

Minister of Transport



Ministre des Transports

Ottawa, Canada K1A 0N5

The Honourable Judy A. Sgro
Chair
Standing Committee on International Trade
House of Commons
Ottawa, ON K1A 0A6

Dear Colleague,

I am pleased to respond, on behalf of the Government of Canada, to the recommendations made in the Standing Committee on International Trade's Report entitled, *The Strike in 2023 at British Columbia Ports: Selected Economic Impacts and Federal Actions*.

The Government of Canada commends the members of the Committee and the witnesses who appeared before it, for their insight and commitment toward improving Canada's transportation and trade corridors.

The Government Response is the product of a collaborative effort among implicated federal departments and agencies, including Transport Canada, Employment and Social Development Canada, Housing, Infrastructure and Communities Canada and Agriculture and Agri-Food Canada.

The Government is supportive of the Report as a whole and supports, supports in principle, or acknowledges all nine of the recommendations therein.

Please find enclosed a copy of the Government Response to the recommendations of the Report.

On behalf of the Government of Canada, I would like to thank the members of the Standing Committee and its staff for their work in preparing the Report, along with the witnesses who shared their invaluable insights.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Pablo Rodriguez'.

The Honourable Pablo Rodriguez, P.C., M.P.
Minister of Transport and Quebec Lieutenant

Enclosure

GOVERNMENT RESPONSE TO RECOMMENDATIONS

Committee Recommendation	Government Response
<p>1. That the Government of Canada ensure sufficient, timely and ongoing communication with Canadians affected by supply chain disruptions resulting from work stoppages occurring within the federal jurisdiction, including at ports.</p>	<p>The Government of Canada supports the recommendation and action is ongoing through existing policies and programs.</p> <p>The federal government is aware of the economic, supply chain, and reputational impacts of labour disruptions at ports and elsewhere across Canada’s supply chains.</p> <p>The National Supply Chain Office was established on December 1, 2023, to work with private and public sector partners across all modes, including at Canada’s ports, to make Canada’s supply chain more efficient, fluid, resilient and reliable. The National Supply Chain Office is mandated to:</p> <ul style="list-style-type: none"> • examine domestic and international supply chain issues; • encourage data sharing and use of digital tools; • help government and industry make smarter policy, regulatory, investment and operational decisions; • develop and implement a National Supply Chain Strategy; and, • help the federal government respond to major supply chain disruptions. <p>The National Supply Chain Office is currently finalizing the National Transportation Supply Chain Strategy, which will serve as a framework for collaboration among public, private, Indigenous and other partners towards a common vision for strengthening the efficiency, fluidity and resiliency of Canada’s supply chains, including its trade-related infrastructure.</p> <p>In addition to the work undertaken by the Supply Chain Office, Transport Canada conducts ongoing work to monitor and assess the state of the transportation sector, including by assessing the economic impacts of supply chain disruptions. The Department also engages with stakeholders and its counterparts in other federal departments to monitor, validate and report on the performance and fluidity of the transportation system more broadly.</p> <p>The Government of Canada is committed to ongoing improvement in their communication with stakeholders in the transportation sector, including in the event of labour disruptions.</p>
<p>2. That the Government of Canada expeditiously adopt policies and implement measures that would ensure that Canada’s trade-related infrastructure, including the country’s ports, is adequate and well maintained.</p> <p>In developing policies and measures, the Government should work with representatives of business trade associations and</p>	<p>The Government of Canada supports the recommendation in principle and action is ongoing through existing policies and programs.</p> <p>The federal government recognizes the importance of ensuring Canada’s trade-related infrastructure can support fluid and efficient supply chains.</p> <p>At the February 2024 meeting of Federal, Provincial and Territorial Ministers responsible for Transportation, a new federal, provincial, and territorial Working Group on Key Investment Principles and Opportunities for Transportation Infrastructure was created, which will serve as an important collaborative exercise for all jurisdictions to better understand Canada’s transportation infrastructure investment needs over the near, medium, and longer term.</p> <p>Through federal programming like the National Trade Corridors</p>

