

**Review Panel
Public Hearing**

**Commission d'examen
Audience publique**

**Milton Logistics Hub
Project**

**Projet de pôle logistique
de Milton**

Review Panel

Ms. Lesley Griffiths
Dr. Isobel Heathcote
Mr. William McMurray

Commission d'examen

M^{me} Lesley Griffiths
M^{me} Isobel Heathcote
M. William McMurray

Holiday Inn Express & Suites
2750 High Point Drive
Milton, Ontario

July 12, 2019

Holiday Inn Express & Suites
2750 High Point Drive
Milton (Ontario)

Le 12 juillet 2019

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ERRATA / ADDENDA

Volume 8 - 2019/07/08

Page 2186, line/ligne 11

"DR. KNOPPER:"

should be / devrait être

"MR. PRITS:"

Page 2190, line/ligne 24

"DR. KNOPPER:"

should be / devrait être

"MR. PRITS:"

1 Milton, Ontario / Milton (Ontario)

2 --- Upon commencing on Friday, July 12, 2019

3 at 9:29 a.m. / L'audience débute le vendredi

4 12 juillet 2019 à 9 h 29

5 MR. RONZIO: Good morning, everyone,
6 and welcome to the final day of general sessions for
7 the Milton Logistics Hub Project Review Panel public
8 hearing. My name is Joe Ronzio, and I'm the Review
9 Panel Manager.

10 Just before we start today's session,
11 we're going to go through a couple of matters related
12 to health and safety.

13 In the case of an emergency at this
14 facility, you'll hear an audible alarm, and in those
15 cases you're asked to go out the glass doors at the
16 front and back of the room and proceed to the back of
17 the parking lot, which is behind you, where we can
18 gather and just make sure everyone's safe. If
19 somebody who you were with is not able to make it out
20 or is not at the gathering point, please inform a
21 member of the secretariat, who have the white name
22 tags on, and we'll look to make sure we find everyone
23 in their party.

24 In the event that either of these
25 doors are blocked, the other alternative exit is out

1 the front of the hearing room to the left and out the
2 double set of doors there.

3 If you discover an emergency, there is
4 red pull stations, four of them in this room and one
5 at each end of the hallway. Pull the alarm and then
6 the rest of us can proceed out.

7 There's also a fire extinguisher just
8 to the left of this door.

9 If there's a minor medical emergency,
10 there is a first aid kit at the front desk, and the
11 hotel staff are able to provide first aid. Otherwise,
12 for major medical emergencies, if anything arises, we
13 ask that you call 9-1-1 so that we can get the
14 emergency medical services here as soon as possible.

15 I'd ask that anybody who has a cell
16 phone on right now turn it to vibrate or silent mode
17 so that it doesn't disturb the proceedings.

18 Washrooms are out the hallway to the
19 right and about halfway down on the right-hand side.

20 And the last thing is, with
21 yesterday's session starting a little bit later than
22 usual, I realized in the morning that it's actually
23 summer outside. And I know that we have a break at
24 the end of today before we come back here, so if
25 anybody is outside as opposed to inside for the entire

1 duration of the day, please remember over the next few
2 days, make sure you're wearing your sunscreen,
3 hydrating, and just enjoying your well-deserved break.

4 Thank you, everyone. The Panel will
5 be here in a moment and we'll proceed.

6 --- Pause

7 THE CHAIRPERSON: Good morning,
8 everybody. We have made it to Day 12 of the hearing,
9 and this is, in fact, the last day of the regular
10 hearing sessions.

11 We have one more day of hearing, which
12 will be for the closing remarks, and that is next week
13 on the 19th. So this is a general session, and we
14 have a number of presentations.

15 Before we begin, we'll do
16 housekeeping. I have a couple of things to say, and
17 I'll see if other people have housekeeping items.

18 Just a reminder that today will be the
19 deadline for registration of oral closing remarks, and
20 the deadline is the end of the session today. I think
21 I said noon when I was previously mentioning this, but
22 it's actually -- and noon would be good, but we will
23 allow them until the end of the day.

24 It's easy to do. Just see the
25 secretariat, either at the back or at the table here.

1 Also, I just want to remind you that
2 all undertaking responses are due no later than 8:00
3 p.m. tonight.

4 So that is all from the Panel for
5 housekeeping.

6 Mr. Lerner.

7 MR. LERNER: Good morning. Thank you,
8 Madam Chair.

9 I do have a couple of housekeeping
10 items.

11 Number one, we submitted Undertaking
12 Number 31 last night. In relation to Undertaking
13 Number 34 with respect to water supply, in the short
14 time we've had to review, we're comfortable with
15 having water delivered and removed by a certified
16 contractor as the project has proposed. However,
17 based on the recent information, we are open to
18 considering alternatives to connecting to the
19 municipal network as we work through detailed design,
20 if and when it becomes available.

21 Finally, Madam Chair, Mr. Reynolds
22 will address Undertaking Number 35 for you.

23 MR. REYNOLDS: Thank you.

24 If you recall, Mr. McMurray yesterday
25 asked questions about criteria on recreational areas

1 and their relation to noise.

2 I had a chance to get back with our
3 noise experts last night, and there are no noise
4 criteria specific to recreational areas.

5 THE CHAIRPERSON: Thank you, Mr.
6 Reynolds, Mr. Lerner.

7 Is there anybody else that has
8 housekeeping items?

9 Okay. Well, let's get started with
10 our presentations today.

11 So our first presenter is Wendy
12 Roberts.

13 MS. ROBERTS: Good morning.

14 THE CHAIRPERSON: Good morning.

15 MS. ROBERTS: In terms of this
16 machine, I just have to -- do you do the down or do I
17 do the down?

18 MR. RONZIO: (Inaudible - off mic).

19 MS. ROBERTS: Okay. I'll just get my
20 presentation out.

21 **PRESENTATION**

22 MS. ROBERTS: And is this on? And
23 I'll just make sure I can -- if I just do the down
24 this way, that works? Okay.

25 So good morning, and thank you very

1 much for the opportunity to present today.

2 My name is Wendy Roberts, and I have
3 been a resident of Milton or Milton Heights for more
4 than 35 years.

5 Milton Heights is a former hamlet of
6 approximately 120 homes in very close proximity to the
7 Niagara Escarpment. The new Tremaine Road, once
8 completed, will slice through the centre of Milton
9 Heights.

10 I use the traffic circle at the new
11 Tremaine Road and Steeles Avenue daily. I was heavily
12 immersed for a number of years in local planning
13 issues and concerns about impacts of development on
14 watercourses, wetlands and wildlife, primarily related
15 to two projects directly and severely impacting my
16 community. That's the new Tremaine Road project and a
17 large residential development project.

18 And I realize my hyperlinks didn't
19 work the way that I thought they would. Fortunately,
20 the map, everything stayed in place.

21 So my home is the blue triangle. The
22 purple dashes outline the Milton Heights community, an
23 area of approximately 388 acres, which I understand is
24 about 12 acres short of the size of the intermodal hub
25 proper, not the additional 600 acres.

1 The red line represents the new
2 Tremaine Road, which is under construction, and the
3 traffic circle at Steeles and the new Tremaine Road is
4 the little red dot there, and I'll come back to that.

5 The Niagara Escarpment protected area
6 is directly across the street from me. So when I walk
7 across the road at the Tremaine Road, I'm in the
8 Niagara Escarpment protected area and then another few
9 minutes later I'm on the Niagara Escarpment. So we're
10 very, very close.

