Minutes - Executive Policy Committee - March 12, 2008

REPORTS

Minute No. 187 Mayor's Trade Council Final Report - Winnipeg, Canada's Centre for Global Trade
File GG

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

The Executive Policy Committee recommends to Council:

1. That the recommendations contained in the Mayor's Trade Council Final Report be endorsed in principle.

2. That the Winnipeg Public Service be directed to review the Mayor's Trade Council Final Report and report back to the Executive Policy Committee in 120 days with an implementation plan.

3. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

DECISION MAKING HISTORY:

Moved by Deputy Mayor Leipsic,
WHEREAS in May 2007, the Mayor's Trade Council was created to examine emerging trade opportunities, consult with private and public stakeholders, develop recommendations mindful and supportive of the Manitoba International Gateway Strategy (MIGS), and deliver a final report and recommendations;

AND WHEREAS the Mayor's Trade Council has completed their final report, with recommendations in the following key areas: prioritizing infrastructure investment, financing infrastructure, gaining efficiencies, intergovernmental collaboration, supporting the province's policy role on trade, inland port development, enterprise zone, and national policy lenses;

AND WHEREAS the Mayor's Trade Council Final Report will be helpful in the City's work to make wise investment and planning decisions to ensure Winnipeg continues to grow and become a leader in global and related trade services;

THEREFORE BE IT RESOLVED THAT:

(i) the Executive Policy Committee recommends that Council endorse in principle the recommendations contained in the Mayor's Trade Council Final Report; and

(ii) the Winnipeg Public Service be directed to review the Mayor's Trade Council Final Report and report back to the Executive Policy Committee in 120 days with an implementation plan.

Carried

Chris Lorenc, Mayor's Trade Council and President, Manitoba Heavy Construction Association, submitted his presentation with respect to the Mayor's Trade Council Final Report.

Presentation of Chris Lorenc to Executive Policy Committee on March 12, 2008

Mayor's Trade Council

> **Recommendations:**

> The recommendations are separated into two distinct theme areas:

- Recommendations which can be acted upon by the City independently; and
- Recommendations associated with establishing partnerships with other levels of government and industry.

Mayor's Trade Council

> **I. Areas for City of Winnipeg Action**

> ***1. Prioritizing Infrastructure Investment***

> **Recommendation**

- Reprioritization of investment and the rationale for investment in the Winnipeg 'street system', specifically, Winnipeg 'Trade Routes' which interface with the provincial trade route system that merge with provincial priorities and also with the federal Government's National Framework for Strategic Gateways and Trade Corridors.
- For the purposes of the 'Trade Route System' develop economic growth evaluation criteria.
- 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 the Federal National Framework for Strategic Gateways and Trade Corridors.

Mayor's Trade Council

> ***1. Prioritizing Infrastructure Investment (con't)***

> **Priority Areas**

- Waverley West connection road from Bishop Grandin to the Perimeter Highway.
- Development of road connection from the Perimeter Highway and development of the lands west of the airport.

- Widening of Kenaston Boulevard from Assiniboine River to Taylor Avenue.
- Staged completion of the inner ring road consistent with Plan Winnipeg Policy Plates 'B & C'.

Mayor's Trade Council

> ***2. Financing Infrastructure***

> **Recommendation**

- All three levels of government have a responsibility to fund and finance infrastructure. The national government needs to increase funding for trade and transportation infrastructure.
- In select cases, consider utilizing PPP arrangements to initiate strategic infrastructure investments specifically related to the development of trade routes and inland port developments.
- Develop criteria to access federal designated PPP funds for infrastructure investment.

Mayor's Trade Council

> ***3. Gaining Efficiencies***

> **Recommendation**

- Harmonize or improve compatibility where possible, licensing and permitting with the Province.
- 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 on trade routes as a first priority.
- For trucking, upgrade trade routes to carry RTAC 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).
- Support the 24/7 operating status of the airport.

Mayor's Trade Council

> **II. Areas for Winnipeg-Province of Manitoba Action**

> ***4. Intergovernmental Collaboration***

> **Recommendation**

- To confirm priorities, coordinate follow-up and monitor progress, the Council suggests that the Premier and the Mayor review the status of these recommendations at their regular meetings, and that they discuss 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 to be co-chaired by the Deputy Minister of Trade for the Province and the CAO 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 annually to the Mayor and Premier on the status of each of the Council's recommendations and make such other related recommendations as it deems appropriate and as circumstances evolve.

Mayor's Trade Council

> ***4. Intergovernmental Collaboration (con't)***

> **Priority Areas**

- Utilize tools such as economic trade zones to lever investment in Airport Area Lands, Fort Garry Industrial Park, Inkster Industrial Park, St.Boniface and Transcona Industrial Park.

- Improve all major trade entry points of access and in particular Headingley and St. Norbert.

Mayor's Trade Council

> ***5. Supporting the Province's Lead 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.

Mayor's Trade Council

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

- 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.

- Build on the Kansas City-Winnipeg Economic Opportunity Partnership.

