

Understanding the Economic Opportunities for Pickering Airport

Toronto Pearson has been the fastest growing airport in North America for the past five years, serving as a significant global hub. Around the world, regional airports are critical to the growth of global cities. Airports at both the regional and international levels are valuable economic drivers in the development of business, communities, and infrastructure around them. How Southern Ontario supports and leverages growing air traffic demand is a land use planning challenge of a global scale. The Pickering Airport can serve as a catalyst for broader and continued economic opportunities for Durham Region. Below are some quick facts based on the findings of the 'Global Hub Economic Impact Study' and the 'Growth, Connectivity, Capacity - The Future of a Key Regional Asset Study', both commissioned by the Greater Toronto Airports Authority (GTAA) between 2012-2016.

Economic Impact of Toronto Pearson

Current economic impact

- **49,000** jobs at Toronto Pearson
- **332,000** indirect jobs supported by Toronto Pearson across the Greater Toronto Hamilton Area (GTHA) (6% of Ontario's GDP)
- Toronto Pearson is the second largest employment district outside of downtown Toronto in all of Ontario
- Over 40 million passengers expected to use Toronto Pearson in 2016
- Servicing 160 worldwide destinations
- In 2012 Toronto Pearson was responsible for \$35.4 billion of Ontario's GDP
- Toronto Pearson is North America's 2nd busiest airport for international traffic

By 2032 and beyond

- Toronto Pearson is projected to support 478,000 indirect jobs
- Annual GDP contribution to increase to \$62.1 billion
- 60 million passengers forecasted to use Toronto Pearson by 2032
- By 2038 Toronto Pearson will reach capacity (i.e. passenger, cargo)
- 90 million passengers forecasted to use air travel in Southern Ontario by 2043
- Potential of losing 20+ million passengers by 2043
- Loss of \$17 billion (estimated) in Ontario's GDP by 2043 if a regional integrated airport system is not developed

Overview of transportation needs for Southern Ontario (Region)

- Airports require long-term planning to support the future development of their infrastructure (terminal buildings and runways)
- Passenger demand for air travel will increase to 90 million travellers by 2043
- Driving times to Toronto Pearson will increase between 25-35% over the next 30 years
- Limited ground transportation options for passengers travelling to and from Toronto Pearson
- Based on the existing infrastructure systems in place, the Region (Southwestern Ontario) will not be able to accommodate expected increases in demand for air travel after 2032
- Transportation infrastructure investment takes significant time
- Southern Ontario's population will increase to 15.5 million by 2043
- Ground transportation investments in the GTA
 - Eglinton CROSSTOWN (13 years)
 - UP Express (14 years)
- Construction of airport terminals
 - London – Heathrow (20 years from concept to construction)
 - Dubai International terminal (4 years of construction)

Options for Southern Ontario to accommodate growing passenger demand

- **Status Quo** - limited coordination and investment for airports and ground transportation to accommodate demand
- **Robust Regional Airport System** - Develop a network of regional airports throughout the GTA, which could serve as dual-hubs, or single-hub airports, and separate Origin & Destination (O&D) based airports
- **Pickering Airport** - build a large new greenfield airport

Supporting Regional Growth

- Airports are economic catalysts - driving regional economic benefits
- Global Cities have prioritized airports as part of their growth plans
- Ground transportation is critical to airport and regional growth

Pickering Airport and Durham Region

Economic Opportunities for Durham Region

- Potential to accommodate major aviation sector based companies (research & development facilities, manufacturing, aircraft testing) to the Pickering Airport site
- Passenger demand for air travel in Durham Region increasing
- The Pickering site has excellent ground transportation opportunities with direct connectivity to Highway 407
- Transit connections between Pickering and Pearson, as well as downtown Toronto via the existing Lakeshore East GO Transit line and a future connection via the existing Havelock line
- Opportunities to attract direct and indirect jobs supported by Pickering Airport along the Highway 407 employment corridors across Durham Region
- 87 per cent of Durham's businesses use Toronto Pearson for importing and exporting goods
- Cargo operations at Pickering Airport could reduce significant shipping costs for businesses
- With limited slots at Toronto Pearson, and the closure of Buttonville Airport, Pickering Airport could accommodate business jets (longer runways)
- Operational Havelock rail line currently accommodates cargo shipments
- 407 East extension will provide added support for goods movement throughout Durham Region
- Over 1,500 of Durham Region's residents are employed by Toronto Pearson (excluding those residents who work for airlines, retail stores and restaurants (within both terminal buildings), and third party supply and maintenance companies