

Goods and People Movement Long-Range Multi Modal, Integrated, Transportation Plan: Hamilton Chamber of Commerce

Please select which category from the OCC economic vision best represents your issue (please **bold** your choice):

- Fostering a culture of innovation and smart risk-taking in order to become a productivity leader
- Building a 21st century workforce through workplace training, utilizing newcomers' skills, and apprenticeship reform
- Restoring fiscal balance by improving the way government works
- Taking advantage of new opportunities in the global economy
- Identifying, championing, and strategically investing in our competitive advantages in the global economy
- **Other policies of strategic significance**

Issue:

Ontario's transportation system is crucial to the economic well-being of Ontario and to the country as a whole. The efficient movement of goods and people, within Ontario and into the U.S. directly, affects business and impacts Ontario's ability to compete with other jurisdictions.

To help facilitate the movement of goods and people, transportation planning at the local, regional and provincial levels is critical. At the present time, Ontario does not have a province-wide transportation plan, and current regional plans do not adequately address the inter-regional movement of goods and people.

A province-wide Long Range Transportation Plan (LRTP) is needed to address the movement of goods and people between regions and across borders.

Background:

Ontario is a vast province with diverse regions (economic and otherwise) facing unique transportation challenges. For example, many areas in Northern Ontario require additional transportation capacity to help facilitate goods movement to attract business investment and diversify local economies.

In Southern Ontario, particularly in the Greater Toronto and Hamilton Area (GTHA), explosive suburban labour force in the goods movement corridors, coupled within inadequate investments in transportation infrastructure, has led to crippling congestion. To address unique regional issues, while regional transportation plans, such as The Big Move, have been developed, there is a lack of province wide focus

Ontario's various regions do not exist in isolation. Regions and economic clusters throughout the province are unique and are interconnected. For example, in the auto manufacturing cluster in Southern Ontario, there may be steel parts sourced from plants in Hamilton, Sarnia or Pittsburgh, with electrical components manufactured in Toronto and final assembly occurring in Windsor or Markham with eventual shipping to markets across Canada and Northeastern United States. Facilitating the efficient movement of these goods between regions is critical for economic sustainability, increased investment and economic growth. The need is made more urgent by increasing value of trade across the North America advanced manufacturing value chain¹.

¹ Brookings Institute (2013). Metro North America: Cities and Metros as Hubs of Advanced Industries and Integrated Goods Trade. <http://www.brookings.edu/research/interactives/2013/metro-north-america>

Competing jurisdictions in the U.S. have recognized the need for integration of transportation networks between regions. High-level transportation planning is common in the U.S., with state-wide transportation plans being required by Federal law. State-wide transportation plans span 20 to 30 years in outlook, are updated every five years, and plan for the integration of all modes of transportation. The plan is critical for the future of the Ontario economy as The province's multimodal transportation system moves over \$1.3 trillion in goods per year which constitutes 49% of Canada's total international trade (across all modes) and almost 70% of road trade with the U.S.².

We believe a province-wide LRTP will contribute to employment and economic growth by:

- Improving linkages between transportation modes and between freight hubs, which make up over 70% of Goods Trade in Ontario³
- Enabling the province to effectively develop and implement policies that improve and better utilize Ontario's extensive network of road, rail, marine and airport facilities; and
- Placing Ontario on a level playing field with competing U.S. jurisdictions.
- Enhance the ability of businesses in Ontario to latch onto North American manufacturing value chains.

Recommendations:

The Ontario Chamber of Commerce urges the Government of Ontario to:

Develop a 30-50 year, province-wide LRTP, to be completed by the fall of 2018.

The LRTP should include:

- a. Stakeholder consultation;
- b. Short, medium and long-term planning and investment objectives spanning 30-50 years;
- c. Comprehensive mapping out of the multi modal connections that facilitate goods and people movement throughout the province;
- d. A financing plan for transportation improvement projects; and
- e. Quick wins to improve connections between regions.

² <http://www.trucknews.com/sustainability/ontario-close-to-completing-draft-of-goods-movement-strategy/1001231306/>

³McMaster Institute for Transportation and Logistics (2014). Truck Freight Generators & Attractors in the Province of Ontario. http://mitl.mcmaster.ca/research/documents/MITL_Truck_Generators_Feb_28th.pdf