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Beyond Borders: Trade corridors and the benefits of integration and co-operation.

In an article in *Progress* magazine, author Stephen Blank suggests that the major challenges of our era will not be solved by individual governments because they are not localized within the borders of any one country. Instead, these challenges require co-operation across the entire continent.

He says that Canada, the United States and Mexico are deeply integrated economically and that current opposition to such integration is fighting a battle that has already ended.

Blank also wrote a paper on trade corridors in North America for the Association for Canadian Studies in the United States (ACSUS). The paper looks at the history of integration between the U.S. and Canada and the affect that trade corridors have on competitiveness.

To read the article from *Progress*, [click here](#).

To read *Trade Corridors and North American Competitiveness*, [click here](#).

Spinning gold from straw: Greater integration enriches both sides of the border.

Atlantica's proponents have long said that greater integration between the Atlantic provinces and the north-eastern United States will reap benefits in both regions. In a speech to Amherst and Area Chamber of Commerce, Dianne Kelderman president of Atlantic Economics and vice chair of the Atlantic Institute for Market Studies, provided insight to those benefits.

There are two proposed projects in Maine that highlight the potential benefits discussed by Kelderman. The first is a proposed container port on Sears Island. Experts say the port would increase the level of shipping traffic into the Port of Saint John (New Brunswick) because its geographic location makes it an ideal site for feeder traffic. The second project is an east-west toll road in northern Maine. Business leaders in New Brunswick met to discuss how the proposed highway could benefit businesses throughout the province.

To read the Amherst Daily News' coverage of Kelderman's speech, [click here](#).

To read an article in the Woodstock Bugle-Observer about the east-west toll road, [click here](#).

To read about the benefits of a Maine container terminal for the Port of Saint John, [click here](#).

A blueprint to close gaps in the North American transportation network.

While businesses throughout the region are reaping the benefits of Atlantica, there's still more that can be done, particularly at the border.

A paper written by Dr. Mary Brooks and published by The Conference Board of Canada, reviews the gaps in the transportation network between Canada and the United States. She makes a number of recommendations, including that both countries commit to coordinated infrastructure planning, reduce the administrative burden to global best practices and commit to collecting and making available data suitable for transportation planning.

To read the complete paper, [click here](#).

The Financial Post in Canada took up the cause in this article suggesting changes have to be made to process goods and people in a more timely and efficient way at the US – Canada border.

To read coverage from The Financial Post, [click here](#).

Border issues are attracting attention on both sides of the border. A story in the Vermont Business Magazine provides some tips on how to make it across the border without delay. An article in the New Brunswick Telegraph-Journal takes an historic look at the 1987 free trade agreement and bemoans the new 'thickening' of the Canada – US border.

To read the Vermont Business Magazine article, [click here](#).

To read the Telegraph-Journal article on a threat to Atlantica, [click here](#).

Building (air) bridges.

Atlantica's success will depend on connections: Business connections, physical connections and transportation connections.

This article from Maine Today explores some of the potential benefits that will result from opening a direct air route between Halifax, Nova Scotia and Portland, Maine.

To read the article, [click here](#).

You reap what you sow: Good policy will allow the Atlantic Gateway to flourish.

After years of talking, the Canadian government implemented an Atlantic Gateway policy with plans to pour a couple of billion dollars into infrastructure in the region.

The announcement was greeted with cheer in some quarters and trepidation in others. While all recognize the Gateway initiative provides opportunities for significant growth. A recent forum in Halifax, Nova Scotia, called "Access North America" brought together experts to discuss some of the changes needed in policy to really take advantage of the opportunities provided by the Atlantic Gateway. Those obstacles to success include the confused regulatory regime, border security and labour shortages.

To read more about the forum, [click here](#).

To view a slideshow presentation from the forum, [click here](#).

AIMS acting president Charles Cirtwill used the renewed attention to call for more business investment in the initiative. To read Cirtwill's column, [click here](#).

Historical Atlantica: How exploring the past will benefit the future.

While Atlantica has captured the attention of many pundits and politicians in recent years, it is not a new concept. In fact, the links between what are now the Atlantic provinces and New England have existed in various forms since well before the American Revolution.

Robin Neill, Chairman of AIMS' Board of Research Advisors and Adjunct Professor of Economics at UPEI and Carleton, explores this relationship in his paper, *Historical Atlantica: How the impact of the past will shape the future*. Neill says there is a role for government to play within Atlantica, but it shouldn't force the initiative.

He says governments should act as facilitators by providing the infrastructure which will allow Atlantica to thrive. He concludes that national and provincial governments need to look at the situation of the Maritimes and determine which policies will play to its strengths, although he says it is foolish to ignore the global economic forces that make the current version of Atlantica an avenue for economic growth. So Neill suggests studying the past to turn history to our advantage.

To read *Historical Atlantica*, [click here](#).

What is Atlantica?

Atlantica: the International Northeast Economic Region (AINER) is defined chiefly by geography, economic trends and trade patterns; common problems and experiences; and politics. Much of this wedge of territory has been outside the charmed circle of North American prosperity for years.

The reasons are buried deep in our history. Especially after the Americans rejected Reciprocity and Confederation was born, the continent was divided into two national projects. Each sought to open up its half of the continent on an east-west axis. Each had a funnel on the East Coast (Montreal and New York respectively) that caught the energies of Europe and channelled them toward the conquest of the continent. Atlantica was bypassed.

But now, continental free trade and globalization could put an end to the isolation of Atlantica. The east-west axis for development of North America is being supplemented by a drive to stitch back together the old north-south trade routes that had flourished across the continent before 1867.

To learn more, visit www.atlantica.org or www.aims.ca.

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