11 Also, a section of the Niagara
12 Escarpment protected area is to the right, you see
13 that bottom green arrow, and it is south of the CP
14 tracks, which I'll come back to, and it is also a
15 protected area.

16 The same species of special concern
17 that are identified in the hub area live in Milton
18 Heights, snapping turtles, milk snakes, barn swallows,
19 bank swallows, meadowlark, monarchs, bobolink and
20 chimney swifts have also been identified on occasion.

21 So currently, there are about 120 or
22 so homes in Milton Heights. The majority are single
23 family dwellings.

24 In 2014, another 750-plus homes,
25 mostly condos and townhomes, plus the new roads to

1 support that, were approved by the town with the
2 blessing of Conservation Halton and Region and a
3 number of other parties at the OMB proceedings. It
4 was all a settlement hearing. Basically, the OMB
5 approved the settlement that had been reached by the
6 parties.

7 Now, construction has not begun and
8 there are a number of conditions yet to be met. But
9 as a result of the approved residential development
10 and the new Tremaine Road project, six of the seven
11 named watercourses in Milton Heights will be realigned
12 or removed. Only the Sixteen Mile Creek won't be
13 touched, although arguably it will be impacted, a
14 creek that is redbreasted dace, which is in the northeast
15 corner within that purple hatch mark.

16 It is redbreasted dace habitat. It's an
17 endangered species of minnow protected federally and
18 provincially. And it will be realigned and will end
19 up closer to the 24-hour, seven days a week heavy
20 stamping plant immediately across the road from Milton
21 Heights, just the other side of Peru.

22 And one of the four residential areas,
23 new residential areas, is planned to be very close to
24 that 24-hour, seven day a week heavy stamping plant.

25 The only significant wetland in the

1 area north of Milton Heights will be "displaced" by
2 the new Tremaine Road and two others will be impacted.
3 In addition, two other wetlands, and that's in the
4 southeast corner on the Andron property, will be
5 removed and the creek that supports them will be
6 realigned, and that's to make room for 200 condos.

7 So I look at all of that in this small
8 area and with all the approval and the blessing of the
9 Town of Milton, Conservation Halton and the region,
10 and for me it raises a lot of questions about why such
11 an outcry around CN strictly on the environmental
12 issues.

13 I'm not talking about, you know, loss
14 of employment lands. I'm really focused on the
15 natural heritage features. So surely, in my view, of
16 all of that removal and realignment of creeks,
17 protection of species, endangered species, if all of
18 that can be managed and mitigated in that small area,
19 then surely I believe the impacts to the natural
20 heritage features on the CN hub lands can also be
21 mitigated.

22 There was some information I was going
23 to talk about in terms of the composition of
24 Conservation Halton and the composition of the town
25 council who approved that. There are six members

1 still on our town council. So again, I'm having
2 trouble reconciling the outcry about the impact on
3 natural heritage features by this town council.

4 Sixty-three (63) percent of the
5 members, of the 19 members of the Board of Directors
6 of Conservation Halton are elected officials,
7 including three mayors. So I think that also raises
8 questions about how vocal can Conservation Halton --
9 and I have a lot of respect for Conservation Halton.
10 But how vocal can those who report to their elected
11 officials, how vocal can they be if they oppose
12 anything that's being suggested?

13 I've got different experiences, but I
14 think time is limited and I won't go into that.

15 So my experience, though, with the
16 Town of Milton and Conservation Halton over the five
17 years or so leading up to, during and following the
18 OMB proceedings with regards to community
19 consultation, resident engagement and
20 information-sharing was, for the most part,
21 challenging and disappointing.

22 When I heard about the CN intermodal,
23 I reached out to CN, and that was in May of 2015, and
24 I received an immediate response, genuine interest,
25 and that then led to a number of meetings with CN,

1 myself and some other residents who are interested in
2 protecting the natural environment, biodiversity and
3 looking at how we could work together.

4 Please note that I have not taken a
5 position on whether the project should be approved or
6 not. The issues are many and complex. I have focused
7 on just a few aspects of the overall project, and
8 that's what I wanted to highlight for the Panel.

9 Some key opportunities, in my view.
10 The prospect of removing approximately two million
11 trucks from our highways annually and reducing
12 greenhouse gas emissions by over 9,000 tonnes
13 annually, in my view, is of significant benefit.

14 My review of the 2004 Indian Creek
15 Sixteen Mile Creek Sherwood Survey Subwatershed
16 Management Study, that's a mouthful, and the
17 compansion studies prepared for the Town of Milton
18 suggest that there are many opportunities for
19 improvement of the watercourses, woodlots and wildlife
20 habitat, and my conversations with CN representatives
21 is that they are committed to working with the
22 community to do that.

23 I'll come back to the citizen advisory
24 committee and community engagement in a moment.

25 There are, though, some very key

1 concerns. I think traffic and inadequate road
2 infrastructure around -- in and around Milton is a
3 significant issue, and perhaps the number one issue
4 for the residents of Milton, myself included. Even a
5 town survey that focused on library services
6 highlighted traffic as a major issue.

7 Taking a page from Ms. Mott's
8 presentation on June 20th, this is a different
9 roundabout, but certainly some similarities. We see
10 the "do not drive around trucks" in the roundabout.
11 This at Tremaine Road and Steeles, or the new Tremaine
12 Road and Steeles. And we also see the same
13 20-kilometre speed limit.

14 What isn't as obvious, in the photo on
15 the left, as you see, there's a sharp -- where Steeles
16 Avenue winds up the Niagara Escarpment, actually, the
17 region's own consultants on the train road project
18 recommended against a roundabout there because of that
19 steep incline, but it proceeded.

20 And then on the photo to the right,
21 looking east, the CP tracks cross Tremaine Road just
22 this side of Peru Road. And so I think when the new
23 train road is open and a large truck gets stuck in a
24 roundabout -- and it's happened; I've seen it --
25 traffic will be jammed. and then you've got train

1 tracks to the east, potentially a train, and then that
2 steep incline to the west, I think it could be a
3 recipe for disaster.

4 And I know Ms. Mott talked about will
5 some of these roundabouts need to be removed. That
6 may be a situation here.

7 Unfortunately, this isn't as good a
8 picture. It doesn't show the damage to the road very
9 well, but this is a photo just north of my home and
10 that's the Tremaine Road north of Steeles. And
11 there's a number of trucks that are currently
12 travelling it and going into a regional construction
13 staging area that's there for the new Tremaine Road.

14 Lots of damage to that road. I
15 encourage you, if you have a chance, to drive up that
16 section of the road for the full experience. I raise
17 this here because I think the trucks that will be
18 using the hub will be carrying heavier loads and there
19 will be more of them, and so I anticipate that the
20 damage will be even more severe.

21 So conditions for consideration, and I
22 am delighted, very pleased again -- to me it's a sign
23 that CN was really listening. Ms. Mott and myself had
24 proposed a citizens advisory committee to CN and they
25 have indicated their commitment to doing that. So my

1 suggestion is that that be established immediately if
2 the project is approved.

3 Now, I had included some terms of
4 reference that I had provided at the Ontario Municipal
5 Board, I have provided to town council. I did a
6 delegation on them. I followed up. I followed up
7 with my regional councillor.

8 Two letters of support were submitted
9 by local environmental groups, and none of us heard
10 anything. So it went nowhere. The proponents, the
11 developers, absolutely, they indicated at the OMB
12 hearing that they had no interest in participating in
13 such a committee.