<p>organized labour groups to identify the best means by which state-of-the-art technologies can be integrated into this infrastructure with due consideration given to resulting employment consequences.</p>	<p>Fund (NTCF), the federal government is making investments in trade-enabling infrastructure that support the flow of goods across Canada's supply chains. The program funding, which is spread over 11 years (2017-18 to 2027-28) supports all modes of transportation, prioritizing investments in infrastructure of national significance, supporting digital infrastructure and innovative technology, and ensuring greater resilience of the Canadian transportation system to the impacts of a changing climate. Since 2017, 213 projects have been approved under the NTCF, representing \$4.1 billion in federal funding commitments. Regarding port infrastructure, 70 of these projects, representing \$1.4 billion in funding from the NTCF and leveraging \$4.3 billion from all project partners, aim to build capacity, upgrade infrastructure, and utilize data to move goods more efficiently at ports across Canada.</p> <p>To better support the uptake of innovative technology, the Advancing Supply Chain Digitalization call for proposals was launched under the NTCF in 2023. In May 2024, the Government of Canada announced 23 projects under the digital call, representing a total federal contribution of \$57.2 million towards projects that aim to strengthen Canada's digital infrastructure to enhance the efficiency and reliability of our transportation supply chains. By investing in tools that help industry collect and analyze data, stakeholders can optimize the use of existing assets, build resiliency, better plan new investments and enhance coordination.</p> <p>Investments are also being made to support Canada's trade-related infrastructure through Canada Infrastructure Bank, an arm's length Crown corporation mandated to invest and seek to attract investment from private sector and institutional investors in infrastructure projects that are in the public interest. The Canada Infrastructure Bank has a \$5 billion targeted investment stream for trade and transportation infrastructure projects.</p> <p>The Government of Canada is examining the opportunities and risks posed by requiring integration of technology in infrastructure for real-time monitoring of information collection. In addition, the government is looking at the adoption of state-of-the-art technologies in the workplace and proactively working to minimize negative employment consequences stemming from these changes.</p> <p>To further strengthen Canada's transportation system and supply chain infrastructure, the Government of Canada committed in Budget 2023, to collaborate with industry, provinces, territories, and Indigenous Peoples to develop a long-term roadmap for Canada's transportation infrastructure to better plan and coordinate investments required to support future trade growth. In this regard, at the annual meeting of the Council of Ministers Responsible for Transportation and Highway Safety that was held in Montreal in February 2024, federal, provincial and territorial ministers established a working group to understand Canada's transportation supply chains infrastructure and capacity investment needs over the near, medium, and longer term. Ministers expect this work will be leveraged, where applicable by each government to:</p> <ul style="list-style-type: none"> • inform policy development;
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		<ul style="list-style-type: none"> • support potential intergovernmental coordination regarding shared interests related to attracting foreign direct investment; and • build cases for funding infrastructure projects and programs. <p>Additionally, the National Supply Chain Office also aims to work with private and public sector partners across all modes, including at Canada’s ports, to make Canada’s supply chains more efficient, fluid, resilient and reliable. The office is currently finalizing the National Transportation Supply Chain Strategy, which will serve as a framework for collaboration among public, private, Indigenous and other partners towards a common vision for strengthening the efficiency, fluidity and resiliency of Canada’s supply chains, including its trade-related infrastructure.</p>
3.	<p>That the Government of Canada continue to recognize the right of negotiating parties to engage in a work stoppage as a legitimate part of the collective bargaining process, and review relevant federal legislation with the goal of ensuring that decision makers are at the bargaining table. Such a review could include examination of section 34 of the <i>Canada Labour Code</i>.</p>	<p>The Government of Canada supports in principle the recommendation to review relevant federal legislation including section 34 of the <i>Canada Labour Code</i>. The federal government also supports continuing to recognize the right of negotiating parties to engage in a work stoppage as a legitimate part of the collective bargaining process.</p> <p>Canada is a member of the International Labour Organization and ratified Convention No. 87 guaranteeing the freedom of association and right to organize in 1972. In 2017, Canada also ratified Convention No. 98 which protects workers against anti-union discrimination by employers, protects workers’ and employers’ organizations against interference by the other, and promotes the right to collective bargaining.</p> <p>The Government of Canada recognizes that the ability to form a union, bargain collectively, and strike is essential to a healthy workforce. In 2015, the Supreme Court of Canada affirmed that the <i>Canadian Charter of Rights and Freedoms</i> includes the right to strike.</p> <p>Part I of the <i>Canada Labour Code</i> is the federal law that sets the rules for unionization, collective bargaining and labour disputes in federally regulated sectors.</p> <p>Part I of the Code upholds Canadians' right to strike, limiting it only in situations where a strike or lockout would cause an immediate and serious threat to the health and safety of the public. Under section 87.4 of the Code, employers and unions are required to come to an agreement about what services must continue during a work stoppage to protect the health and safety of the public. If the employer and union cannot agree on what needs to be maintained, they can refer the matter to the Canada Industrial Relations Board (CIRB) to decide. The Minister can also refer a maintenance of activities matter to the CIRB. If the matter is referred to the CIRB before there is a strike or lockout, the parties are banned from beginning a strike or lockout until the CIRB makes a decision which can delay workers’ right to strike.</p> <p>On June 20, 2024, Bill C-58, <i>An Act to amend the Canada Labour Code and the Canada Industrial Relations Board Regulations, 2012</i> received Royal Assent. Bill C-58 makes improvements to the collective bargaining process and further protect workers’ right to strike. These improvements will apply to all federally regulated industries including ports as of June 20, 2025.</p> <p>While strikes and lockouts are sometimes part of the collective</p>

