

**MANAGEMENT REPORT TO METROLINX**

<b>Report Title:</b>	<b>Goods Movement</b>				
<b>Report Number:</b>	<b>PP 08-017</b>	<b>Date to Board:</b>	<b>Nov 28, 2008</b>	<b>Date to Committee:</b>	<b>N/A</b>
<b>Report To:</b>	<input checked="" type="checkbox"/> <b>BOARD</b>	<input type="checkbox"/> <b>ADVISORY COMMITTEE</b> <input type="checkbox"/> <b>AUDIT COMMITTEE</b> <input type="checkbox"/> <b>GOVERNANCE COMMITTEE</b> <input type="checkbox"/> <b>HUMAN RESOURCES COMMITTEE</b> <input type="checkbox"/> <b>TECHNICAL ADVISORY GROUP</b> <input type="checkbox"/> <b>OTHER:</b>			
<b>Report Referred From:</b>	<b>PP 08-016</b>				
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<b>Item Class:</b>	IN CAMERA	<input type="checkbox"/>	DECISION	<input type="checkbox"/>	INFORMATION <input checked="" type="checkbox"/>

**1.0 RECOMMENDATION:**

*RESOLVED:*

**THAT** Report PP 08-017, entitled Goods Movement be received by the Metrolinx Board for information.

**2.0 PURPOSE:**

The purpose of this report is to provide advice the Board on the initiation of work to more fully address goods movement within the context of the Regional Transportation Plan for the GTHA.

**3.0 BACKGROUND:**

The final RTP identifies the comprehensive strategy for goods movement as one of its nine Big Moves.

Numerous stakeholders, including the Ontario Chamber of Commerce and the Southern Ontario Gateway Council, as well as several municipalities, have identified goods movement as a key regional transportation planning priority for the GTHA. Stakeholders have proposed that Metrolinx play a key role to undertake analysis and develop a long term goods

movement strategy that would contribute to the achievement of the economic, social and environmental goals and objectives of the RTP.

#### 4.0 DISCUSSION:

Goods movement is essential to the economy of the Greater Toronto and Hamilton Area (GTHA). The industries that rely on as well as support goods movement, including logistics companies and transportation service providers such as trucking companies and railways, employ more than 280,000 people in Central Ontario and transports more than 400 million tonnes of goods within or across the region each year.

To secure the long term economic future of the GTHA, and preserve the region's quality of life and natural environment, opportunities for improvement must be identified and acted on:

- The efficiency of the road network for goods movement should be increased so that congestion, which currently drains billions of dollars from the GTHA every year, is better managed, so that truckers and other road users lose less time and fuel to delays.
- Opportunities for innovative goods movement solutions to address the unique urban structure of the GTHA and its communities should be explored.

While individual municipalities within the GTHA, including Hamilton and Peel, have developed localized goods movement strategies in the past, Metrolinx is in a unique position to coordinate the development of a strategy that can address these issues region-wide and provide for effective coordination of goods and passenger movement across the GTHA.

##### Metrolinx work to date

On August 13, 2008, Metrolinx staff met with representatives of the Ontario Chamber of Commerce and Southern Ontario Gateway Council to discuss initial ideas and areas that should be the focus of a goods movement strategy. Meeting participants identified the need to:

- Address bottlenecks in the GTHA road network for goods movement by trucks
- Improve the coordination and sharing of data regarding the movement goods so that effective planning can occur.
- Examine the land use issues for large logistics parks and goods movement hubs to ensure that an adequate supply of land is available for these purposes.

In September 2008, Metrolinx staff convened an exploratory discussion with a small group of key stakeholders, including municipal and provincial officials, business and academic interests, to begin the development of a terms of reference for a Metrolinx goods movement strategy.

The meeting highlighted the need to integrate a Metrolinx strategy with the Ontario-Quebec Continental Gateway Strategy, which is focussing on the movement of goods in the Windsor to Quebec corridor, as well as with other analyses underway by the federal and provincial governments, municipalities and academic institutions.

In addition to meetings with stakeholders, Metrolinx has initiated work with McMaster University's Institute for Transportation and Logistics (MITL) through a Memorandum of Understanding to look at modelling and data collection and management issues, including the development of an establishment survey to gather information about the movement of goods in the GTHA and inform the development of a strategy.

### Goods movement strategy

As set out in the directions in the draft Regional Transportation Plan, Metrolinx will develop a comprehensive strategy for goods movement within the GTHA, and between the GTHA and other regions. It will identify opportunities and actions to improve efficiency, increase capacity, enhance the region's competitiveness, reduce emissions of GHGs and other pollutants, and shift a greater proportion of goods movement to more environmentally sustainable modes and technologies.

The strategy will include a comprehensive, long-term plan for goods movement within the GTHA as well as concrete, short term actions, or "Quick Wins," that can be taken that will assist the goods movement industry in addressing its various challenges.

It is anticipated that actions will be identified that would be the responsibility of a wide variety of different sectors to implement, including the federal and provincial governments, municipalities, the private sector and Metrolinx. Actions may include legislative changes, regulatory changes, infrastructure investments and programs.

In addition, Metrolinx will address the need to bridge significant information gaps to support the development of a goods movement strategy and look at options for steering volume away from major highways at peak times in new or existing corridors.

### Goods Movement Roundtable

To support and guide the development of the goods movement strategy, Metrolinx will establish a roundtable comprised of key stakeholders who can inform the data gathering and strategy development and also eventually play a key role in the implementation of the actions that would be recommended. The participation of the private sector is critical to the success of the strategy.

It is proposed that the Roundtable be composed of a diverse range of stakeholder groups, including but not limited to:

- Province of Ontario
- GTHA municipalities
- Academic Institutions
- Chambers of commerce/boards of trade
- Environmental groups
- Urban bicycle couriers
- Freight forwarders

- Industry associations
- Logistics companies
- Manufacturers and exporters
- Retailers and wholesalers
- Railway industry
- Shippers
- Trucking companies
- Federal government

Proposed Timeline

- Early 2009 Roundtable established
- Winter 2010 Draft report available for consultation
- Spring 2010 Final report including recommendations

**5.0 FINANCIAL MATTERS:**

Funds will be proposed in 2008/09 budget Q4 to initiate the development of a strategy Staff will identify additional resources as part of the Metrolinx 09/10 operating budget process. Staff will identify and engage funding partners to fund the assembly of the necessary baseline data collection.

**6.0 HUMAN RESOURCES MATTERS:**

N/A

**7.0 ENVIRONMENTAL MATTERS:**

N/A

**8.0 COMMUNICATION MATTERS:**

N/A

**9.0 LEGAL MATTERS:**

N/A

**10.0 CONCLUSION:**

Metrolinx staff will report back to the Board in early 2009 with:

- Proposed terms of reference, work plan and timelines for the development of a goods movement strategy
- Proposed Goods Movement Strategy Roundtable composition

Respectfully submitted,



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Leslie Woo, General Manager,  
Transportation Policy & Planning

Approved for Submission to the Board



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W. Michael Fenn, CEO

*Appendices:*

N/A
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*Staff & Others Consulted:*

Name	Telephone

*Notifications:*

Name	Mailing or E-mail Address
N/A	N/A

*Special Instructions:*

N/A
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