

Transport Canada Releases KPMG Aviation Sector Analysis

March 5th, 2020

Pickering and Uxbridge, Ontario

Today, after a thorough review and analysis, Transport Canada released the Aviation Sector Analysis, a study conducted by KPMG. The focus of the study was on getting updated information and data regarding a potential new airport on the Pickering Lands in the next 20 years.

The report states that no decision has been made to develop an airport on the Pickering Lands, and that there will be no immediate need for an airport until at least 2038, where demand at Toronto Pearson and Billy Bishop Airport could exceed capacity. Given the study's findings, Transport Canada will retain the land for future consideration, and will continue to closely monitor aviation demand and capacity within the Southern Ontario aviation system.

Any decision on the future of the Pickering Lands will be made based on a sound business case and demonstrated aviation demand and capacity, as well as a thorough analysis of several regional and national factors, including environmental impact.

The report states that, given the fact that it would take approximately 8-12 years to complete the regulatory and commercial processes of building a new airport, there is no business case to support the immediate development of an airport on the Pickering Lands. Transport Canada will continue to engage with stakeholders to help determine the best path moving forward. The report can be requested here: <https://www.tc.gc.ca/en/services/aviation/operating-airports-aerodromes/airport-zoning-regulations/pickering-lands.html#s7>

Quote:

“An airport in Pickering cannot, and should never have been, a substitute for a real job creation and economic growth strategy that would benefit our community now. Infrastructure projects of this scale can only be viable under the right conditions, and cannot be rushed or manipulated to fit local strategic planning.

The KPMG Aviation Sector Analysis clearly articulates that there is no demand for the immediate development of an airport. I understand that there have been promises made regarding job creation and economic growth if an airport was built. But the facts are now clear: at the earliest, capacity will not be reached in the Greater Toronto Area until 2038, which means that if there ever is a business case, it will not be made for at least another 8-10 years. Any future considerations by Transport Canada would include the environmental assessment of a proposed airport, as well as its impact on our Government's commitment to achieve net zero greenhouse gas emissions by 2050.

The facts are evident and publically available. It's time for all levels of government to work together to create real economic prosperity and opportunity for our community, while protecting our environment, fighting climate change and supporting our agriculture industry.”

-Jennifer O'Connell, MP, Pickering-Uxbridge

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