		<p>bargaining process, the strike at the West Coast ports in the summer of 2023 caused serious disruptions to the Canadian economy and supply chains. The labour dispute had a ripple effect on businesses and workers across the country.</p> <p>That is why the Government of Canada supports the intent of the committee’s recommendation to review relevant federal legislation, including the Code, in light of the 2023 strike and other work stoppages.</p> <p>It is also why the Government of Canada took action to initiate a review of the structural issues underlying the strike at the West Coast ports, as well as similar disputes that have occurred in ports across Canada.</p> <p>The first part of the examination began in October 2023 and was led by independent industrial relations experts Anthony Giles and Kevin Banks. The experts were contracted to identify the key questions that need to be answered and propose terms of reference for a more comprehensive review. They concluded that the West Coast ports represent a unique case study that requires deeper examination.</p> <p>Following this, the Minister of Labour and Seniors announced in April 2024 the appointment of an Industrial Inquiry Commission (IIC) chaired by Vincent Ready and supported by Amanda Rogers as a Member. The IIC has been tasked with undertaking a more comprehensive review of the underlying issues that may have contributed to the 2023 labour dispute at Canada’s West Coast ports with a view of identifying long-term solutions. The IIC will meet with stakeholders, review consultation submissions, and present its findings and recommendations in a report to the Minister of Labour.</p> <p>Budget 2024 affirmed the federal government’s commitment to this important undertaking. In particular, it reallocated \$3.1 million over two years, starting in 2024-25, to enable the Labour Program at Employment and Social Development Canada to complete this review.</p> <p>The Government of Canada looks forward to receiving the IIC’s final report and considering its recommendations.</p>
<p>4.</p>	<p>That the Government of Canada acknowledge that significant delays in transporting goods using Canada’s critical trade-related infrastructure, such as ports, have negative implications for the domestic affordability of food.</p>	<p>The Government of Canada acknowledges the potential impact on food affordability in the event of a supply chain disruption. Action is ongoing through existing policies and programs to address these issues.</p> <p>The Government of Canada is committed to ensuring a strong and stable food supply chain by responding to challenges, including severe weather events, labour shortages or disruptions and is taking actions to increase supply chain fluidity and resiliency, such as the work being done by Transport Canada’s National Supply Chain Office.</p> <p>Many factors affect the domestic affordability of food, including input costs, transportation, internal and international trade barriers, geopolitical uncertainties, consumer preferences, climate, and exchange rates. The federal government is committed to supporting competitive prices for groceries and other essentials, and to giving Canadians more choices. In October 2023, the federal government announced a tripling of investment in Innovation, Science and Economic Development Canada’s Contributions Program for Non-Profit Consumer and</p>