14 So again, I have to contrast the
15 community engagement that I've seen and experienced
16 from CN compared to what I saw and experienced from
17 the Town of Milton. It's quite a contrast.

18 Another condition is operations not to
19 commence or limited operations until Britannia Road is
20 widened to six lanes and Tremaine Road is connected to
21 the Highway 401. CN and the region to review current
22 plans for new road design to ensure that standards are
23 sufficient to support the volume and weight of the
24 trucks that will be used.

25 Do they have to enhance what they're

1 using to build the roads currently?

2 CN to compensate the town and/or the
3 region for road design enhancement, maintenance and
4 costs for changes or damages to roundabouts.

5 Regular and thorough monitoring, and
6 others I know have submitted, others who have much
7 more expertise than I in this area, but I think
8 monitoring is critical, be it traffic, wildlife,
9 light, noise, water quality, et cetera. And I think
10 that those monitoring reports should be shared with
11 the community advisory committee for review and
12 feedback. And I think, very importantly, and I know
13 it's a been a concern that has been raised, what's
14 going to happen if CN wants to expand further.

15 My view is that there should be no
16 expansion of intermodal operations or the site without
17 an updated and thorough environmental assessment
18 process.

19 As I mentioned, CN has committed to
20 establishing a citizens advisory committee. I've
21 provided the draft terms of reference and I see on the
22 site that you have attached those. My hyperlink
23 skills are severely lacking.

24 And although those draft terms of
25 reference may not be sufficient for the CN intermodal

1 project, I think it could serve as a starting point
2 for discussion.

3 This slide just refers to some of the
4 information I've already submitted.

5 I have brought a copy of the OMB's
6 final decision of September -- actually, two copies.
7 And it has many, many, many pages of conditions. I
8 think it was a very unsettled settlement. I don't
9 know if that should be an exhibit, or just filed for
10 information, or I'll leave that to the Panel and you
11 can maybe let me know.

12 I'm probably running out of time and
13 I'm almost done. Sorry. I've been asked to speak
14 more slowly.

15 The only reason I included a copy of
16 the Town of Milton's Master Transit Plan is, at one
17 point there was a suggestion that there be a Go
18 Station. If you go back to my map, basically still
19 within the Niagara Escarpment protected area, very
20 close to the CP tracks. Apparently that is off the
21 table. Niagara Escarpment Commission has said no. I
22 think it's off the region's plan. One of our regional
23 town councillors is still advocating for that. And
24 again I have to ask why a Go Station is such a
25 sensitive area, but not this hub which is closer to

1 the dump or the regional sanitation, whatever you call
2 it these days, than it is to the Niagara Escarpment.

3 So in conclusion, my focus of interest
4 is on the natural heritage features, the environment,
5 and the traffic. I haven't touched all of those other
6 issues. I have not taken a position on whether the
7 project should be approved or not approved. I think
8 that's a very complex undertaking. To me, the
9 projected reduction in truck usage and greenhouse
10 gases is significant and the most critical benefit, in
11 my view. I believe the potential impacts on natural
12 heritage features and wildlife can be mitigated, and
13 there are opportunities to enhance what exists.

14 So can the impacts and concerns about
15 traffic, road safety and maintenance be sufficiently
16 address through conditions of approval, regular and
17 thorough monitoring, reporting, and citizen engagement
18 through a community advisory committee? I think
19 that's a question for the Panel. I'm sure I don't
20 need to remind you of that.

21 I can say again that my experience
22 with CN has been very positive. They have shared
23 information, they have been engaged, and they have
24 been respectful, they have been responsive, and I
25 believe CN wants to work with our community to address

1 our concerns.

2 So I think that's it for my
3 presentation, and I'm happy to answer any questions,
4 and again, I thank the Panel for this opportunity.

5 THE CHAIRPERSON: Ms. Roberts, thank
6 you very much for your presentation.

7 First of all, the business part. You
8 have a folder there. Do I take it that's two copies,
9 so that it's only half as thick as it looks?

10 MS. ROBERTS: It's actually these.

11 THE CHAIRPERSON: Oh, that's
12 perfect ---

13 --- laughter

14 MS. ROBERTS: I thought I should
15 provide one to CN and I should provide one to the
16 Panel.

17 THE CHAIRPERSON: So what we will do
18 is we will enter that as an exhibit, and we will give
19 that an exhibit number, and that number will be --
20 it's a mystery number. One six? Okay. So that will
21 be Exhibit 16. So thank you very much for that.

22 So first of all -- so I'll ask CN if
23 they have any questions or comments in response?

24 MR. LERNER: Thank you, Madam Chair.
25 Dan Reynolds has some comments.

1 MR. REYNOLDS: Thank you. Thank you,
2 Ms. Roberts, on behalf of myself and all of the CN
3 team members that you've met with for sharing your
4 input with us, both today and over the past four years
5 or so. I know that we've had many productive
6 discussions about the proposed project with you, and
7 we truly value the input and appreciate your
8 willingness to engage with us and share your thoughts.

9 If the proposed project is approved we
10 are committed to continuing our engagement with the
11 community members like yourself and others that have
12 been here to present today, or on other days, about
13 the construction and operation of the project. That
14 includes the commitment to establish the community
15 working group that we've discussed and had dialogued
16 about.

17 We know this is something that you and
18 others have advocated for, and we believe it's a good
19 idea that can provide a venue that can continue to
20 address issues, including many of those that you have
21 raised here this morning.

22 So thank you again for your
23 participation, and I know that has required a
24 significant amount of your time and the time of many
25 others to participate, and we appreciate it, all of

1 the time you have spent over the last few years with
2 us. So on behalf of CN, I look forward to continue to
3 listen and work with you and others in this community.

4 THE CHAIRPERSON: Thank you, Mr.
5 Reynolds.

6 So typically, what we do is we provide
7 an opportunity, if there are any other registered
8 participants for this session that have a question for
9 the presenter before we move to Panel questions. I am
10 not doing a roll call. Any questions? No.

11 So, the Panel. I'm going to begin
12 with a question.

13 Now, I'm fully aware that we are
14 looking at the -- the job of the Panel is to look at
15 the potential effects of this project, the CN project.
16 But I am interested in some remarks that you made
17 regarding the Milton Heights development that's coming
18 your way -- hasn't started.

19 MS. ROBERTS: That's correct.

20 THE CHAIRPERSON: And you commented
21 about a number of changes -- well, huge changes to the
22 natural environment that are going to be required, and
23 particularly related to the alteration of the removal
24 of the wetlands, the alteration of watercourses, and I
25 believe you said something like, so if these effects

1 can be mitigated to the satisfaction of the town,
2 Conservation Halton, region, in this area I can only
3 assume -- I'm paraphrasing -- that they can be
4 mitigated on the CN site; is that reasonably more or
5 less what you said --

6 MS. ROBERTS: Yes, that's what I said.

7 THE CHAIRPERSON: Let me ask the
8 question because then you may want to change -- so do
9 I take from that that you are actually content that
10 the effects are going to be satisfactorily mitigated
11 in Milton Heights or not?

12 MS. ROBERTS: Well, I can tell you,
13 I've worked fairly closely with the region and their
14 consultant around environmental things. And, again,
15 they were willing to engage. So they helped me
16 understand some of the things that I didn't initially,
17 and I can say that I have walked the area -- there's a
18 particular creek called NW-1-D and it comes down from
19 the Escarpment, under Tremaine road, onto the Jannock
20 property and then right now onto the Andrin property.

