

# Delivering Economic Corridors

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Collaborative Pathways for Sustainable  
Growth & Development

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# The Mandate – Task Force Phase 1

## Report Complete Feb 18 2022

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*Establish Corridors within Alberta, Canada, and into the USA that will be to the economic and strategic benefit of Albertans, that will enable diversified economic growth, and provide economic stability for several generations. Determine the need, and opportunity for growth of our rail system within the province to facilitate economic growth and competitiveness addressing local needs, and mitigating shipping bottlenecks.*

# Some Early Wins

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Ministry of Transportation & Economic Corridors

- name and focus changed to include Economic Corridors

Joint Pre-Feasibility Study – Oyen Rail Company, CIB & Alberta

MOU Signed between AB, SK, and MB regarding Economic corridor Development

Fulsome meeting with industry and indigenous leadership, unanimous support of model

Two separate first nations – treaty 5 and 8 have both identified “Economic Corridors with Sea Port Access”

Several Entities perusing access to Hudson Bay

PNWER – Economic Corridor Study

Being here to Pre-sent to you!

# Starting a Conversation “Planes, Trains, Pipes Ships, Trucks, Wire & Cable”

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1. “No, it’s not just a Pipeline, it’s an Economic Corridor” So What is an Economic Corridor?
2. It’s not restricted to a commodity, or asset type
3. It connects people and regions to mutual benefit and or trade
4. What do you have?, what do you need?, what can we trade?, and how can I get it to you?”
5. River, Road, Rail, Airport, Port, Pipe, Powerline, Fiber.....
6. “The shortest route may not be a straight line, but the path of least resistance”
7. It allows for predictable, responsible, and sustainable growth
8. Regulatory and Compliance conditions known in advance – Certainty of What Yes Looks Like



# What is the Advantage of a Corridor

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1. It formalizes a route
2. It concentrates the efforts for approvals
3. It allows for Anchor Tennent's, that then allow for densification
4. It meets the needs of some trade agreements (CanMex)
5. It increases project certainty
6. It makes us hunt in a pack, mutual benefits are identified and supported
7. It facilitates Collaboration & Communication
8. It strengthens Relationships and Trade
9. It helps us obtain Deep Sea Port Access, and channels strategic growth, not organic
10. It unlocks Private Capital for Infrastructure & Long-range Ownership
11. It Aligns in principle with Federal, Municipal, Indigenous, and Provincial goals

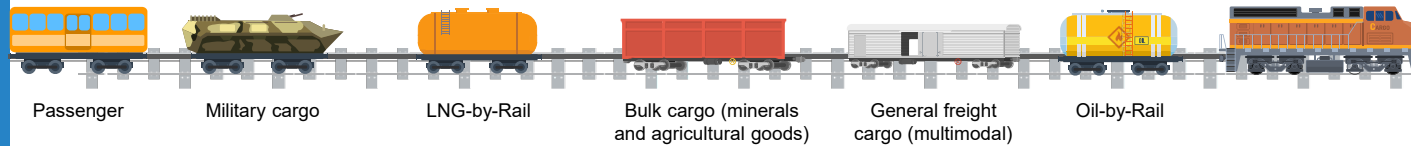
# Core Tennant and configuration

## Potential Corridor



## Regional development opportunities

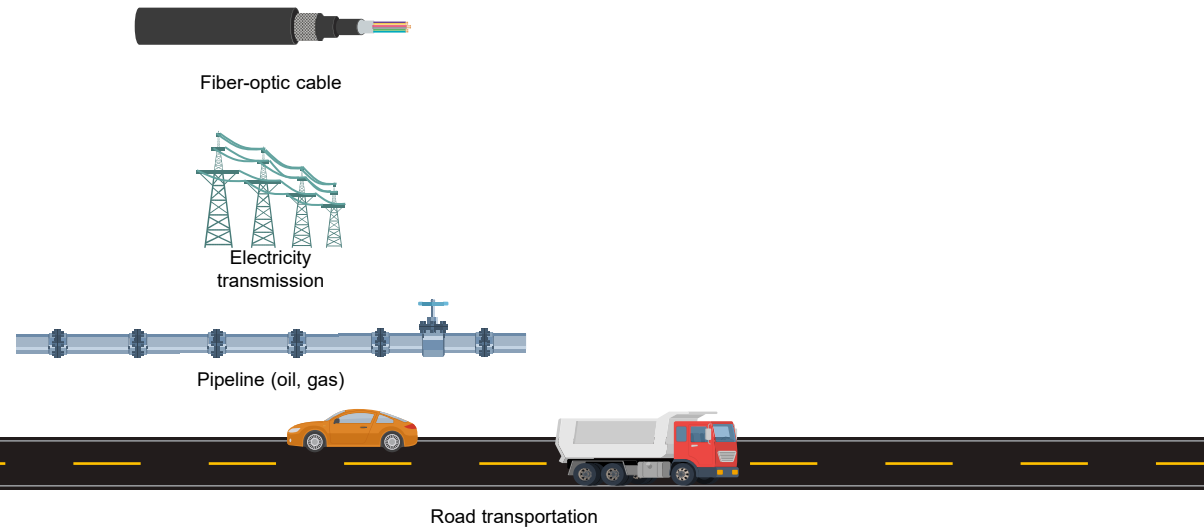
### 1 Core Tennant (railway)