		<p>Voluntary Organizations. This investment will support organizations to produce independent research and undertake activities that will help strengthen the consumer's role in the marketplace. This includes research on practices such as “shrinkflation” and “skimpflation”. The federal government will also maintain the Food Price Data Hub, which gives Canadians detailed information on food prices.</p> <p>The Government of Canada has also amended the <i>Competition Act</i> to create a more level playing field for competitors and improve affordability and consumer choice. The <i>Affordable Housing and Groceries Act</i> received Royal Assent on December 15, 2023, and brought critical changes to the <i>Competition Act</i> to increase competition and help stabilize prices for Canadians, with a particular focus on measures more likely to have an impact in the grocery context. Further, the <i>Fall Economic Statement Implementation Act, 2023</i> received Royal Assent on June 20, 2024, and modernized all aspects of the law to facilitate enforcement and help make markets more contestable.</p> <p>In addition, on July 18, 2024, industry provided a report to federal, provincial, and territorial Ministers of Agriculture confirming that organizations across the supply chain, including all key suppliers, many regional and local independent grocers, and Canada’s five largest grocery retailers have committed to joining the Grocery Code. Industry is aiming to implement the Grocery Code by June 2025. While a Grocery Code will not directly affect food affordability, it will improve predictability, transparency, and fair dealing in supply chain relationships, ultimately benefitting consumers.</p> <p>Budget 2024 announced key investments to strengthen food security in Canadian communities, such as \$1 billion for a National School Food Program, and \$62.9 million under the Food Policy for Canada to renew and expand the Local Food Infrastructure Fund to support community organizations to invest in local food infrastructure. Both programs aim to start in 2024-2025, while the Local Food Infrastructure Fund will last 3 years, and the National School Food Program will last 5 years.</p> <p>The Government of Canada also acknowledges that barriers to internal trade can increase the cost of food, especially in the North, and launched the Federal Action Plan to Strengthen Internal Trade in 2022 to facilitate the flow of goods across Canada. In April 2024, the federal government launched the Canadian Internal Trade Data and Information Hub, which provides open and accessible pan-Canadian data on key economic sectors including the agriculture. As part of its commitment under the Canadian Free Trade Agreement, the federal government is also working with Territories on increasing local food production and processing by leveraging internal trade.</p> <p>This is all part of the federal government's broader approach to putting healthy, sustainable, and affordable food on the table of Canadians.</p>
5.	That the Government of Canada consult Canadian firms and groups representing organized labour to identify Canada’s ports of entry	<p>The Government of Canada supports this recommendation in principle.</p> <p>The Government of Canada recognizes the importance of similar recommendations made around establishing protocols for protecting critical trade transportation and responding to interferences with them. Namely, recommendation #30 of the</p>