21 The region undertook as part of the
22 New Tremaine Road Project to really do some
23 rehabilitation at that creek and it looks to me as
24 though it's in much better shape. The issue is I'm
25 not -- I'm not satisfied, and I'll tell you, what has

1 been approved is they're going to realign that creek
2 south, the Town of Milton and Conservation Halton for
3 these 200 condos. That creek feeds two wetlands and
4 now they've agreed to remove those two wetlands.

5 Now, the unfortunate part is for seven
6 or eight years Conservation Halton was adamant,
7 vehement, they were not going to allow that creek to
8 be relocated or the wetlands removed. Then at an
9 in-camera session there was a 180 percent reversal.
10 I've tried through Freedom of Information, appeals, et
11 cetera to get that information as to why that decision
12 changed and it's protected information. I can't
13 access it, even through an appeal.

14 Subsequent to Conservation Halton
15 changing their position, within a year, a year and a
16 half, an employment -- an environmental impact study
17 was done for the Tremaine Road project. They've had a
18 number of them. And as I'm going through it,
19 Conservation Halton now thinks actually Tremaine Road
20 is a permanent stream. So it went from being a
21 permanent stream, no way we're going to move it, to
22 maybe it's not a permanent stream, we can move it and
23 we can remove the wetlands; and then a year and a half
24 later it's back to being a permanent stream, after all
25 that development has been approved.

1 So that raised a lot of suspicions for
2 me. I am still not happy with the realignment of that
3 creek. Now, what I submitted as an exhibit is like
4 pages, and pages, and pages, and pages of conditions.
5 So whether or not in the end they get to move the
6 creek, but Conservation Halton has approved it in
7 principle.

8 But with the other impacts, federally,
9 provincially, looking at the realignment of the
10 redbside dace creek, there are folks who are satisfied
11 that what's going to happen will address the issues,
12 and realistically, the redbside dace creek, it's
13 redbside dace habitat, I think it's been 10 years since
14 the redbside dace has been seen in that creek but it is
15 designated as redbside dace habitat.

16 I think a lot of the other mitigation
17 measures, provided there's monitoring, and I will
18 still advocate for a citizens advisory committee for
19 that project, hopefully the town will listen this
20 time. And I do feel there has been some change in the
21 membership of council and I think there is a movement
22 towards more meaningful consultation. It wasn't five
23 years ago. So apart from that creek, I guess my
24 answer is, I believe it can be mitigated.

25 THE CHAIRPERSON: Thank you very much.

1 MS. ROBERTS: Thank you.

2 MEMBER HEATHCOTE: It's clear from
3 your presentation and your remarks right now that you
4 have given a lot of thought to these issues. In your
5 presentation you talked about opportunities to improve
6 watercourses, woodlots and wildlife habitat on the
7 project site. I'd just like to hear a little bit more
8 about that, if I could? What opportunities do you
9 see?

10 MS. ROBERTS: Well, the
11 opportunities -- I referred to that report and when I
12 read that report, my understanding is the
13 watercourse -- one of the watercourses there was very,
14 very degraded, and I think almost anything done to it
15 is going to improve the flow. And in reading some of
16 the Conservation Halton comments for this process, a
17 lot of what I read sounded like a lot of what I had
18 read before, about what was going on in Milton
19 Heights. And again, I have a lot of respect for
20 Conservation Halton, and I think they will hold CN's
21 feet to the fire to make sure they do what it is they
22 want them to do, and I think, given my understanding
23 of that area, it can only get better.

24 Even in terms of the canopy and the
25 woodlot, and when meeting with conservation -- sorry,

1 when meeting with CN, we talked about the opportunity
2 for way stations, and Monarch gardens, and bat houses,
3 and bicycle paths, and pollinator gardens, you know,
4 even using berms to somehow, you know, to increase
5 some of the flow.

6 So I think if we were to sit down with
7 CN and with Conservation Halton, and with some of our
8 local knowledge keepers, and I also want to say I
9 really appreciate how CN has engaged First Nations and
10 indigenous people, and I would certainly love to have
11 them at the table. So that we're really working
12 together to take a look at, okay, this is what we
13 have. How can we make it better? Because I really
14 think it can be. And I see that because I was opposed
15 to what they were going to do to the NW-1-D for the
16 new Tremaine Road project, and then when I went and
17 saw what they did to it, it's better than it was. So
18 I think we can make it better.

19 MEMBER HEATHCOTE: Thank you very
20 much.

21 MS. ROBERTS: Thank you.

22 MEMBER McMURRAY: Good morning.

23 MS. ROBERTS: Good morning.

24 MEMBER McMURRAY: Your slide 9, the
25 second bullet touches on something that the Review

1 Panel has heard a lot about, which is namely the
2 widening of the arterial road system, including
3 Britannia Road. As someone who has lived in Milton
4 for how long?

5 MS. ROBERTS: Probably closer to 38
6 years. I'm not -- 38 years.

7 MEMBER McMURRAY: Anyway, what's your
8 current understanding of when Britannia Road will be
9 widened to six lanes?

10 MS. ROBERTS: I think it has changed.
11 I paid more attention to the Tremaine Road thing, but
12 I think it's 2022. But I'm not absolutely sure about
13 that, and it may change.

14 MEMBER McMURRAY: And you've
15 anticipated my next question. We've also heard a lot
16 of discussion from a number of people about the
17 Tremaine -- the proposed Tremaine Road interchange
18 with the Highway 401. I gather Milton Heights is not
19 that far from the site of the proposed interchange?

20 MS. ROBERTS: That's correct.
21 Actually, it will be just on top of the northern most
22 border of Milton Heights, and the new Tremaine Road
23 runs kind of half of where I live and Peru Road and
24 then it will go up and join the new interchange, so
25 it's very close, yes.

1 MEMBER McMURRAY: And I recall the red
2 line on your aerial photograph.

3 Again, as someone who lives close by,
4 what's your understanding of when that interchange
5 will be open?

6 MS. ROBERTS: Well, at one point I had
7 heard 2021. I think most recently I've heard 2023.
8 However, I would -- knowing they have to lift the
9 tracks up to allow the road to go under it and I
10 understand from meeting with the Tremaine Road
11 consultants, that's an engineering nightmare and
12 there's a lot of water there. And so I anticipate
13 that will be changed again, probably again -- it would
14 not surprise me if it's not ready to be used until
15 2025.

16 MEMBER McMURRAY: And those tracks
17 you're talking about, are you talking about CN tracks
18 or CP tracks or some other tracks?

19 MS. ROBERTS: CP tracks. They're the
20 CP tracks that kind of run just south of my home and
21 across Steeles Avenue.

22 MEMBER McMURRAY: Okay. And when you
23 were speaking to slide 5, your first bullet on slide 5
24 refers to reducing greenhouse gases and the number of
25 trucks on the road. You did give a number, and I

1 didn't catch it. What was your estimate?

2 MS. ROBERTS: Oh. Well, actually, I
3 got that from CN documentation early on. The green
4 gas -- greenhouse gas emissions are anticipated to be
5 reduced by 9,510 tonnes annually. That's --

6 MEMBER McMURRAY: I don't do
7 greenhouse gas. There's other people who know far
8 more about greenhouse gas. I do numbers of trucks.
9 So what was the number that you mentioned in your
10 spoken comments?

