

# THE UNDISPUTED GATEWAY TO NORTH AMERICA

*When Jacques Cartier and his fellow explorers first discovered what was to become the great metropolis of Montréal in 1535, they marvelled at the magnificent natural harbour in the mighty St. Lawrence River. Wide, deep, and located in the ideal spot at the intersection of major waterways linking the vast hinterlands of Canada and the United States.*

*And from the very beginning, the city has been a hub of inland maritime traffic which has used the St. Lawrence to reach the Great Lakes and points beyond.*

**T**oday, Montréal is recognized worldwide as the undisputed gateway to the great producing and consuming areas of Central Canada and the American Midwest and North East with a total population of over 100 million. Indeed, it is the ideal multipurpose crossroads for all facets of transportation comprising air, sea, land and rail.

By air, it is accessible through two international airports, **Dorval**

and **Mirabel**, both of which are true levers of economic development in the Greater Montréal region, making a total yearly contribution of over \$2 billion to the Gross Domestic Product (GDP).

In 1992, they served a combined total of just over 8 million passengers, recorded 254,097 aircraft movements, and handled some 133,872 metric tonnes of cargo. Together they served 125 destinations through direct scheduled flights, comprising 55 in Canada, 38 in the U.S. and 32 other international cities.

By sea, it is on the shortest sea-land route between the huge North American market and those of Northern Europe and the Mediterranean and it is accessible through **The Port of Montréal**, Canada's largest container port and an operation recognized as one of the most successful of its kind in the world.

Located 1,600 km (1,000 miles) from the Atlantic Ocean on the St. Lawrence River it has been open to navigation year-round since 1964.

In terms of rail, it is the headquarters and busiest junction of Canada's two transcontinental railroads, **CP Rail System** and **CN North America**, both of which have dockside rail access at the port. And by road, it is the hub of a system of multilane superhighways, used by over 50 trucking companies, which links the city to major centres throughout North America.

## AIRPORTS

August 1, 1992, marked a significant milestone in the airport history of Greater Montréal. For it was on that day that management of Montréal's international airports, comprising both Dorval and Mirabel, was transferred to **Aéroports de Montréal (ADM)** through a 60-year lease.

ADM has budgeted \$150 million for capital expenditures for upgrading the two airports between 1993 and 1997. This is three times more than the amount invested on average during the preceding five years.

In a move designed to improve ground transportation service for users of both airports, ADM, together with various government agencies, is studying different options to such improved access, as well as more efficient road and rail links within the Dorval-Mirabel-Montréal triangle.

Yet another of ADM's priorities is promoting the competitive advantages of Montréal's airports in terms of air cargo services nationally and internationally. These include the fact that 40% of the manufacturing plants and almost 30% of the United States' population are within an overnight truck drive from Montréal while, in Canada, 75% of factories and 70%