	<p>and trade corridors that are considered to be part of the country’s critical trade-related infrastructure. Following this identification, the Government should develop response plans to be implemented if a labour disruption occurs at these ports of entry or in relation to these trade corridors.</p>	<p><i>Report of the Public Inquiry into the 2022 Public Order Emergency.</i></p> <p>As such, this recommendation aligns with work underway to enhance understanding of critical infrastructure and how to better prepare for disruptions, regardless of their nature. There are different ways to approach the identification of critical infrastructure. Countries such as the United Kingdom, Australia and New Zealand have put emphasis on issues like criticality, significance and vulnerability. Discussions with stakeholders regarding Canada’s trade corridors and response plans is a first step. An inclusive approach to stakeholder engagement should be taken, including labour unions as well as provinces, territories, Indigenous groups, academia, and other industry organizations.</p> <p>This recommendation suggests targeted engagement with industry and labour unions on response plans in the specific event of labour disruptions. Transport Canada will include labour unions’ perspectives in its broader engagement work and use that to inform the federal government’s ongoing work to enhance overall preparedness for disruptions.</p> <p>Broader engagement with stakeholders is ongoing. Transport Canada has begun consultations with transportation stakeholders, owners and operators, and Indigenous organizations, provinces, and territories to enhance understanding of critical trade corridors for more collaborative response capabilities, critical infrastructure resilience and continuity of operations. It also continues to collaborate with Public Safety Canada who, in 2022, conducted public consultations for broader perspectives as part of its ongoing efforts to renew <i>Canada’s National Strategy for Critical Infrastructure</i>.</p> <p>Transport Canada engages with transportation sector stakeholders and counterparts in the Labour Program at Employment and Social Development Canada to monitor, diagnose and validate the impacts of disruptions at Canada’s key trade-related infrastructure. They also work with industry to monitor the response to disruptions and take stock of the mitigation measures in place to respond to supply chain disruptions. The National Supply Chain Office would also engage to ensure communication with stakeholders and among government departments regarding the impacts of any work stoppage.</p> <p>In the event of disruptions, Transport Canada will also work to ensure that the ramp down and reopening of the transportation systems affected is conducted in a manner that protects people and infrastructure, particularly in the case of the transportation of dangerous goods.</p>
<p>6.</p>	<p>That the Government of Canada implement measures designed to enhance its leadership role in coordinating with stakeholders when responding to labour disruptions that affect critical trade-related infrastructure.</p>	<p>The Government of Canada supports the recommendation and action is ongoing.</p> <p>This recommendation is aligned with existing government initiatives. The Government of Canada is actively engaging with stakeholders when responding to labour disruptions that affect supply chains, including critical trade-related infrastructure.</p> <p>During a major disruption to supply chains (such as a labour disruption), the role of Transport Canada, including the National Supply Chain Office is to engage with stakeholders to facilitate an exchange of information on the impacts of the situation on the transport system and its users in order to inform decision makers</p>

		<p>and facilitate operational coordination. This exchange of information would also help to facilitate system restoration once the disruption ends. The Government will continue to collaborate closely with stakeholders to ensure ongoing efficiency, resiliency and reliability of Canada’s supply chains.</p> <p>This exchange of information is also helping private sector operators to make better informed operational decisions which can support their planning, manage the impacts of disruptions and speed up recovery time. Transport Canada is further involved in monitoring and validating the impacts of labour disruptions to ensure there is a robust understanding of the economic impacts of said disruption. These assessments are shared with partner federal departments and used to inform the federal government’s response to disruptions.</p> <p>Further, the department has a role in exchanging information across governments, as well as with private sector operators, to facilitate the restoration of transportation services at the end of a disruption to ensure the safety of Canada’s transportation infrastructure and of the Canadians who use it.</p> <p>The Government of Canada will continue to collaborate closely with stakeholders to ensure ongoing efficiency, resiliency and reliability of Canada’s supply chains.</p> <p>In response to this report, work is underway to review further opportunities to improve how the federal government coordinates with stakeholders when responding to labour disruptions. The Government of Canada would be glad to share the outcome of this review with the Committee once they become available.</p>
7.	<p>That the Government of Canada improve the performance of Canada’s ports by immediately implementing measures aimed at enhancing their efficiency and reliability. Particular efforts should be directed to the Port of Vancouver, which had a global ranking of 347th out of 348 ports in the World Bank’s Container Port Performance Index for 2022.</p>	<p>The Government of Canada supports this recommendation and remains committed to improving the performance of Canada’s ports by implementing measures aimed at enhancing their efficiency and reliability.</p> <p>Seventeen of Canada’s ports, including the Port of Vancouver, are managed by Canada Port Authorities (CPAs). They are federally incorporated, autonomous, non-share corporations that operate at arm’s length from the federal government. They operate on a commercial basis with an expectation of being financially self-sufficient. The CPAs are responsible for overseeing port operations and to determine a port’s strategic and investment plans. There is no directive power under current legislation that allows the federal government to direct or influence actions of the respective CPAs.</p> <p>Nonetheless, the federal government remains committed to helping ports improve their performance by addressing bottlenecks and improving the efficiency and resilience of Canada’s ports. This commitment is reinforced by Bill C-33, Strengthening the Port System and Railway Safety in Canada Act, which seeks to expand CPAs’ mandates to better manage traffic, allow inland ports, and provide better access to supply chain data and information. Together, these measures would support proactive planning and timely optimization of port operations and the development of major port infrastructure projects that would support viable future trade opportunities.</p> <p>Other efforts being undertaken by the federal government include the Active Vessel Traffic Management system led by the</p>