11 MS. ROBERTS: Two million trucks.

12 MEMBER McMURRAY: Two million, okay.

13 MS. ROBERTS: Annually.

14 MEMBER McMURRAY: You anticipated my
15 question. You got that number from a CN document.

16 MS. ROBERTS: That's correct, yes.

17 MEMBER McMURRAY: Okay. Thank you.
18 Thank you for your presentation.

19 MS. ROBERTS: Thank you.

20 THE CHAIRPERSON: Ms. Roberts, thank
21 you very much.

22 MS. ROBERTS: Thank you very much.
23 I'll just leave that?

24 THE CHAIRPERSON: So our next
25 presentation is the Canadian Chamber of Commerce.

1 **PRESENTATION**

2 MR. GREER: Good morning.

3 Thank you for having the Canadian
4 Chamber of Commerce here to present at the public
5 hearing for the *CEAA 2012* Review Panel conducting the
6 assessment of the Milton Logistics Hub Project.

7 I'm Ryan Greer, I'm our Senior
8 Director of Transportation and Infrastructure Policy
9 at the Chamber. I work closely with our
10 transportation and infrastructure members on policy
11 issues for the Chamber.

12 Just a little bit of obligatory
13 background. The Canadian Chamber of Commerce is
14 Canadian's largest business association with a network
15 of over 450 Chambers of Commerce and Boards of Trade,
16 representing over 200,000 members of all sizes and all
17 sectors of the economy and all regions of the country.
18 And certainly this panel is hearing from a number of
19 those Chambers and Boards of Trade today.

20 On behalf of our members, I'd like to
21 state that the Chamber is strongly supportive of this
22 project and the important socio-economic benefits it
23 will provide to Canadians.

24 More broadly, I'd like to recognize
25 the importance of large private sector infrastructure

1 investments in Canada's trade enabling infrastructure.
2 The private sector is bigger, moves faster and thinks
3 longer term than governments do and in export
4 dependent countries such as ours, it's crucial to our
5 collective prosperity that these kinds of investments
6 continue.

7 As you may hear from some of the local
8 Chambers and Boards of Trade later this morning and
9 this afternoon, this project is necessary to
10 accommodate the economic demands that will come with
11 projected population growth of another 3.5 million
12 people living in the GTHA by 2041. With half of CN's
13 intermodal traffic already moving southern Ontario, it
14 is crucial for the company to keep pace with this
15 growth.

16 Improving the capacity and fluidity of
17 our transportation systems is not only necessary to
18 meet the business needs in the most populated region of
19 the country, but it is important for meeting consumer
20 expectations and the high quality of life that comes
21 along with a wide availability of consumer goods at
22 low prices.

23 For a moment I'd like to zoom out from
24 the GTHA and look at the broader Great Lakes region.
25 Southern Ontario, of course, is part of this larger

1 manufacturing powerhouse, much of which depends upon
2 just-in-time supply chains. The region has a GDP of
3 \$6 trillion, which is larger than all but two G-20
4 economies.

5 Now, my apologies if these aren't too
6 clear to the entire room. These two maps. They're a
7 little dense. But they show present-day and projected
8 road and rail capacity constraints in the Great Lakes
9 region. They were generated for the Council of the
10 Great Lakes Region by CPCS Transcom to show current
11 and projected volume capacity constraints in the
12 region, now and looking ahead in the next several
13 decades.

14 The red lines show present road
15 capacity constraints. The orange are rail capacity
16 constraints. Essentially which lines and which
17 roadways are experiencing regular congestion and have
18 a limited ability to absorb new traffic. I think as
19 we all know and have experienced, the GTHA and as the
20 first map shows, is experiencing road capacity
21 constraints.

22 If we look ahead to 2040, if we were
23 to maintain only our existing infrastructure, the
24 entire region would be facing significant supply chain
25 bottlenecks on most major roadways and rail lines.

1 Anything approaching these levels of congestion would
2 have significant economic and quality-of-life impacts
3 in the entire region.

4 Now, while this project is just, of
5 course, one part of this massive regional
6 transportation system, these kinds of forecasts can
7 help remind us that this region depends on sustained
8 improvement and continued investment in our
9 transportation systems. Certainly, increasing the
10 region's intermodal capacity will support the tens of
11 thousands of regional businesses and jobs that depend
12 on these larger regional supply chains.

13 Zooming out a bit further, this
14 project is significant on a national level. Road,
15 rail and their interactions are very much the
16 circulatory system of our Canadian economy. In 2016,
17 the value of interprovincial trade in Canada was \$152
18 billion, with more than a fifth of that moving to our
19 railways. This Panel has heard from other witnesses
20 about the sheer volume of goods moving to and from the
21 GTHA to our Canada's east and West Coast ports.

22 In an increasingly competitive global
23 economy, it is critical for Canada to continue to
24 improve our domestic connectivity. A large project of
25 this nature is not of course unique to this region.

1 There are many planned projects across the country to
2 improve Canada's road rail port and in land port
3 networks, the Canadian Chamber is strongly supportive
4 of.

5 Discussions about Canada's
6 international competitiveness will also focus on
7 issues of taxation, regulation, trade agreements --
8 and these are certainly important issues that we spend
9 a lot of time as a business association speaking to
10 governments about. And while I think all these issues
11 are important, they don't make a huge difference in
12 our ability to sell Canadian products to the world if
13 we can't compete on speed and reliability.

14 Improving Canada's intermodal capacity
15 will better position GTHA firms to use that speed and
16 reliability to take advantage of the opportunities
17 stemming from new trade agreements, including the CETA
18 Agreement which is the European agreement and the
19 Trans-Pacific Partnership agreement which opens up
20 opportunities with Asia Pacific countries, including
21 Japan.

22 Lastly, I would note that the success
23 of this project and others like it also play an
24 important role in shaping Canada's economic
25 reputation. More and more we at the Canadian Chamber

1 are hearing from investors seeing Canada as a nation
2 of builders that is struggling to get things built.
3 This inability to have significant projects proceed
4 through regulatory processes in a timely manner is a
5 problem we must continue to address.

6 To wrap up, although I think it's
7 well-understood and I think we heard from our last
8 speaker, it's worth repeating that the proponent is
9 well-positioned to manage this project in a
10 responsible manner. CN, having celebrated its 100th
11 milestone birthday only last month has long understood
12 and upheld it's responsibility to communities from
13 coast to coast. And they certainly have undertaken
14 significant consultation and mitigation in support of
15 this project.

16 The Milton Logistics Hub Project is
17 now four years into its Environmental Assessment, and
18 as this and other large transportation projects have
19 demonstrated there is significant lead time in ramping
20 up capacity. Given the current future goods movement
21 demands in Southern Ontario it is critical we as a
22 country take a long-term view to decision-making and
23 make sure our systems are equipped to accommodate
24 future growth. Given the national implications of the
25 project, it is important the decisions -- made within

1 the context of their impacts on the entire country.

2 Expanding southern Ontario's
3 intermodal capacity through the Milton Logistics Hub
4 Project will improve Canada's competitive position in
5 global markets and help maintain and improve
6 Canadians' quality of life. That means benefits to
7 consumers, new direct and indirect jobs, and of course
8 new tax revenues for governments.

9 Thank you for having the Canadian
10 Chamber here to participate in these discussions today
11 and I certainly look forward to any questions you may
12 have.