Mayor's Trade Council

> **III. Areas for Winnipeg Collaboration with the Province, Federal Government and Industry**

> **6. Inland Port Development**

- 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.

Mayor's Trade Council

> **III. Areas for Winnipeg Collaboration with the Province, Federal Government and Industry**

> **Priority Areas**

- The Winnipeg James Armstrong Richardson International Airport and the lands west of the airport offer the most promising business case location 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.

Mayor's Trade Council

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, eg. terminals, assembly plants, distribution facilities.

> **Priority Areas**

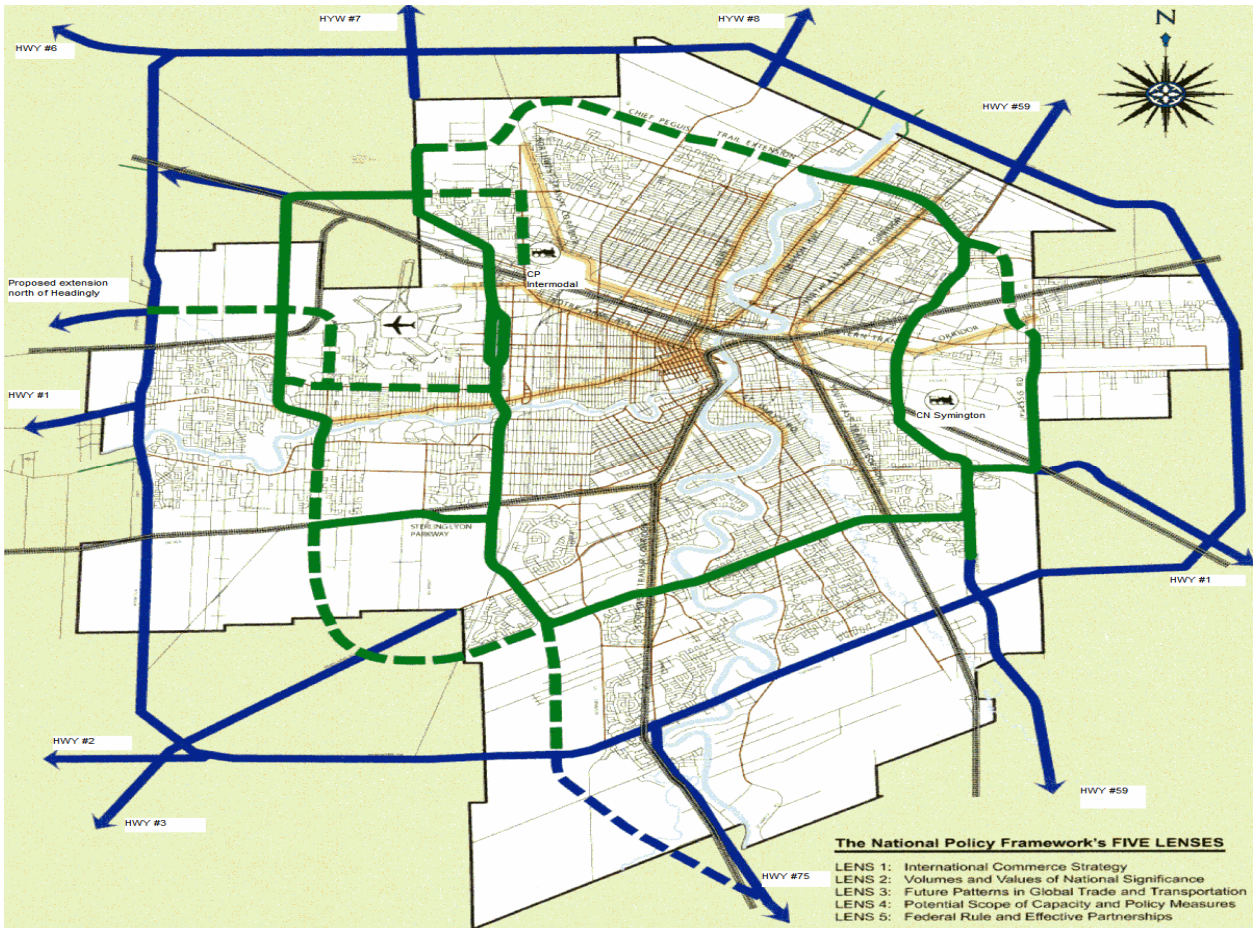
- The Winnipeg James Armstrong Richardson International Airport, and the lands west of the airport.

Mayor's Trade Council

> **8. National Policy Lenses**

> **Recommendations**

- 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.
- 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.


HYW #7
HYW #8
HWY #6
HWY #59
Proposed extension
north of Headingly
CP
Intermodal
HWY #1
CN Symington
HWY #1
HWY #2
HWY #3
HWY #59
HWY #75
N
The National Policy Framework's FIVE LENSES
LENS 1: International Commerce Strategy
LENS 2: Volumes and Values of National Significance
LENS 3: Future Patterns in Global Trade and Transportation
LENS 4: Potential Scope of Capacity and Policy Measures
LENS 5: Federal Rule and Effective Partnerships