THE SOUTHERN CORRIDOR

North America’s premier Pacific port, with extensive links throughout the continent.

Positioned on the southwest coast of British Columbia, Vancouver is North America’s gateway to the world’s most dynamic economies. Combining this magnificent port with three intercontinental railways and efficient road and air connections, the Southern Corridor is a focal point for domestic and international trade and tourism. $15.6 billion has been invested or committed of which $5.9 billion is complete.

This investment will support container capacity of six million TEUs by 2020. It will provide efficient road connections from the port to the U.S. border and Canada’s transcontinental highway system, and reliable access to eastern Canada and U.S. markets via three transcontinental railways.
Port
The three port areas operated by Port Metro Vancouver are the most diversified in North America. There are 28 deep-sea marine cargo terminals, two international cruise terminals and several domestic intermodal short sea shipping terminals. Its five business sectors are automobiles, break-bulk, bulk, containers and cruise.

The port is Canada's largest and busiest, trading more than $75 billion in goods with more than 160 trading economies annually and generating an estimated $10.5 billion in GDP.

To meet the demands of continued growth in Asia-Pacific trade, more than $3.3 billion in capital investments are planned at Port Metro Vancouver, including $1.4 billion on bulk terminals and $3 billion to provide more than six million TEUs of container handling capacity by 2020:

- To date, $1.1 billion in improvements to Port Metro Vancouver terminals have been completed, bringing capacity to 3.65 million TEUs, including the 0.5 million TEU third berth at Deltaport opened in 2009.

- A C$2 billion second container terminal at Roberts Bank is currently in the planning phase. This will add new capacity totalling two million TEUs.

Rail
Three intercontinental railways link the Southern Corridor with all major Canadian and U.S. cities: CN, Canadian Pacific and BNSF. In addition, Southern Railway of BC provides the port with regional service.

CN is a leader in the North American rail industry, providing shippers with more options and greater reach in the rapidly expanding market for north-south trade. It is a key element of both the Northern Corridor and the Southern Corridor.

Canadian Pacific provides freight transportation services over a 14,000-mile network in Canada and the U.S., linking Vancouver with Montreal, Chicago, Newark, Philadelphia, Washington, New York City and Buffalo. It serves virtually every major sector and ships commodities like grain, coal, lumber and potash as well as cars, agricultural equipment, home electronics, food and furniture.
The Burlington Northern and Santa Fe Railway Company (BNSF) operates one of the largest railroad networks in North America. This vast network includes 32,000 route miles of track, covering the western two-thirds of the United States, stretching from major Pacific Northwest and Southern California ports to the U.S. Midwest, Southeast and Southwest, and from the Gulf of Mexico to Canada.

To date, $2.8 billion has been invested in rail infrastructure improvements to efficiently handle the existing and anticipated cargo volumes from port capacity expansions.

Further investments of approximately C$1 billion in the short term will enhance rail services, providing fluid, reliable transcontinental and double-stack rail links between British Columbia ports and markets throughout Canada and the United States.

Road

The Southern Corridor is linked to both Canada’s transcontinental highway and road connections to the U.S. border, providing modern and efficient road connections to the entire continent.

$7.2 billion has been committed to enhance efficiency, reduce congestion and improve the reliability of goods movement in the Southern Corridor.

To date, $1.9 billion has been completed. These investments have improved traffic flows between the port and the U.S. border and enhanced connections to and trade flows along Canada’s transcontinental highway system. By 2015, the Southern Corridor will have another $5.3 billion of additional new road infrastructure, bridges and improvements to efficiently support additional traffic volumes from Port Metro Vancouver’s expansions.

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