**The School of Public POLICY and Cirano Release Feasibility Study on a NORTHERN CORRIDOR right of way – A New opportunity to unite canada with infrastructure**

**For immediate release May 26th, 2016**

OTTAWA - Canada is a country united by national infrastructure. We all know the critical role that rail, roads and telecommunications have played in uniting our vast expanses and challenging topography. Now, in the 21st century, we have an opportunity to again harness infrastructure as a uniting force. Unfortunately, debates over transportation infrastructure have been divisive. Now, however, an idea has been developed to approve infrastructure efficiently, for the long-term, and in a truly pan-Canadian way. This is an opportunity that cuts across ideologies and jurisdictional issues.

Today, representatives of The School of Public Policy and Cirano held a press conference in Ottawa to release a major report on the feasibility of creating a more northern right of way for infrastructure projects, called the Northern Corridor. Essentially, this right of way would be a route that is pre-approved with governments, Indigenous Peoples, and other stakeholders. It is not infrastructure, but a route that various kinds of infrastructure could follow; whether those be rail, pipelines, electrical, etc.

The route would be approximately 7,000 kms long and would follow the boreal forest in the northern part of western Canada, with a spur along the Mackenzie valley, and then southeast from the Churchill area for northern Ontario and the “Ring of Fire” area. It would then traverse northern Quebec to Labrador. It would create tidewater ports and have room for roads, rail lines, pipelines and transmission lines and would interconnect with existing (southern) transportation networks.

Speaking to the project was Pierre-Gerlier Forest, Director of The School of Public Policy at the University of Calgary. “Northern Corridor is a practical and focused response to the need for government to do what governments should do in terms of infrastructure– create the environment in which private investment, properly regulated, can be applied to projects without difficult ‘one-off’ regulatory processes for each project,” said Forest today. Speaking on behalf of Cirano, Claude Montmarquette offered, “Another benefit of the Northern Corridor is its size and comprehensiveness. A project of this size can, allow for the accommodation of many diverse interests, and would, ironically, be more achievable than many small steps.”

Now that the authors have determined the concept to be both needed and feasible, The School of Public Policy and Cirano will begin a detailed, area by area study of the requirements for the Northern Corridor. These will include; socio-economic and environmental impacts; strategic impacts, public policy; and specific design.

The research paper can be found in both official languages at [www.policyschool.ca/publications](http://www.policyschool.ca/publications). Le document est disponible dans les deux langues officielles a [www.policyschool.ca/publications](http://www.policyschool.ca/publications).

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