

## News Release

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### **TRANSPORT MINISTER ANNOUNCES THE FIRST PHASE OF TORONTO AIR-RAIL LINK PROJECT**

TORONTO - Transport Minister David Collenette today announced the first phase of the air-rail link project connecting Lester B. Pearson International Airport and Toronto's Union Station with a proposal call for business cases from the private sector for its development. He was joined by representatives from the Canadian National Railway Company (CN), GO Transit and the Greater Toronto Airports Authority.

"Today's announcement confirms my commitment to this important project," said Mr. Collenette. "Residents of the Greater Toronto Area can now look forward to the day when this dynamic, new transportation service will be supplementing existing public transit options in the region."

Four pre-qualified private groups (PEARL Consortium, Union Pearson Group Inc., GTA LRT Consortium, and Macquarie North America and ARUP) have been asked to submit business cases for the project. This follows a request for expressions of interest which was issued in April 2001.

A number of studies completed by Transport Canada have confirmed that the air-rail link would be technically and financially viable. Transport Canada has also worked with key stakeholders including GO Transit, the Canadian National Railway Company and the Greater Toronto Airports Authority to advance the project.

The service would operate between Toronto's Union Station and the new terminal at Lester B. Pearson International Airport, providing direct access to the airport for passengers and commuters. The project is specifically designed to complement existing mass transit systems in the Greater Toronto Area.

"I am excited about the prospect of linking Canada's busiest passenger rail station to Canada's busiest airport," said Mr. Collenette. "Toronto is experiencing dynamic growth and development and it is critical to ensure that the city's transportation infrastructure keeps pace with this continued expansion. This new link will facilitate travel and reduce congestion on the city's highways."

The Lester B. Pearson International Airport currently handles 80,000 people daily and more than 200,000 people use Union Station each day. The air-rail link could eliminate up to 1.5 million car trips annually in its first few years of operation.

Business cases will be submitted in summer 2003. They will be evaluated in accordance with a fair and auditable selection process. The successful applicant is expected to be announced in fall 2003.

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## **BACKGROUND**

### **PROPOSAL CALL FOR BUSINESS CASES: AIR-RAIL LINK FROM TORONTO -LESTER B. PEARSON INTERNATIONAL AIRPORT TO TORONTO UNION STATION**

Modern infrastructure and smart transportation choices are key to the prosperity of our cities and the health of our communities. In the September 2002 Speech from the Throne, the Government of Canada committed to providing a safe, efficient and environmentally responsible transportation system that will help reduce congestion in our cities and help meet Canada's commitments under the Kyoto Protocol. Also, as part of the Government of Canada's Climate Change Plan, the federal government has committed to emphasizing partnerships with provinces, territories, communities, the private sector and non-governmental organizations to further reduce greenhouse gas emissions through a variety of means. Further, the document [\*Straight Ahead: A Vision for Transportation in Canada\*](#), released in February 2003, emphasizes the importance of an integrated transportation system that places a high priority on intermodalism.

As a leading city in both North America and the world, Toronto is experiencing dynamic growth and development. It is therefore critical to ensure that the city's transportation infrastructure and public transit systems keep pace with the continued expansion. The increasing pressures on transportation infrastructure, particularly the major road networks, highlight the importance of making smart planning decisions today to guarantee that the Toronto of tomorrow continues to be a vibrant and livable "City that Works".

Transport Canada has been pursuing the development of a new direct, safe, secure and rapid passenger rail service between Union Station and Lester B. Pearson International Airport as an important element in the continued and dynamic growth of the Greater Toronto Area. Elsewhere in the world, air-rail links have been established to provide seamless and fast travel between a city's major airport and its downtown core as well as to complement existing public transit systems. By providing dependable, frequent, direct and efficient service, air-rail links can help take cars off already busy roads, thereby reducing traffic congestion and harmful emissions. Air-rail links can also offer other benefits such as fostering economic development and enhancing intermodal transportation.

The air-rail link will connect the biggest airport in Canada with the busiest surface transportation station in the country, handling approximately 80,000 and 200,000 passengers respectively on any day. It is estimated the air-rail link service will eliminate over 1.5 million car trips annually in the first years of operation.

