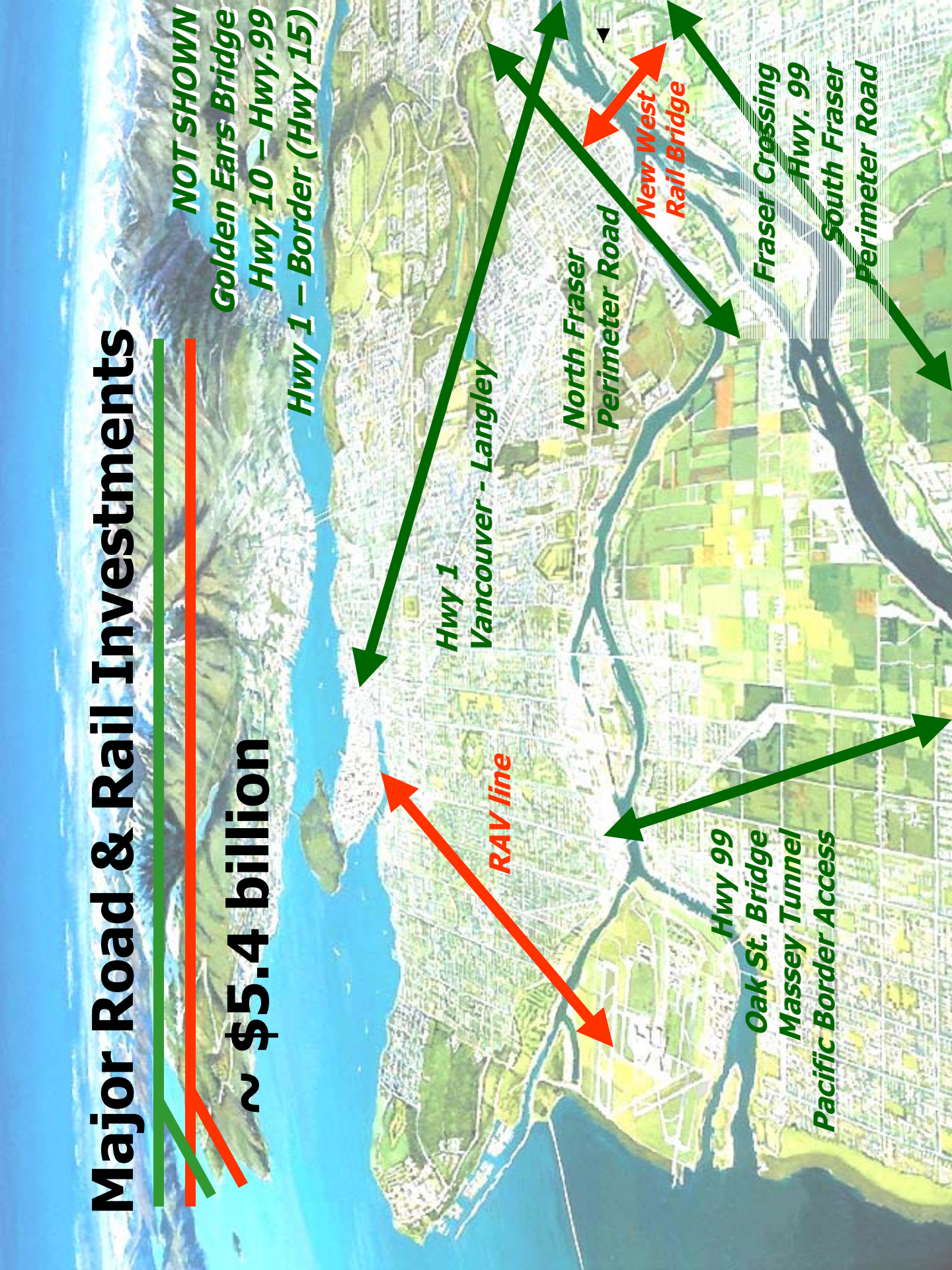
North Fraser  
Perimeter Road

New West  
Rail Bridge

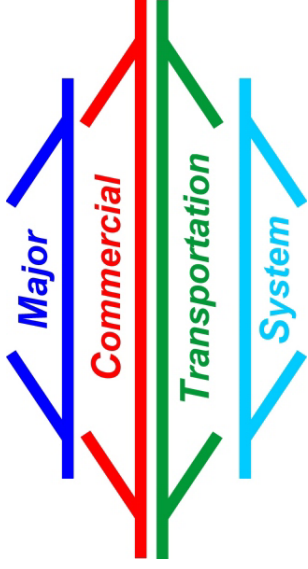
Fraser Crossing  
Hwy. 99  
South Fraser  
Perimeter Road

