

# Marine Infrastructure

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## **CMC Position**

- ✓ **The Federal Government must continue to invest in marine infrastructure to strengthen the competitive position of gateways and trade corridors.**
- ✓ **Ensure that funding through various infrastructure programs is available to CPA's and private ports for upgrades and capital additions;**
- ✓ **Support shortsea shipping initiatives with infrastructure funding to assist in the realization of new waterborne transport projects;**
- ✓ **Continue to provide funding through the Maritime Security Contribution Program;**
- ✓ **Cut red tape on infrastructure projects in order to allow infrastructure funds to flow faster.**

## **Background**

With international trade projected to double by 2020 it is critical that the Canadian transportation infrastructure system prepare for the increased traffic. Investment in port infrastructure, including connecting links such as roads and railways, will also be a critical measure in meeting the growing demands.

Canada's principal trade corridors are essential to facilitating important trading links, both internationally and domestically. Marine infrastructure in Canada is comprised of hundreds of public and private ports, the St. Lawrence Seaway, as well as a network of rivers and waterways that move more than 400 million of tonnes of cargo each year. Marine waterways form the primary trunk line of trade, or trade corridors, that are embedded and linked to a massive multi-modal network of rail, road, and air transportation that extends across key market areas. Without a strong, dependable marine link the whole corridor suffers.

Nations around the world are investing in marine infrastructure to retain their competitive position globally and because government leaders have recognized that fewer ships and barges means more air pollution, more fuel use, higher road repair costs, more traffic congestion and more accidents if capacity is left to shift from the waterways to overland routes.

Strategic investments are needed right now in important infrastructure such as the upgrading of wharfs and berths, channel and harbour deepening, integrated terminal management systems, port traffic coordination systems, on-dock intermodal rail yards, development of 'inland' dry port capacity, dedicated corridors, replacement and upgrading of locks for inland waterways, to touch on just a few examples.

With ready access to established marine highways, Canada has a unique opportunity to consider the economic and environmental benefits that can be found through long-term investments in marine infrastructure. Increased shortsea shipping activity is a means to alleviate highway congestion within the Windsor-Quebec City corridor, facilitate trade, improve utilization of waterway capacity and reduce greenhouse gases. The opportunity for substantial inter-modal traffic growth through the existing Great Lakes - St. Lawrence Waterway system is well within its current capability.

As Canada maps out its transportation and trade infrastructure requirements for the future, the marine mode must be given equal consideration by decision makers.

And, interdependent with the Seaway, Canada's ports also face an infrastructure deficit. However, thanks to new amendments to the Canada Marine Act, ports are now able to access funds from the federal government. Hopefully, the government will make good use of this new funding authority and quickly start investing in the infrastructure that Canadian ports so desperately need to keep Canadian industry competitive.