

APPENDIX "B"

MAYOR'S TRADE COUNCIL REPORT RECOMMENDATIONS

The recommendations are separated into two distinct groups.

- 1) Recommendations that can be acted upon by the City on its own; and
- 2) Recommendations associated with establishing partnerships with other levels of government and industry.

Each of the recommendations reflect the broader position of the City of Winnipeg as well as both federal and provincial policies and programs that have been developed to address the issues of international trade and transportation.

The key policy and program documents of the City, provincial and federal governments include:

- Economic Opportunity Framework for the City of Winnipeg 2006-2015 and Plan Winnipeg;
- The Province's international trade policy contained in the "Reaching Beyond Our Borders" document and the Province's "Manitoba International Gateway Strategy;" and
- The "Federal National Policy Framework for Strategic Gateways and Trade Corridors."

I. AREAS FOR CITY OF WINNIPEG ACTION

1. Prioritizing Infrastructure Investment Recommendations

- Reprioritization of investment and the rationale for investment in the Winnipeg "street system," specifically, "trade routes" that would be acknowledged as the key trade and commercial arteries fuelling our trade activities. These are identified so that they interface with the provincial trade route system, support provincial trade policy

priorities and reflect the financial investment criteria of the federal government's "National Framework for Strategic Gateways and Trade Corridors" and related policies.

- For the purposes of the "Trade Route System," develop economic growth evaluation criteria that mirror the "Five Lenses" view of the federal government's "National Framework for Strategic Gateways and Trade Corridors."¹¹
- Adopt a set of guiding principles as part of the annual City of Winnipeg Capital Budget review to ensure a trade and investment perspective is incorporated in strategic infrastructure decisions tied to "Federal National Framework for Strategic Gateways and Trade Corridors."

Priority Areas

- Waverley West connection road from Bishop Grandin Boulevard to the Perimeter Highway.
- Development of road connection from the Perimeter Highway and development of the lands west of the airport.
- Widen Kenaston Boulevard from the Assiniboine River to Taylor Avenue.
- Staged completion of the inner ring road consistent with Plan Winnipeg Policy Plates "B" and "C" (see map).

2. Financing Infrastructure Recommendation

- First and foremost, the federal, provincial and municipal governments all have a responsibility to fund and finance infrastructure, balancing their fiscal capabilities and the constant pressure for infrastructure investment, maintenance and repair. Substantial federal and provincial



infrastructure funding is needed for trade growth and to address infrastructure deficits across Canada. The national government needs to significantly increase funding for trade and transportation infrastructure.

- In select cases, consider utilizing Public Private Partnership (PPP) arrangements to initiate strategic infrastructure investments specifically related to the development of trade routes and inland port developments.
- Develop criteria to access federally designated PPP funds for infrastructure investment and other trade and transportation related programs.

3. Gaining Efficiencies

Recommendation

- Harmonize or improve compatibility where possible with the Province (e.g., licensing and permitting);
- Develop a limited set of higher order routes (major east-west and north-south routes) within Winnipeg and designate them as trade routes;
- Rationalize and provide route continuity of provincial trade routes with city trade routes;
- Synchronize lights and road rules and in particular speed limits on "trade routes" as a first priority;
- For trucking, upgrade trade routes to carry Road and Transportation Association of Canada (RTAC) route loading where required;
- Limit and rationalize direct access to private developments from trade routes;



- Provide instructions and easy access to truck route maps and structure information for trucks entering and operating through the city;
- Have controlled construction and closures on truck routes;
- Provide well defined and established truck routes in support of current and future industrial park development (as reflected in the Employment Lands Strategy); and
- Support the 24/7 operating status of the Winnipeg James Armstrong Richardson International Airport.