13 Thanks.

14 THE CHAIRPERSON: Thank you very much,
15 Mr. Greer.

16 CN, do you have any comments,
17 questions?

18 MR. LERNER: No, Madam Chair.

19 THE CHAIRPERSON: Thank you. Anybody
20 else in the room before the Panel starts?

21 Mr. Greer, I have a feeling that the
22 Panel would benefit from having you walk through the
23 map.

24 MR. GREER: Sure.

25 THE CHAIRPERSON: A little bit. Yes,

1 I think all three of us, I can sense that that would
2 be helpful.

3 MR. GREER: Yes.

4 THE CHAIRPERSON: Oh, you had a
5 question. I'm very sorry, Mr. Greer, I didn't see
6 him.

7 MR. GROSS: For the record my name is
8 Peter P-E-T-E-R G-R-O-S-S. Thank you Madam Chair.

9 THE CHAIRPERSON: I do apologize. Mr.
10 Greeer, Mr. Gross, sorry.

11 MR. GROSS: It just took me a moment
12 to get over here.

13 Good morning, Madam Chair, Panel
14 members. Thank you for your presentation.

15 Madam Chair, just before I start, I'd
16 like to preface my questions for the Chamber by saying
17 generally I have the same inquiries for the three
18 presenters this morning.

19 In the interests of efficiency with
20 the Panel's permission, I propose to only ask the rest
21 of the presenters individually whether their answers
22 differ from those from the Canadian Chamber of
23 Commerce. If I have additional questions for the
24 presenters, I will raise them at that time.

25 Does that accord with the Panel's

1 reference that I not ask the same questions of each
2 presenter?

3 THE CHAIRPERSON: I think it does.

4 MR. GROSS: I thought it might.

5 --- Laughter

6 THE CHAIRPERSON: Great.

7 MR. GROSS: I understand your reasons
8 for supporting the project are general focused on the
9 need for infrastructure in the GTHA. However, I don't
10 see reasons in your submissions for supporting the
11 project in this particular location. Did the Chamber
12 look at any alternative locations in the GTHA area
13 before expressing support for the project?

14 MR. GREER: I would say, I think the
15 proponent is well-positioned to consider the best
16 locations for its particular project. I understand
17 given the location close to the mainline, close to the
18 highway access, and on flat land makes this desirable
19 from the proponent's perspective. But as a business
20 association, you know, we're not in the business of
21 trying to work with our members or proponents on where
22 their projects may or may not make sense. But
23 certainly leave it up to their business decisions and
24 certainly the -- you know, their view of supply chain
25 optimization about where it makes the most sense to

1 proceed with these projects.

2 MR. GROSS: I just want to paraphrase
3 so I understand -- okay?

4 So that if CN thinks this is the
5 appropriate location you support that position?

6 MR. GREER: Yes, 100 percent.

7 MR. GROSS: Okay. And has the Chamber
8 reviewed any of the environmental studies before
9 expressing support for the project in this location?

10 MR. GREER: Yes, we have. I have been
11 following the submissions on the study and
12 presentations before this Panel on the environmental
13 impacts, the potential mitigation, and the findings of
14 no cumulative and significant impact.

15 MR. GROSS: And similarly, did you
16 review any of the submissions of the Halton
17 Municipalities or any studies before expressing
18 support for the project?

19 MR. GREER: Yes, I've seen the
20 submissions from the Municipalities. I won't say that
21 I've seen all or every bit of them, but we reviewed
22 them in advance of this hearing.

23 MR. GROSS: And just my last question.
24 You spoke about the importance to the rest of Canada.
25 And I'm wondering -- so in your view it's appropriate

1 that, even if the effects are concentrated on 30,000
2 residents in this location, that outweighs the benefit
3 to the rest of Canada -- the benefit to the rest of
4 Canada outweighs the impact to these 30,000 residents
5 who may feel the effects, is that correct, fair to
6 say?

7 MR. GREER: I think it's fair to say
8 that these projects should be evaluated not just based
9 on their local impacts. Of course, we should evaluate
10 all projects based on what they mean to a community,
11 what they mean to a region. And our point would be it
12 also is important to consider what that means to the
13 entire country, so I think they're all worth weighing
14 together.

15 MR. GROSS: Okay, sir. Those conclude
16 my questions.

17
18 THE CHAIRPERSON: Thank you, Mr.
19 Gross. Having heard your questions, having heard Mr.
20 Greer's answers, I suspect it would be fair that you
21 ask your questions as briefly as possible to each
22 presenter, because otherwise, we're expecting them to
23 remember what your questions are, so on and so forth.
24 Anyway, we'll play it by ear.

25 Thank you.

1 So back to the Panel questions.

2 So I think if you could walk us
3 through this a little bit, explain the legend, and
4 then there may be some other questions from my
5 colleagues.

6 MEMBER HEATHCOTE: While you do so,
7 maybe if you could describe how these maps were
8 developed, how the data was obtained?

9 MR. GREER: Sure. So the actual maps
10 themselves and the data to produce them was actually
11 pulled together by CPCS Transcom, which is a
12 transportation consulting company based out of Ottawa.
13 And this is actually work that they prepared for the
14 Council of the Great Lakes Region, so these particular
15 maps supported meetings of the Council. We've also
16 used these in some work that we've done, some reports
17 that we've produced, pointing to the need for public
18 and private infrastructure enhancement in the GTHA.

19 So essentially, the legend has -- it
20 shows unconstrained road, which would be the gray
21 lines, the dotted lines are unconstrained rail. So
22 these would be road and rail where traffic is
23 generally moving reasonably well, unconstrained. We
24 wouldn't define them as having exceeded capacity. The
25 definition of exceeding capacity, which is over 100

1 percent of a road or rail line's capacity, means sort
2 of regular congestion that is occurring maybe outside
3 of peak hours and has a limited ability to absorb new
4 traffic.

5 So on the road side, you know, as we
6 can see concentrated in the GTHA, I think it would
7 echo most of what our individual experience is on a
8 lot of the roadways in the region, which is regularly
9 congested outside of rush-hour and a limited ability
10 to absorb new traffic. So the measure that CPCS uses
11 here is VCR, which is a volume capacity ratio. So a
12 highway or roadway operating at 100 percent VCR is one
13 -- it would be indicated in red, and then in the
14 railway case, in orange.

15 So the 2040 projection from CPCS shows
16 that with only existing infrastructure, I don't have
17 access on me, all the assumptions that go into how you
18 project out this data. But CPCS's work projects that,
19 you know, we would see the congestion that we
20 currently see in this region would be expanded out
21 quite a bit further across the entire region for most
22 of the major highways.

23 And I think one of the biggest
24 differences between the two is, you know, right now
25 there's sort of limited rail capacity constraints in

1 these regions, there's a little bit concentrated
2 around Chicago. I see the line between Sudbury and
3 this region. I'm not sure what's behind some of the
4 current congestion it's projecting there. But looking
5 out to 2040, most of our major rail thoroughfares will
6 be experiencing significant congestion.

7 You know, this has been -- this is a
8 useful tool for us, you know, when we speak of supply
9 chains and networked approaches, you know, people
10 sometimes think of supply chains as straight lines
11 from where a good moves to where it ends up. But
12 they're more of a network, almost a spider web, and
13 each individual link in those plays an important role.
14 And so when we think of and consider projects such as
15 this one, we're doing so looking at a broader region
16 and the broader impacts, and this being sort of one
17 part of an important long-term objective of ours and
18 of our partners in the United States and all of these
19 regions and communities. Which is to continue and
20 enhance our infrastructure to avoid, you know, the
21 scenario that one would see in a couple of decades if
22 we were unable to complete those upgrades.

