



Canadian Trucking Alliance CTA

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TRADE AND TRANSPORTATION CORRIDORS INITIATIVE



Canadian Trucking Alliance

555 Dixon Road, Toronto, ON M9W 1H8

Tel: 416-249-7401 – email: govtaffairs@cantruck.ca

Follow us on Twitter @cantruck and on the internet at www.cantruck.ca

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 providing about 70% of the country's road freight needs.

Trucking

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. Trucking is also a derived demand industry. As the economy goes, so goes trucking. As such, trucking is a good leading indicator of economic activity. The longer-term outlook for the trucking industry is for continued growth and an even larger share of total transportation sector output. Road based infrastructure needs to keep pace with this expected growth.

Introduction

Canada's economic prosperity is in large part dependent upon the ability of its industry to compete for market share in the North American supply chain. 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. As the preferred mode for getting finished goods and business inputs to market efficiently and reliably, trucking plays a vital economic role. For example, 90% of all consumer products and foodstuffs are delivered by truck as is the lion's share of trade with the U.S. The GDP generated by the for-hire trucking industry alone is more than that of rail, marine and air modes combined. Simply put, without trucks the economy stops. In turn, as a major user of Canada's infrastructure, well maintained bridges, highways and interchanges, border crossings, and sufficient access to major freight centres are of the utmost importance to the industry. For the government's part, it is critical that the key role trucking plays is recognized in setting infrastructure spending priorities.

Trade and Transportation Corridoes Initiative (TTCI)

The Honourable Marc Garneau, Minister of Transport, in July 2017 announced \$2.1 billion for the Trade and Transportation Corridors Initiative (TTCI) to build stronger, more efficient transportation corridors to international markets. As noted in the announcement, by transporting goods more efficiently to market, Canadian businesses will be able to better compete, grow and create jobs into the future. The core element of the TTCI is the merit-based National Trade Corridors Fund (NTCF), which will provide \$2 billion over 11 years to strengthen Canada's trade infrastructure, including ports, waterways, airports, roads, bridges, border crossings, rail networks and the interconnectivity between them. With the launch of this fund, CTA provides the following for consideration as potential project areas that will help address urgent capacity constraints and keep goods moving efficiently along Canada's trade corridors.

Alberta

- *Highway 40 Twinning and Wapiti Bridge Twinning in the Grande Prairie Area:* This request is based on the increasing concerns received by carriers and operators within this region who transport softwood lumber, and oil and gas products into the North South Trade Corridor. This project is critical due to urgent safety concerns. The collision rate for this length (10.00 km) of Highway was 206 collisions per hundred million vehicle kilometers travelled. This compares to the provincial average collision rate of 83 collisions per hundred million vehicle kilometers travelled for undivided highways. The current highway volume for this stretch at the Wapiti Bridge is 9,060 vehicles on average per day, with commercial traffic making up 50.6% of that total. Our combined 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 for infrastructure improvement, the investment in this project demands the most priority.

“Projected oil and gas investment and tree harvest plans will only increase traffic on this already over-stressed road corridor.”

British Columbia

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

“Highway 1 serves as the primary east-west corridor serving and connecting the Lower Mainland to the rest of BC, and Canada.”
- *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.

- *Pattullo Bridge replacement*: The Pattullo Bridge is another asset reaching the end of its life cycle that is also a significant bottleneck. Funding for a replacement needs to be secured as soon as possible to avoid spending additional funds on maintenance to extend the life of the current bridge.

Manitoba

- *PTH 100 (South Perimeter)*: This highway handles up to 25,000 vehicles on average per day. This could benefit from close at grade crossings and grade separated interchanges.
- *Kenaston Boulevard Widening*: This roadway has an average daily traffic count between 40,000 and 58,000 vehicles, serviced by only 4 traffic lanes. *“In the case of the Kenaston Boulevard Widening, most of the land needed to expand 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. This will be supported by growth in internal east-west trade along with mining and other resource-based activities. 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. *“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.”*
- *Highway Expansion in the Greater Toronto Area*: Highway 401 in the GTA is among the busiest highways in North America, and perhaps the busiest highway in North America 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 with the province and municipalities innovative strategies to reduce congestion, improved redundancy around Pearson Airport, and improved access to GTA intermodal yards.

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 Edmunston (in New-Brunswick):* These stretches of road way are in urgent need of upgrading. As *“This would connect all of Eastern Canada with 4 lane highways from Halifax to Toronto.”* Highway 85 is often cited as one of the most dangerous highways in Canada, upgrading this roadway to highway standards should markedly improve safety. From a trade perspective, this would also allow the commercial trucking industry to run Long combination vehicles (LCVs) from Halifax to Toronto, making the delivery of goods much more efficient. LCVs have also been shown to be a highly efficient means of transporting goods contributing to a reduction in emissions.

Saskatchewan

- *Creation of a Saskatoon Freeway:* Saskatoon is a trucking hub for central Saskatchewan with significant numbers of transportation companies located in the North Industrial and Hudson Bay industrial areas. Heavy traffic combined with low speed limits and a high number of intersections creates a bottleneck that limits traffic flow to two primary weight highways, airport traffic and freight yards. This increases the cost to businesses to move goods in the area. With constant traffic congestion, trucks moving north-south through Saskatchewan often take lower speed, single lane highways to avoid Saskatoon altogether. Most recent traffic counts put nearly 5,000 truck per day on highways surrounding Saskatoon.
- *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 enough 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.”*

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.

For more information, please contact:

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