		<p>Vancouver Fraser Port Authority and supported by Transport Canada. Advancements in digitization and marine vessel traffic co-ordination, achieved by centralizing the scheduling function, support the goal of helping to manage current and future cargo volumes transiting through the Port of Vancouver in a safer and more efficient and sustainable manner.</p> <p>The Government of Canada remains committed to working with the Vancouver Fraser Port Authority to ensure that the Port of Vancouver continues to be an effective part of Canada’s trade-related infrastructure network. To that end, the federal government has, through Transport Canada’s National Trade Corridors Fund, invested \$331.6M in 16 projects at the Port of Vancouver since 2017. Projects completed at the Port of Vancouver include:</p> <ul style="list-style-type: none"> • Lynnterm Site Upgrades and Road Realignment, which was completed in 2019, had the benefit of repurposing property to use as a consolidation center for forest products, steel, and other breakbulk commodities, as well as increasing safety for drivers and pedestrians. • Deltaport Truck Staging Facility, completed in 2020, addressed a longstanding concern about road safety by reducing port destined truck queues along Deltaport Way and the Roberts Bank Causeway. • Commissioner Street Road and Rail Realignment, completed in 2022, improved port truck movements and traffic flow, and helped improve access to terminal facilities for commercial traffic and enabled safe and efficient access to port lands for employees and service providers. It also provides land for rail track expansion, supporting trade growth.
8.	<p>That the Government of Canada immediately implement measures designed to improve Canada’s global infrastructure ranking, which—in 2008—was 10th among 134 jurisdictions regarding the quality of overall infrastructure and—in 2019—was 32nd among 141 jurisdictions concerning transportation infrastructure. As part of these efforts, the Government should allocate resources to enhance trade-related infrastructure at Canada's ports, including the Port of Vancouver.</p>	<p>The Government of Canada acknowledges the importance of trade-related infrastructure. Although action is ongoing through existing policies and programs, efforts from provinces, Crown Corporations, Canada Port Authorities and private sectors will be required to address this recommendation.</p> <p>The Government of Canada is taking steps to identify and understand Canada’s infrastructure needs and priorities to ensure long-term planning and investment decisions are positioned for a prosperous future. For example, Housing, Infrastructure and Communities Canada is undertaking a National Infrastructure Assessment that aims to assess Canada’s infrastructure needs and establish a long-term vision, improve coordination among infrastructure owners and funders, and determine the best ways to fund and finance infrastructure.</p> <p>In support of effective and reliable supply chains, Transport Canada has developed a framework to support decision-making as it relates to investment at Canadian ports. In support of this framework, Bill C-33, Strengthening the Port System and Railway Safety in Canada Act, proposes the introduction of key legislative provisions that would provide the Minister of Transport the necessary tools and information to ensure port investments are made in alignment with Canada’s broader competition, economic and national security objectives.</p> <p>Furthermore, the Government of Canada is making key investments in infrastructure that support the flow of goods across Canada's supply chains through programming like the</p>

National Trade Corridors Fund (NTCF), which supports all modes of transportation, prioritizing investments in infrastructure of national significance, supporting digital infrastructure and innovative technology, and ensuring greater resilience of the Canadian transportation system to the impacts of a changing climate. Since 2017, the program has approved funding for 213 projects, representing \$4.1 billion in federal funding commitments. Of these projects, 70 aim to build capacity, upgrade infrastructure, and utilize data to move goods more efficiently at ports across Canada. Projects at ports have received commitments of \$1.4 billion in funding from the NTCF and are leveraging \$4.3 billion in investment from all project partners. 16 of these projects are based at the Port of Vancouver and have received \$345.4 million in funding commitments from the NTCF and leverage a total of \$928.4 million in investment from all project partners. Port project examples include:

- Zanardi Bridge and Causeway Project at the Port of Prince Rupert, which is still ongoing, will reduce operational conflicts and increase rail capacity to the Port of Prince Rupert to accommodate future growth in import and export trade for all current and future terminals.
- Ridley Island Export Logistics Platform project, also at the Port of Prince Rupert, focuses on an expansion of the existing Road, Rail and Utility Corridor to further enable unit train access. The rail infrastructure is a precursor to a large-scale bulk transload facility, a large-scale breakbulk transload facility, and an integrated off-dock container yard. The Road Rail Utility Corridor expansion will create a platform to attract private-sector investment in export transloading and warehouse capacity at the port.
- The Terminal Expansion at Montreal's Contrecoeur, which includes two new berths and a container handling area, an intermodal marshaling yard connected to the main rail line, a truck gate connected to the road network, and secondary facilities for port activities. When fully operational, this expansion will increase annual capacity at the port by up to 60% over current levels.

Investments are also being made through the Canada Infrastructure Bank, an arm's length Crown corporation mandated to invest and seek to attract investment from private sector and institutional investors in infrastructure projects that are in the public interest. The Canada Infrastructure Bank has a \$5 billion targeted investment stream for trade and transportation infrastructure projects. In 2024, the Canada Infrastructure Bank announced a \$150 million loan to the Prince Rupert Port Authority for the \$750 million CANXPORt logistics hub project. The project will support rail-to-container transloading with an initial capacity of 400,000 twenty-foot equivalent units that will enable the efficient containerization of bulk commodities such as agricultural, forestry, and plastic resin products.

To further support the performance of Canada's trade-enabling transportation infrastructure, the Government of Canada committed in Budget 2023 to develop a long-term roadmap in collaboration with industry, provinces, territories, and Indigenous Peoples to better plan and coordinate investments required to support future trade growth.

<p>9.</p>	<p>That the Government of Canada acknowledge the immediate need to complete construction of the Roberts Bank Terminal 2 at the Port of Vancouver, which is expected to increase the Port's capacity by 1.6 million containers and thereby improve efficiency and operational capabilities. To that end, the Government should implement measures designed to shorten drastically the current estimated 20-year timeline for the terminal's completion.</p>	<p>The Government of Canada acknowledges the need for additional container capacity on the West Coast over the next two decades to accommodate trade growth along the gateway. The Government of Canada is committed to making timely decisions on key projects that would address this need, as demonstrated by Canada's approval of the Roberts Bank Terminal 2 (RBT2) project in April 2023 following a robust and science-based environmental assessment process. The Government of Canada is committed to making timely decisions on key projects such as RBT2.</p> <p>With the project's environmental approval, the proponent can now apply for additional authorizations and permits required from federal departments, including from Fisheries and Oceans Canada under the <i>Fisheries Act</i> and the <i>Species at Risk Act</i>. To that end, Canada is implementing measures to accelerate major clean growth projects and infrastructure developments, such as the RBT2 project, that are key to the future of Canada's prosperity. In 2023, the Prime Minister announced the creation of a Clean Growth Office within the Privy Council Office to help coordinate and advance work across the federal government, and as the project is moving forward through the regulatory phase, the Privy Council Office has identified RBT2 as a clean growth project. Budget 2024 further included several new measures for getting major projects done, including setting new targets of 2 years or less to complete permitting processes, and developing a new Cabinet Directive for Clean Growth Projects.</p> <p>Supply chain disruptions such as those caused by natural disasters, create negative impacts on Canada's economy through higher shipping prices, expensive delays, and vessel congestion. Canada does not have sufficient container capacity today to absorb these types of gateway disruptions. If built, Roberts Bank Terminal 2 (RBT2) would increase the Vancouver Fraser Port Authority's container capacity by approximately 50%.</p>
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