



Canadian Trucking Alliance CTA



2018-2019 Infrastructure Priorities



Canadian Trucking Alliance

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Canadian Trucking Alliance

The Canadian Trucking Alliance (CTA) is a federation of provincial trucking associations. With over 4,500 member carriers, CTA represents a broad cross-section of the industry – all sizes, regions, commodity-based service and specialty. Our members employ approximately 150,000 Canadians and are responsible for meeting about 70% of the country’s road freight needs.

About the Industry

“Trucking is the dominant mode of freight transportation in Canada, moving approximately 90% of all consumer products & foodstuffs and almost two-thirds (by value) of Canada’s trade with the United States. Nearly 1% of the Canadian population and over 1.5% of the labour force are truck drivers by profession.”



Our economy is multi-faceted, ranging from farming and natural resource-based to manufacturing and knowledge-based businesses – all of which depend on the movement of freight in some way. The industry generates over \$65 billion in revenues per year, with the for-hire sector accounting for over \$40 billion of that total. In terms of GDP, the transportation services sector represents 4.2% of total economic output. Of that, trucking accounts for a greater total share than air, rail and marine combined. The trucking industry is responsible for creating over 400,000 direct jobs in Canada – over 300,000 of which are truck drivers. The for-hire segment of the industry produces over \$24 billion in personal income on an annual basis, which in turn generates \$4.2 billion in personal income taxes and \$4.1 billion in indirect taxes for government.

Trucking Moves the Canadian Economy

“Trucking is a derived demand industry. As the economy goes, so goes trucking. As such, trucking is a good leading indicator of economic activity.”

The simple reason trucking is the dominant mode of freight transportation is the flexible, timely, door-to-door service that only trucks can provide. Trucking works with all the other modes, but its major market is the time-sensitive delivery of small shipments of lighter-weight, high value-added products over relatively short distances. The just-in-time inventory system, which remains a key to Canada’s international competitiveness, is built around the truck. Other modes – like rail and marine – dominate in the movement of heavier, bulkier commodities that are generally less time-sensitive over longer distances. Overall, the three modes would overlap or compete on a very small proportion of the freight market – certainly less than 5 per cent.

CTA: Infrastructure Priorities

Alberta

Highway 40 Twinning and Wapiti Bridge Twinning in the Grande Prairie Area:



This project is critical to the safety of operators who transport softwood lumber and oil and gas products into the North South Trade Corridor. The collision rate for this stretch was 206 collisions per hundred million vehicle kilometers traveled, compared to the provincial average of 83, for undivided highways. The current highway volume at the Wapiti Bridge is 9,060 vehicles on average per day, with commercial traffic making up 50.6% of that total. Projected oil and gas investment and tree harvest plans will only increase traffic on this already overstressed road corridor. Our forestry partners in the area have plans for 50,000 loads (100,000 if you include the unloaded travel) along this route alone. Out of all of the challenges facing the Grande Prairie area, investment in this project demands the most priority.

British Columbia

Six-laning Trans-Canada (Highway #1) from Hope to 264 St. in Langley:



Highway 1 serves as the primary east-west corridor serving and connecting the Lower Mainland to the rest of BC, and Canada. Adding lanes will improve safety, access, and reduce congestion on this key corridor. The commercial traffic carrying goods and cargo in this area is vital to the provincial economy and Canada's Asia Pacific Gateway Strategy.

George Massey Tunnel Replacement Project:

Currently, the GMT is a significant bottleneck in Metro Vancouver and is operating at capacity with counter-flow measures in effect during peak travel times. The tunnel also has significant safety issues, as a 2016 report indicated it was prohibitively expensive to upgrade to today's seismic standards.

Manitoba

PTH 100 (South Perimeter):

This highway handles up to 25,000 vehicles on average per day. This could benefit from closing at grade crossings in favour of grade separated changes.



Kenaston Boulevard Widening:

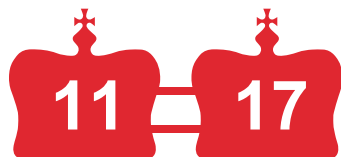
This roadway has an average daily traffic count between 40,000 and 58,000 vehicles, serviced by only four traffic lanes. In the case of the Kenaston Boulevard widening, most of the land needed for expansion is owned by the federal government.