Hwy 99  
Oak St. Bridge  
Massey Tunnel  
Pacific Border Access

RAV line







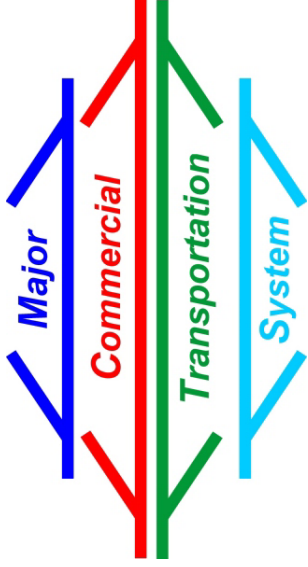
## Economic Impact Study

### **Purpose**

To determine the economic impact of the MCTS on the Region, the Province of British Columbia and Western Canada (***Action Scenario***) ...

and the economic consequences of inaction (***Status Quo Scenario***).





**Economic Impact**

**Study Findings**

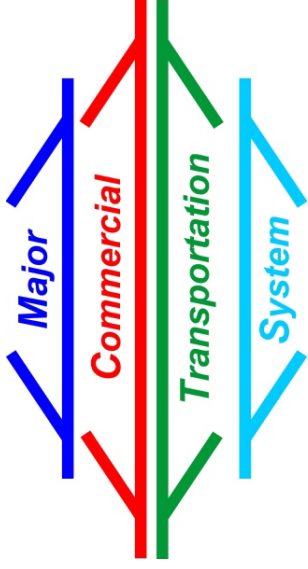
## **Action Scenario**

### **Increased system efficiency**

Increase of 48 million kilometers traveled / year

### **Increased road transport efficiency**

Reduction of 40 million hours travel time / year



## Action Scenario

Travel time savings and improved competitiveness led to:

**3,800 new direct jobs**

**\$1 billion increase in business output / yr.**

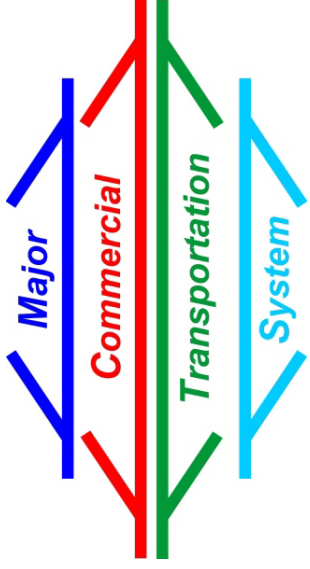
**\$230 million / yr. increase in GDP**

Total economic impact on the supply chain:

**7,300 more jobs**

**1.5 billion increase in business output / yr.**

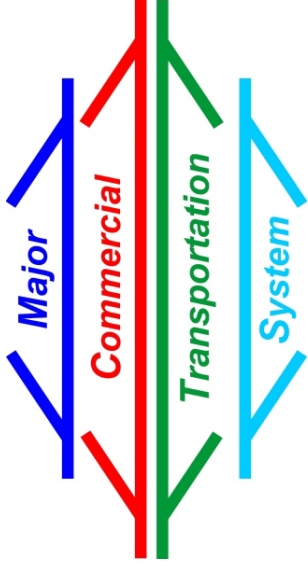
**\$475 million / yr. increase in GDP**



## Status Quo Scenario

Increasing congestion  
and declining competitiveness led to:

- **\$230 million / yr. contraction in GDP**
- **Diversion of 3,800 direct jobs**
- **Total negative social impact of \$806 M / yr. leading to the loss of 6,400 jobs in total**



## Benefits and Costs

**\$6 billion MCTS investments**

**Business output up by \$1.5 billion / year**

**7,300 new permanent jobs**

**50,000 person years employment from construction**

If we don't invest, congestion and pollution will increase  
and economic growth will falter....

## Conclusion

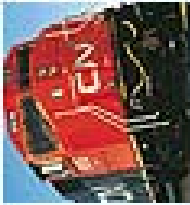
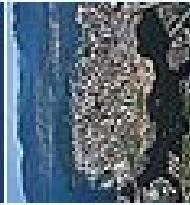


**The MCTS will help ensure a bright future  
for this region in the Global economy**

**Canada's Gateway to the Asia Pacific economies**

April 2005

Greater Vancouver Gateway Council



THE ECONOMIC  
IMPACT  
OF  
THE

MAJOR COMMERCIAL TRANSPORTATION SYSTEM