#### Socio-economic

- More jobs and rising income
- Lower cost of living
- Improved population services

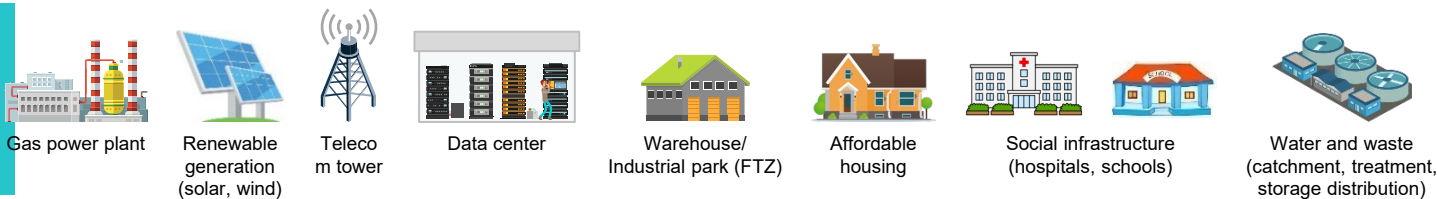
### Linear Assets



#### Industrial

- Increased minerals and hydrocarbons exploitation
- Local petrochemicals industry
- Diversification into new industries (tech, tourism, ...)

### Local assets



#### Strategic

- Strategic supply route to Northern bases for arctic security exploration
- Cyber backbone for northern early warning

# Economic Corridor file Actions

Report was supported – Revised Ministries Include Economic Corridor Actions

Establishment of the Corridor Management Authority (Advisory Council)

Formalization of existing corridors / and new corridors

Change in policy / legislation to facilitate growth of short-line Rail

Designation of Ministry Transportation to action report findings ( Steering Committee)

Fully Engage PNWER / CSG / NCSL members.

Focus efforts on NW partners (MB, SK, BC, YK , NWT , Alaska) formalize Economic Corridors between regions (MOU executed between MB SK and AB)

Engage federal government regarding their status on Corridors (Prairies Can CIB)

# Current Issues – Logistics and More

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Vancouver port is a choke point. – BC Floods / Supply Chain Backup

Lack of Short line Rail services – Mainline and Customer impacts

Energy Security, Russia / China in the Arctic – Yamal Peninsula – Invasion of Ukraine

Fortress North America is not yet built – Energy demand , cost of services, fertilizer, potash supply....Food Shortages?

Trade partners must be aligned with our goals, values, and principals

Costs of Shipping and Backlog West Coast USA – Cascades into Canada

# Key Ports & Access Points

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Prince Rupert (Alberta's Port) – 70% growth Potential – Yellowhead Corridor

