

THE COMMON ECONOMIC COMMUNITY

WITH CANADIAN CHARACTERISTICS

National Policy Paper

Northern Development • Economic Sovereignty • Cooperative Global Engagement

Prepared for Federal Consideration

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**A National Framework for Northern Development, Economic
Sovereignty, and Multipolar Cooperation**

Prepared for Federal Consideration – 2025

Executive Summary

Canada faces emerging structural challenges: shifting global supply chains, rising multipolar competition, Arctic accessibility, domestic affordability pressures, and regional imbalance between southern metropolitan concentrations and northern underdevelopment.

This policy paper proposes a national strategy titled **The Common Economic Community (CEC): With Canadian Characteristics**—a long-term program to:

- **Develop a northern economic region**
- **Build ten planned metroplex cities**
- **Anchor them to two continental economic corridors**
- **Establish four Arctic-Atlantic-Pacific port gateways**
- **Govern development through transparent economic ledgers**
- **Ensure Canadian regulatory leadership and Indigenous partnership**
- **Engage China and select partner nations through trilateral municipal cooperation**

The CEC model is cooperative, rules-based, transparent, and sovereignty-preserving. It moves Canada from a passive resource exporter to an integrated value-chain economy.

1. National Rationale

1.1 Geographic Imbalance

Over 80% of Canadians live in a narrow band along the U.S. border. Northern regions lack infrastructure, energy transmission, rail, digital connectivity, service clusters, and population capacity.

1.2 Strategic Arctic Era

Melting ice and changing navigation now open:

- Arctic shipping lanes
- Resource development zones

- Security responsibilities
- Marine logistics opportunities

1.3 Economic Sovereignty

Canada exports bulk materials but reimports finished products at a premium. Moving refining, processing, and manufacturing north increases national value retention.

1.4 Demographic and Cost Pressures

Southern housing, labour scarcity, and congestion require a population-dispersal strategy.

1.5 Multipolar Diplomacy

Canada requires a framework to engage China constructively while retaining sovereignty, compliance, and transparency. Municipal trilateral partnerships provide an operational mechanism.

2. The CEC Development Strategy

The model rests on four structural pillars:

1. **Ten Northern Metroplex Cities**
2. **Pan-Canadian Economic Corridors**
3. **Arctic–Atlantic–Pacific Port Geometry**
4. **Trilateral Municipal Cooperation (Canada–China–Global partner)**

These elements integrate resource exploitation, industrial processing, manufacturing, administrative services, education, and housing within structured urban hubs.

3. Ten Northern Metroplex Cities

The following metroplexes represent **planned, serviced, multi-industry population centres** designed to support extraction, processing, manufacturing, logistics, governance, and education.

Anchor Metroplexes (3)

1. Pacific Nexus City — Prince Rupert (British Columbia)

Pacific deep-water trade anchor connecting Canada to Asia and the Indo-Pacific.

2. Aurora City — Tuktoyaktuk (Northwest Territories)

Arctic Ocean logistics and sovereignty anchor with road access through the Inuvik–Tuk corridor.

3. Churchill Gateway City — Churchill (Manitoba)

Deep-water Arctic port on Hudson Bay with rail access to interior Canada.

Provincial Metroplexes (7)

4. Skeena Interior City — Terrace/Kitimat Axis (British Columbia)

Industrial inland twin to Prince Rupert for forestry, hydropower, and advanced manufacturing.

5. Athabasca Gateway City — North-Central Alberta

A transition hub between oil sands, hydrogen production, petrochemical upgrading, and northern logistics.

6. Churchill River City — La Ronge Region (Saskatchewan)

A resource-service city for mining, forestry, northern tourism, and corridor logistics.

7. Thompson Resource City — Thompson Region (Manitoba)

Critical-mineral processing and rail/industrial servicing for Churchill.

8. James Bay Gateway City — Moosonee/Moose Factory (Ontario)

Rail-served hub for James Bay logistics, Indigenous governance support, and coastal development.

9. Nouveau Nord City — Schefferville/Labrador Trough (Quebec)

Francophone industrial centre for iron and critical-mineral processing with east–west rail potential.

10. Labrador Atlantic Hub — Happy Valley–Goose Bay (Labrador)

Atlantic logistics point for coastal supply, research, marine industries, and subsea communications.