In June 2000 the Minister of Transport David Collenette announced that Transport Canada would initiate a request for expressions of interest to determine private sector interest in the development of the air-rail link. In April 2001, Transport Canada issued a request for expressions of interest, following which four respondents were found to have met the qualification requirements.

These four consortia are:

- GTA LRT Consortium (Aecon Group Inc. and Alstom Canada Inc.)
- Macquarie North America Ltd. and Arup Canada Inc.
- Pearl Consortium (Bombardier Inc., AMEC E&C Services Inc., in collaboration with strategic partners Hatch Mott MacDonald Ltd. and IBI Group)
- Union Pearson Group Inc. (SNC-Lavalin Engineers & Constructors Inc., PCL Constructors Canada Inc., Kilmer Van Nostrand Company Ltd., OMERS Realty Corporation, Jones Lang LaSalle Real Estate Services Inc., O&Y Properties Corporation.)

On May 23, 2003, Transport Canada issued a proposal call for business cases to these four qualified consortia. This proposal call contains the requirements for each respondent to prepare a business case submission for the development of the air-rail link. Over the past two years, Transport Canada has been working with a number of public and private stakeholders whose participation and cooperation is essential for the development of the air-rail link. The proposal call for business cases details the scope of work that will need to be undertaken by the respondent to finance, design, construct, operate and maintain the air-rail link and sets out the terms and conditions stipulated by the eleven stakeholders for their involvement in the project. Each stakeholder has provided Transport Canada with the specific parameters for providing access to their property, facilities or services. Each stakeholder is prepared to enter into an agreement with the successful respondent to be selected by Transport Canada. Transport Canada intends to select the respondent whose business case best responds to the requirements and objectives set out in the request for business cases.

The air-rail link service will be expected to meet the following objectives:

- increase mobility by providing a transportation service that is safe, accessible, convenient, comfortable and that meets the needs of the public;
- provide a direct, seamless and rapid passenger rail service between Union Station and Lester B. Pearson International Airport;
- reduce road congestion by enhancing the movement of passengers and freight while taking advantage of existing rail corridors;
- provide an efficient and environmentally responsible passenger rail service and improve health by reducing greenhouse gas and other emissions;
- complement existing public transit systems and support intermodal transportation options within the Greater Toronto Area;
- contribute to the economic development and well-being of the Greater Toronto Area;
- promote the use of Intelligent Transportation Systems; and
- employ a public-private partnership approach to avoid the use of public funds.

The main stakeholders that have collaborated in this project are GO Transit, the Canadian National Railway Company (CN) and the Greater Toronto Airports Authority. Other important stakeholders include the Ontario Ministry of Transportation, the Region of Peel, the Cities of Toronto and Mississauga, the Toronto and Region Conservation Authority, Orlando Corporation, Woodbine Entertainment Group and VIA Rail Canada.

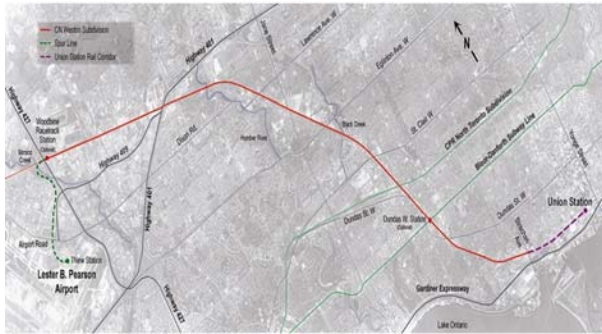
## Conceptual Routing

A conceptual route for the air-rail link, which may change according to the requisite environmental assessments, leads from Union Station to Lester B. Pearson International Airport, generally following the CN Weston Subdivision, also known as the GO Transit's Georgetown Corridor.

More specifically, this route:

- begins at Union Station and continues along the Union Station Rail Corridor to the CN Weston Subdivision;
- follows the CN Weston Subdivision; then
- follows a connecting (spur) line that has yet to be constructed to the new terminal currently under construction at Lester B. Pearson International Airport.

Map showing conceptual route of air-rail link. To view a larger version, click on the image below.



[Return](#)