Chief Peguis Extension:

Connecting this to Route 90 would relieve such routes as; Portage Ave which has up to 67,000 average daily vehicle count; Notre Dame which has up to 50,000; Narin which has up to 44,900; Main street which has 58,700 where it intersects currently.

Ontario

Northern Ontario Infrastructure Expansion:



TransCanada Highway redundancy at key bridges and lane expansion along Highway 11 and 17 remains a top priority. As noted by the Northern Ontario Multi-Modal transportation Strategy, traffic forecasts have found that over the next 25 years commercial vehicle flows will drive the overall growth in traffic volumes on the highway network in Northern Ontario. This will be supported by growth in internal east-west trade along with mining and other resource-based activities are. For example, every day commercial vehicles carry \$100 million in goods over the Nipigon Bridge alone. However, as the Bridge's unexpected closure in 2016 demonstrated, lack of redundancy and capacity along key trade routes in Northern Ontario can have serious impacts on domestic trade.

Highway Expansion in the Greater Toronto Area:

Highway 401 in the GTA is among the busiest highways in North America, and perhaps the busiest overall for commercial vehicle activity. The GTA is also home to Canada's largest and busiest airport by freight and passenger volume, several intermodal yards (including Canada's busiest yard), and is within a one-day drive to more than 135 million Canadian and American consumers. As a major origin or destination, the GTA highway network is a key trade network. It is recommended that the federal government explore innovative strategies with the province and municipalities to reduce congestion, improved redundancy around Pearson Airport, and improved access to GTA intermodal yards.

Gordie Howe Bridge:

The addition of the Gordie Howe Bridge will have a significant impact on the trucking industry and Canada-US trade. The federal government has shown great leadership on this project. CTA implores the government to continue its support and to ensure this project is completed as soon as possible.

Quebec and Atlantic Canada

Route 185 from Saint-Antonin to Saint-Louis-du-Ha! Ha! / Highway 85/Road 185 between Rivière-du-Loup (in Québec) and Edmundston (in New-Brunswick):

These stretches of roadway are in urgent need of upgrading. If completed, this would connect all of Eastern Canada with four lane highways from Halifax to Toronto. Upgrading Hwy 85, often cited as one of the most dangerous highways in Canada, should markedly



improve safety. From a trade perspective, it would also allow the trucking industry to run long-combination vehicles (LCVs) from Halifax to Toronto, making the delivery of goods much more efficient while reducing emissions.

Saskatchewan

Twinning of Highway 39 & 6 from Regina to Estevan:



The area is a primary route for commodities and heavy equipment moving to and from the Bakken oilfields that are the economic backbone of the region and the largest oil pool discovery in Western Canada in more than 50 years. Current plans are not adequate for the continuous and safe transportation of goods via truck. Highway 6 and Highway 39 are export routes for all of Saskatchewan, leading to border crossing at Regway and North Portal.

Trucking Moves the Canadian Economy

Truck Parking: As Canada and the U.S. move towards the implementation of mandatory electronic logging devices (ELDs) – which track driver’s hours of service and replace the paper logbook regime – the availability of adequate truck parking is more critical than ever. In turn, safe parking for commercial vehicles supports a healthier and more efficient national supply chain. The federal government needs to explore with the provinces potential solutions and develop a strategy on truck parking for Canada’s National Highway System.



Investments in our Borders: The electronic systems Canada Border Services Agency (CBSA) uses to process trade information requires upgrades to meet the demands of today’s cross-border trade. The issue can be resolved by investing capital in the CBSA IT systems and adding staff. We realize funding required to upgrade these outdated systems is significant, but such an investment is dwarfed by the immediate and long-term damage the economy would suffer if these investments are not made. Ongoing staffing shortages appear to be getting worse, thickening the border and impeding the facilitation of cross-border commerce. As a result, the Canadian cross-border business community is forced to brace for unprecedented disruptions and weakening of the Canadian supply chain.

Conclusion

While not exhaustive, the above represents a list of specific projects and general project areas for consideration. In each case, funding for road-based infrastructure would significantly improve the trucking industry’s ability to carry the nation’s domestic and international trade. As always, CTA along with the provincial associations stand ready to provide additional information should it be required.



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