23 THE CHAIRPERSON: Thank you, Mr.
24 Greer.

25 Questions?

1 MEMBER HEATHCOTE: A point of
2 clarification. You might have said this and it went
3 past me. So for rail capacity, it's L-O-S-E or F?
4 What is that.

5 MR. GREER: I don't have the acronym
6 in front of me, the measurement. I know VCR is volume
7 capacity ratio. I can't recall off the top of my head
8 the --

9 MEMBER HEATHCOTE: That's fine. Thank
10 you.

11 THE CHAIRPERSON: Does CN have the
12 answer to that?

13 MR. REYNOLDS: I understand LOS in the
14 context of traffic studies is level of service.

15 THE CHAIRPERSON: Okay.

16 MR. REYNOLDS: I'm not familiar with
17 this study that's being presented there. I mean,
18 that's not typically a way that we would measure our
19 railway capacity, but that -- I believe it's "level of
20 service."

21 MEMBER HEATHCOTE: Thank you. That's
22 helpful.

23 MEMBER McMURRAY: Mr. Greer, I too am
24 interested in these two maps. You mentioned who
25 prepared them and you mentioned for whom they were

1 prepared. Do we know when approximately they were
2 prepared?

3 MR. GREER: Yeah, these were produced
4 in 2016 to be used for Council of the Great Lakes. We
5 used them in some work that we produced in 2016 and
6 2017. I can't remember which year the Council of the
7 Great Lakes meeting, if it was used in the 2016
8 meeting or 2017 meeting, but I could certainly confirm
9 that and get back to you.

10 MEMBER McMURRAY: Okay. No, I think
11 that's sufficiently sufficient.

12 You're here today on behalf of the
13 Canadian Chamber.

14 MR. GREER: Mm'hmm.

15 MEMBER McMURRAY: What can you tell
16 me, what is the Council of the Great Lakes?

17 MR. GREER: So the Council of the
18 Great Lakes brings together business municipal,
19 regional leaders from all the major Great Lakes Region
20 cities and municipalities. So in the same sense that
21 the Pacific northwest economic region brings together
22 political, business leaders from B.C., Oregon,
23 Seattle, Alberta; the Council of the Great Lakes is an
24 economic group focused on the Canada and U.S. side of
25 this entire region here.

1 MEMBER McMURRAY: Okay. So certain
2 geographic regions get names, they get abbreviations,
3 so in my lifetime, the city of Toronto has grown to
4 include metro Toronto and then -- I don't know what
5 happened to the metropolitan level of government, but
6 it became the GTA, and now in the context of this
7 hearing it's the GTHA ,and there also seems to be
8 another synonym which is the Greater Golden Horseshoe
9 area.

10 The geographic area portrayed on these
11 maps, does it have a name?

12 MR. GREER: We would refer to it as
13 the Great Lakes region, you know, referring
14 specifically to the Canadian side. Others have
15 referred to it as the Ontario-Québec gateway, but we
16 refer to it as the Great Lakes Region.

17 MEMBER McMURRAY: Now, my many family
18 relatives in Winnipeg, they seem to have been excluded
19 from these maps. Is Winnipeg part of the Great Lakes
20 region, or is this map just -- have you had to cut off
21 a few things to make it fit on the slide?

22 MR. GREER: Yeah, I will confess, I'm
23 not sure if Winnipeg has participated in any of the
24 Council of the Great Lakes Region work, so I'm not
25 sure if that's just a map issue or if Winnipeg has

1 been a part of that work or not.

2 MEMBER McMURRAY: And you identified
3 your position as senior director of transportation for
4 the Chamber?

5 MR. GREER: M'hmm.

6 MEMBER McMURRAY: So these maps look
7 to present day, which we think may have been 2016, and
8 there's also a horizon of 2040. In the course of our
9 proceeding, we've heard from traffic experts and land
10 use planning experts, and some of the horizons that
11 have come to us are 2021, 2031, 2041.

12 In your role as the senior director of
13 transportation, have you studied or been aware of
14 studies about the role of autonomous vehicles going
15 forward?

16 MR. GREER: Yes, we have. A number of
17 our members are active and interested in that space
18 and it's something, for context, of how a lot of our
19 work happens. In addition to working closely with
20 Chambers of Commerce and Boards of Trade across the
21 country, a number of our transportation infrastructure
22 company members sit on a committee that we run, around
23 80 or 85 different companies, and we consider and
24 address and study a number of transportation
25 infrastructure related issues. Autonomous vehicles

1 are one of those.

2 MEMBER McMURRAY: Do we have any idea
3 when autonomous vehicles will be included in the
4 planning horizons?

5 MR. GREER: So every time we've
6 considered that question, the answer is always, it
7 depends on who you ask. And really, some have
8 suggested we are only years away, although I think
9 those timelines are lengthening. Others will say it's
10 still decades before we're really close to really true
11 autonomy, whereas autonomous vehicles in concentrated
12 cores or around downtown cores may be more prevalent
13 than autonomous trucks or autonomous cars that can
14 travel long distances over highways and across
15 jurisdictions.

16 Most planning horizons don't have a --
17 have very conservative estimates when it comes to
18 autonomous vehicles because it is very uncertain and
19 there is a lot of varied opinion on when they will
20 truly have a major impact.

21 MEMBER McMURRAY: As you say, it may
22 vary differently between urban areas and inter-city
23 transportation.

24 MR. GREER: Exactly. They may need
25 more of a last-mile support. So you can imagine

1 trucks queuing up at our ports or perhaps even at
2 intermodal facilities that may be partially
3 autonomous, vehicles that can support that. It may be
4 for some of the long-haul provisions that autonomy may
5 sort of partially be applicable for some highway
6 driving.

7 So it may not be, you know, complete
8 autonomy for a long time, but it may sort of suddenly
9 shift in through vehicle technology over time, but how
10 that influences these supply chains is very difficult
11 to predict at this time.

12 MEMBER McMURRAY: Yes. We've heard
13 you -- you mentioned the last mile. We've heard a lot
14 about first miles and last miles, and often I gather
15 they're much longer than a mile, the first mile and
16 the last mile.

17 MR. GREER: M'hmm.

18 MEMBER McMURRAY: You also mentioned
19 vehicle technology.

20 We've heard a lot about diesel
21 emissions and what they contain. We've also heard
22 about what I understand are improvements to diesel
23 engines, Tier 3 and Tier 4.

24 Again, in your role at the Chamber,
25 are you aware of any plans to improve diesel or

1 supersede diesel with a different technology?

2 MR. GREER: I mean, sort of broadly we
3 hear about some of the improvements you've referenced.
4 You know, we have companies that are retrofitting
5 diesel engines with natural gas, natural gas engines
6 for technology that's being used in Europe. Certainly
7 there's --

8 MEMBER McMURRAY: I'm sorry. Did you
9 say that's being used in Europe?

10 MR. GREER: Yes.

11 MEMBER McMURRAY: Okay.

12 MR. GREER: So we're broadly aware of
13 it, but I don't have a specific amount of technical
14 knowledge on those issues myself.

15 MEMBER McMURRAY: Thank you very
16 kindly.

17 THE CHAIRPERSON: Mr. Greer, thank you
18 very much for your presentation.

19 MR. GREER: All right. Thank you.

20 THE CHAIRPERSON: Our next presenter
21 is Mediterranean Shipping Company.

22 **PRESENTATION**

23 MR. FOURNIER: Good morning. My name
24 is Chris Fournier. I'm the Executive Vice-President
25 of Operations and Logistics for Mediterranean Shipping

1 Company, or MSC Canada.

2 I'd like to thank you for the
3 opportunity to present on behalf of MSC, our
4 employees, and our valued customers. I appreciate
5 that there have been many presentations ahead of me
6 from various stakeholders, as well as peers within
7 industry. I'll be sure to focus on the key items for
8 you today.