Anchorage – 24/7, operating at 60%– Logistics, and Defense

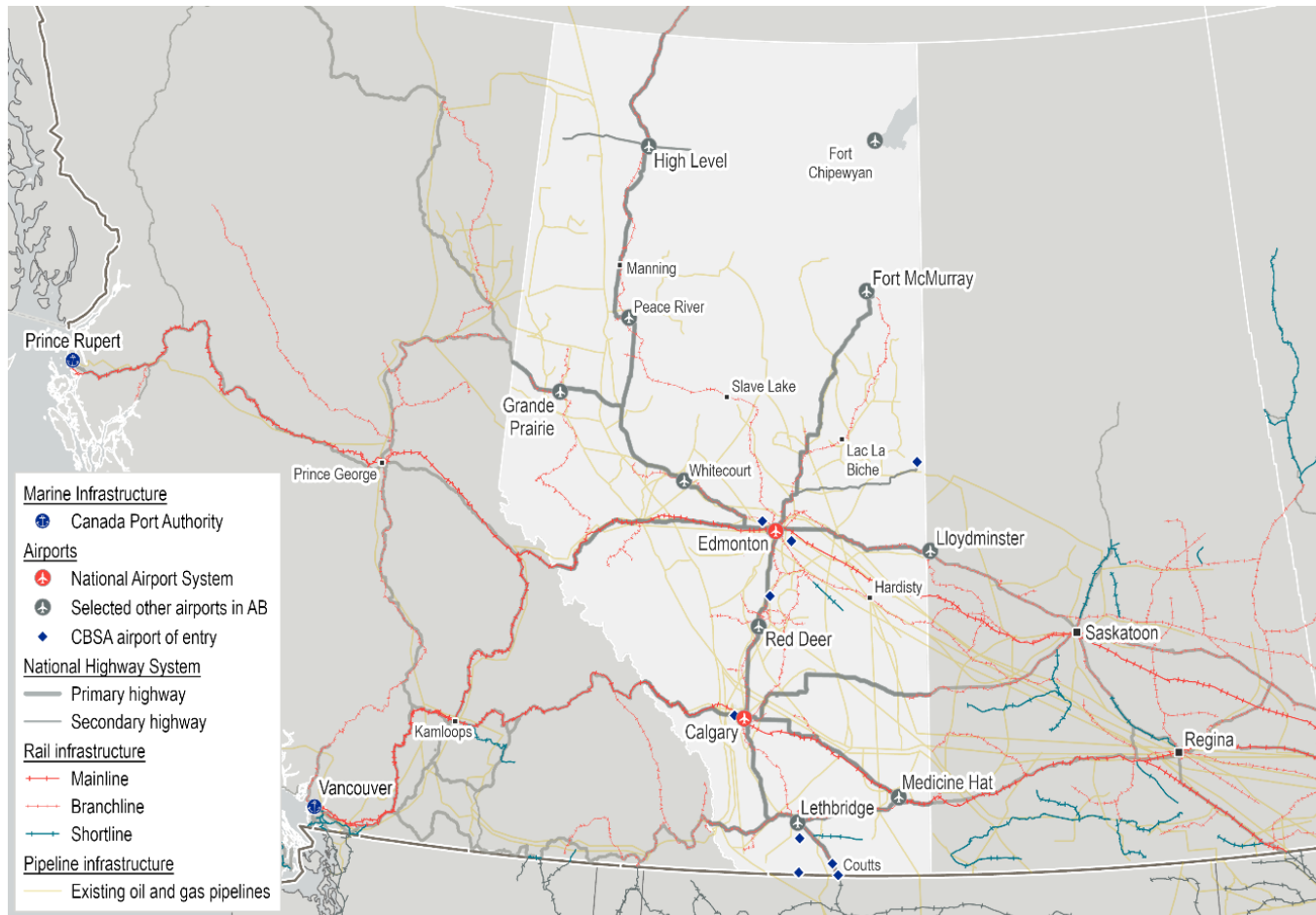
Vancouver, Marginal Room to Grow – Critical Link

Hudson Bay – Siberian Yamal Peninsula in means of construction and operation for LNG Etc.