II. AREAS FOR CITY OF WINNIPEG-PROVINCE OF MANITOBA ACTION

4. Intergovernmental Collaboration

Recommendation

- To confirm priorities, coordinate follow-up and monitor progress related to enhancing the growth of trade-related economic activity, the MTC suggests that the Premier and the Mayor review the status of these recommendations at their regular meetings, and that they assess progress with the senior federal minister for Manitoba on a regular basis.
- The Premier and the Mayor establish a special coordinating committee of senior officials to expedite implementation and support progress



reviews. The coordinating committee would be co-chaired by the Deputy Minister of Trade for the Province and by the Chief Administrative Officer for the City of Winnipeg, with private sector participation. It should focus on rationalization and prioritization of trade and transportation priorities related to investment, trade route priorities, capital plans and respective roles and related responsibilities of the two levels of government.

- The coordinating committee's mandate would be to report regularly to the Premier and Mayor on the status of each of the MTC and the coordinating committee's recommendations and make such other related recommendations as circumstances evolve.

Priority Areas

- Utilize "tools" such as economic trade zones to lever investment in Airport Area Lands, Fort Garry Industrial Park, St. Boniface Industrial Park, Inkster Industrial Park and Transcona Industrial Park.
- Improve all major trade entry points of access and in particular Headingly and St. Norbert.

5. Supporting the Province's Policy Role on Trade Recommendation

- Review existing city-to-city relationships and explore potential new relationships through a set of criteria that takes into consideration the Province of Manitoba's international trade framework and the City's objective of enhancing economic development partnerships internationally.

Priority Areas

- Mid-Continent Trade Corridor, which links Winnipeg at its northern hub with the United States and Mexico.
- Work with Manitoba and the other western provinces in the development of a strategic Western Canada Transportation System that potentially places Winnipeg as its eastern hub.¹²
- Build on the Kansas City-Winnipeg Economic Opportunity Partnership.

III. AREAS FOR WINNIPEG COLLABORATION WITH THE PROVINCE, FEDERAL GOVERNMENT AND INDUSTRY

6. Inland Port Development

Recommendation

- The City of Winnipeg and the Province of Manitoba must initiate the development of a Winnipeg Inland Port, with enabling and financial support of the federal government. The inland port will promote Winnipeg as a primary or secondary port of entry for Canada for goods received, for added-value, assembly and distribution.

Priority Areas

- The Winnipeg James Armstrong Richardson International Airport and the lands west of the airport offer the most promising business case locations as a starting land asset base for the development of a Winnipeg inland port strategy.



- Use the Kansas City SmartPort structure and the Province of Manitoba-KC SmartPort Agreement as a framework to develop a made-in-Manitoba inland port.¹³

7. Enterprise Zone

Recommendation

- In collaboration with the Government of Canada and the Province of Manitoba, establish a pilot project for a very selective enterprise zone(s) with deferred taxation payment trigger mechanisms and incentives to attract investment from key businesses that support and enhance trade facilitation, e.g., terminals, assembly plants, distribution facilities.¹⁴

Priority Areas

- The Winnipeg James Armstrong Richardson International Airport, and the lands west of the airport.

8. National Policy Lenses

Recommendation

- The Province of Manitoba and the City of Winnipeg must ensure that they utilize and adopt the federal "five national lenses" in evaluating strategic trade and transportation infrastructure investment.¹⁵
- In addition, the Province and the City must work in concert with the Government of Canada to clearly establish investment priorities for trade and transportation infrastructure, leveraging federal infrastructure programs for the economic benefit of Canada, Manitoba and Winnipeg.



NEXT STEPS

- For the City of Winnipeg "alone" recommendations, the Mayor and City Council should quickly evaluate and adopt those recommendations that are within their scope of authority and expeditiously ensure their implementation.
- For the recommendations requiring Province-City collaboration, the Premier and Mayor meet on priorities and actions, and immediately establish the joint Coordinating Committee referred to above with the clear instructions that this area reflects Winnipeg-Manitoba political and policy priority.
- The City and the Province initiate action on the development of an Inland Port at the location above noted.
- Engage the business and community leaders, including the Manitoba International Gateway Strategy Council, Business Council of Manitoba, Winnipeg Chamber of Commerce and Destination Winnipeg, to provide support and a unified Winnipeg/Manitoba approach with the federal Government.