4. Metroplex Urban Purpose

Each metroplex includes:

- Natural resource extraction

- Refining and secondary processing
- Manufacturing capacity
- Transportation and project management administration
- Regulatory and civil services
- Higher-education and trades facilities
- Residential districts for permanent workforces

This replaces fly-in/fly-out labour with community-anchored civic economies.

5. Corridor Architecture

Two continental corridors integrate the northern metroplex system.

5.1 West–Central–Arctic Economic Corridor

Prince Rupert → Skeena Interior → Athabasca Gateway → La Ronge → Thompson → Churchill → Tuktoyaktuk

Infrastructure scope:

- Freight and high-speed rail
- Hydrogen and electric transmission
- Road modernization
- Digital fibre and data nodes
- Workforce mobility and training hubs

5.2 Central–James Bay–Atlantic Economic Corridor

Thompson → James Bay Gateway → Schefferville → Goose Bay

Infrastructure scope:

- Rail upgrades

- New northern roads
 - Atlantic export alignment
 - Maritime communications
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6. Port Geometry — Four-Way Maritime Access

A sustainable Arctic economy requires multi-directional ocean access.

Pacific Port

- **Prince Rupert:** Pacific container and bulk export anchor

Western Arctic Port

- **Tuktoyaktuk:** Arctic access for shipping, sovereignty, and offshore energy

Hudson Bay Port

- **Churchill:** Central Arctic–Atlantic grain and mineral gateway

Eastern Arctic Atlantic Port

- **Qikiqtarjuaq (Nunavut):**
 - Deep-water suitability
 - Access to Davis Strait and Greenland
 - Future polar logistics for Europe
 - Marine support for Baffin resource corridors
 - Science and security applications

Atlantic Port

- **Goose Bay:** Marine logistics, resupply, and commercial export

Together, these create a **four-axis sovereign ocean perimeter**.

7. Governance Design — With Canadian Characteristics

7.1 Legislative Control

All land tenure, licensing, labour standards, environmental compliance, and taxation remain under:

- Canadian federal law
- Provincial/territorial competence
- Indigenous rights frameworks

7.2 LandBank Ledger

The development system is administered through a **public digital registry** logging:

- Titles and concessions
- Major contracts
- Royalties and taxation
- Infrastructure rights-of-way

This prevents opaque transactions and protects sovereignty.

7.3 Indigenous Co-Governance

Local Indigenous governments participate as:

- Co-developers
 - Land authorities
 - Revenue recipients
 - Institutional signatories
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8. Trilateral Municipal Partnership Model

Each Metroplex is co-linked with:

One Canadian lead city

- Governance
- Regulatory administration
- Workforce and procurement standards

One Chinese partner city

- Industrial capacity
- Capital participation
- Supply-chain expertise

One additional partner city

- Diversified market access
- Diplomatic balance
- Knowledge exchange

These relationships are municipal—not geopolitical—ensuring:

- No sovereignty risk
 - Practical business collaboration
 - Regulatory compliance
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9. National Outcomes

9.1 Economic Yield

- Value-chain capture for critical minerals, hydrocarbons, hydrogen, forestry, water, and tourism
- Domestic industrial diversification
- Arctic supply-chain insertion

9.2 Sovereignty

- Arctic operational presence
- Maritime reach in four vectors
- Reduced dependence on the St. Lawrence export gate

9.3 Population Strategy

- Capacity for 2–5 million new residents across a stabilized northern zone
- Housing diversification
- Labour–skills retention

9.4 Multipolar Stability

- Constructive engagement with China
- Non-aligned cooperative diplomacy
- Rule-based commercial transparency

10. Implementation Phasing

Phase I — Corridor Feasibility and Mapping

- Rail feasibility
- Energy-line alignment
- Port capacity analysis

Phase II — Metroplex Charter Formation

- Indigenous agreements
- Municipal legal frameworks
- LandBank ledger commissioning

Phase III — Trilateral Partnership Activation

- Canadian city nomination
- Chinese industrial partner designation
- Third-nation diversification

Phase IV — Workforce and Civic Settlement

- Trades academies
- Housing expansion
- Permanent services

Conclusion

The Common Economic Community: With Canadian Characteristics represents a comprehensive strategy for Arctic development, industrial sovereignty, population distribution, secure supply chains, and constructive great-power engagement.

It offers Canada:

- A long-term northern economy
- A transparent industrial architecture
- A diplomatic mechanism for China engagement
- An Indigenous-grounded governance model
- A new framework for value-chain nation-building