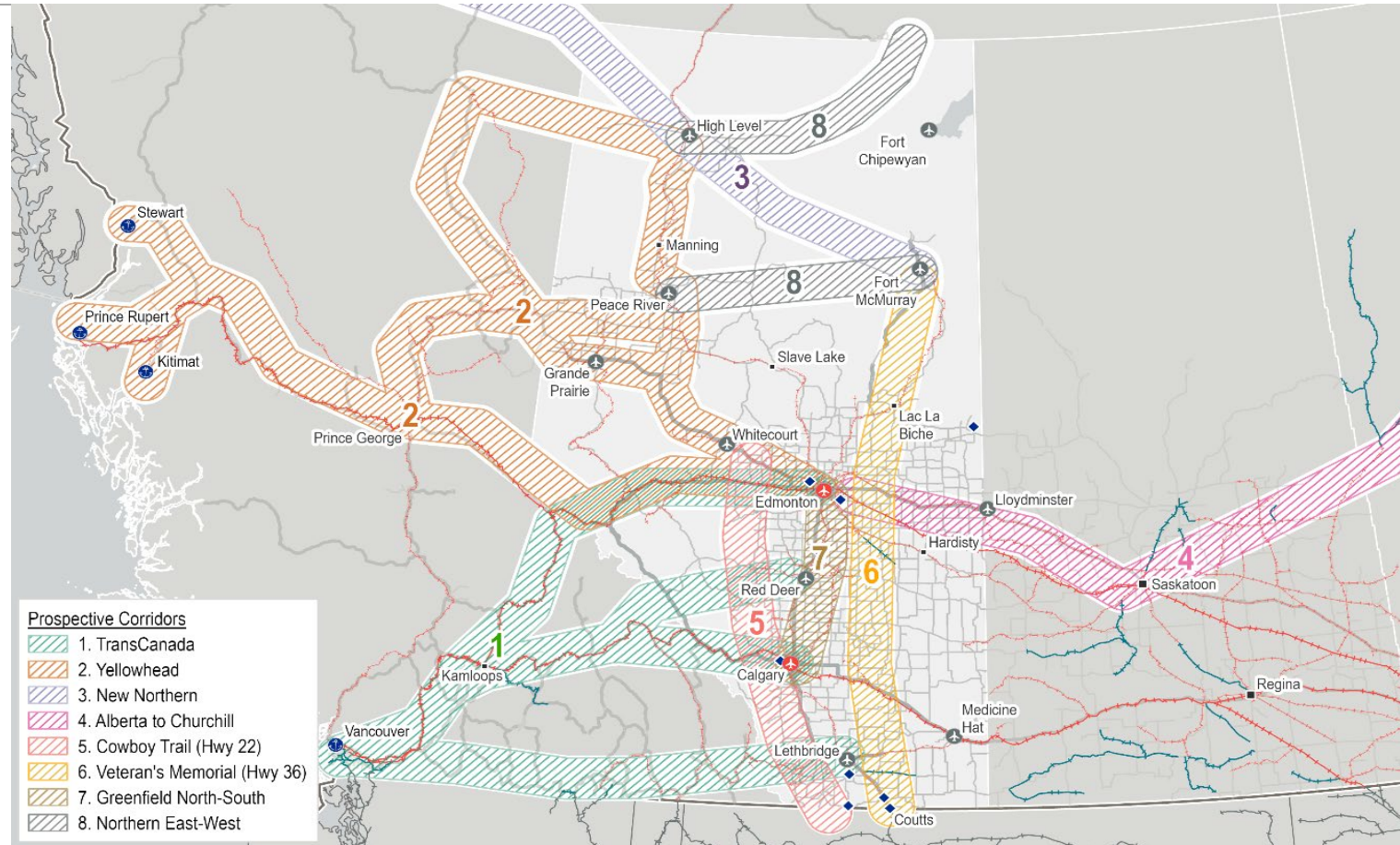
Tuktoyaktuk – NWT Gas Play, All weather Road, PL ROW Active, Liquids into Norman Wells System

Land Border Crossings – Critical links, expand volumes – De-Bottleneck not only infrastructure, but regulations

# Current “Corridor” Infrastructure



# Prospective Corridor Formalization





# Arctic Security = North American /NATO

**Security** Hudson Bay — LNG / Hydrogen — Refining — Pipe — Rail — Year-Round Shipping Access





# AB NWT YK & AK



# NWT / Yukon - Tuk





# Summary Points

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Corridors need to be Formalized & Defined

Corridor Authority needs to be established – Focus on growth, and trade connecting into ports and trade offices

MOU's with Like Minded States and Provinces – Early Adapters, and Trade Partners

First Nations – Real Participation and Ownership

Just in time balanced between Just in case. Our supply chain is very fragile

Balance of What is needed and realistic vs CYA & Superfluous regulations & Approval Process

ACT – Federal Study, trade and infrastructure corridors are paramount for Canada – over 4 Trillion on spending required (2020 – 70 ) HWY 3.3 Trillion, Rail 2.8 Billion, Ports 1.1 Billion

US DOD is participating in approval process supports, and shoring up companies to secure supply chain



# Questions / Next Steps & Collaboration