9 MSC is a relatively new company,
10 private, and family owned. Our growth and position
11 globally today is a testament to our commitment to our
12 customers and our relationships we have created, both
13 globally as well as locally.

14 Today, the company employs over 70,000
15 people around the world. While this industry has
16 faced many challenges MSC's commitment to investment
17 goes beyond just the business of moving freight. We
18 have a strong focus on the environment and
19 sustainability.

20 This approach is also taken when we
21 look at our vendors as well as our customers
22 worldwide.

23 We are committed to the sustainable
24 use of resources and extensively invested in the
25 latest green technologies to minimize the

1 environmental impact of our business on lands, ocean
2 and populations. MSC is part of the United Nations
3 Global Compact, which is a public-private initiative
4 to align business strategies and operations with
5 universal values and principles in the areas of human
6 rights, labour, environment and anti-corruption.

7 I'm proud to say that we are the first
8 and I believe still only standing ocean carrier to be
9 a part of this process.

10 MSC has broad access to an integrated
11 network of road, rail, seaport services, and we
12 believe to be a true Canadian carrier. Our vision is
13 to be Canada's customer-centric ocean carrier, always
14 striving to improve how easily the cargo travels from
15 start to finish.

16 Over the past five years, MSC has seen
17 significant growth and, as a result, has invested
18 heavily in Canada. We have invested in people, from
19 moving from 50 to over 200 individuals working for MSC
20 Canada today. We have invested in offices, most
21 recently moving into and renovating a new office in
22 Montreal, preserving Canadian heritage. We have
23 recently invested both in Toronto and in Vancouver in
24 relocating and creating new offices for our people.

25 We have also invested in terminals,

1 with an ownership in port operations in Montreal,
2 which I will touch upon.

3 All this, when other carriers are
4 reducing their physical presence, we are growing here
5 in Canada.

6 Many Canadian ports are undergoing
7 capacity increases to handle the growing trade. This
8 committee has heard from most, if not all.

9 Specifically for us at MSC, the Viau
10 terminal, which is in the Port of Montreal, where MSC
11 is a part owner with another company called Logistec,
12 is undergoing a new phase of construction to add a
13 quarter of a million, 250,000, TEU carrying capacity
14 to bring it to a 600,000 annual capacity or what I
15 consider to be almost doubling their production
16 capabilities.

17 For more than 20 years, CN has been a
18 valued and reliable partner to MSC. They have
19 supported our growth by ensuring our ability to offer
20 door-to-door, factory-to-consumer service from every
21 origin to every final destination within Canada.

22 In terms of volume, MSC moves over
23 300,000 containers per year. More than half of this
24 moves through their current CN Brampton Intermodal
25 Terminal. We, MSC, are the largest steamship line for

1 imports to and exports out of the Greater Toronto Area
2 and have become a major driver of the GTA economy.
3 This is a very important market for MSC and we believe
4 for Canada as well.

5 As we all know, the population around
6 the GTA will continue to grow. Our collective demand
7 as consumers or shippers requires rail to be an
8 essential component of our supply chain network in
9 Canada.

10 As capacity within the supply chain
11 continues to increase on the oceans and at the ports,
12 we are reliant on the continued investment, support
13 and strategic outlook of CN to allow Canadians to
14 grow.

15 As mentioned, we are committed to
16 sustainability across our operations by land and sea,
17 and recognize that rail remains highly efficient and
18 environmentally responsible from our land
19 transportation.

20 We at MSC believe that CN Milton
21 Logistics Hub Project is a necessary investment. It
22 will provide the additional capacity needed to the
23 Greater Toronto and Hamilton Area so we can continue
24 to move goods efficiently and reliably for our
25 customers and for the benefit of the Canadian economy.

1 Without the Milton Logistics Hub, we
2 would expect more goods to be transported by long-haul
3 trucks. This would result not only in more greenhouse
4 gas emissions, but longer wait times to get customers'
5 goods to and from market. Obviously from an
6 environmental, efficiency and economic perspective,
7 this is not an optimal solution for MSC.

8 Again, I thank you for your time and
9 opportunity to present.

10 THE CHAIRPERSON: Thank you, Mr.
11 Fournier.

12 So CN, do you have any --

13 MR. LERNER: No, Madam Chair.

14 THE CHAIRPERSON: -- comments or
15 questions? No?

16 I imagine Mr. Gross does.

17 MR. FOURNIER: I tried to write them
18 down but I wasn't able to --

19 THE CHAIRPERSON: I think we'll bring
20 him up.

21 MR. GROSS: I will be efficient. It
22 is a summer Friday.

23 THE CHAIRPERSON: I was wondering --
24 we might actually end up putting your three questions
25 on a slide, might be an efficient way to handle this,

1 but with your -- no, never mind. Carry on.

2 MR. GROSS: I will be quick.

3 So I understand that your support is
4 generally focused on the need for increasing
5 infrastructure in the Greater Toronto Hamilton Area.
6 Did your organization consider alternate locations for
7 the project before you expressed -- decided to express
8 support for this location?

9 MR. FOURNIER: No. We would rely on
10 our strategic partnership to find the best location to
11 support what would be our business, but business that
12 goes beyond the scope of just international and export
13 business.

14 MR. GROSS: And did you have the
15 opportunity to review any of the environmental studies
16 before deciding to support the project?

17 MR. FOURNIER: We reviewed, but our
18 position is that we rely on a committee or a process
19 as such to bring experts to rely on their positions to
20 best make the decisions.

21 MR. GROSS: And what about any of the
22 Halton Municipalities' submissions? Did you have an
23 opportunity to review those?

24 MR. FOURNIER: I have, being a part of
25 this process, been involved. Not seen all, but have

1 looked at a couple, yes.

2 MR. GROSS: Which ones might you have
3 looked at?

4 MR. FOURNIER: I believe it was
5 Halton, the Halton -- I'd have to go back and look at
6 the presentations. My apologies.

7 MR. GROSS: Okay. Fair enough.

8 Madam Chair, those conclude my
9 questions. Thank you.

10 THE CHAIRPERSON: Thank you.

11 Are there any other participants here
12 who have a question for Mr. Fournier? I don't think
13 so.

14 So Panel questions.

15 MEMBER HEATHCOTE: Thank you for your
16 presentation, Mr. Fournier.

17 The previous presenter showed some
18 maps showing present-day and 2040 projections
19 basically for congestion. You've spoken about your
20 company's work presence across Canada, and I guess I'm
21 curious where you think the greatest pinch points or
22 bottlenecks are.

23 You mentioned congestion at the end of
24 your presentation, increased greenhouse gases and wait
25 times. Where are those issues the greatest at present

1 for you?

2 MR. FOURNIER: For me, my congestion
3 or pinch point issues are greatest probably in the
4 density of southern Ontario due to the requirements of
5 the volumes that we present, but I will not isolate it
6 only to Toronto. I would say Vancouver also has
7 concerns based again on the density of volume that
8 comes in that particular area.

9 MEMBER HEATHCOTE: Thank you.

10 MR. FOURNIER: You're welcome.

11 THE CHAIRPERSON: Just one question,
12 and this is because I missed it.

13 You were saying that you believe you
14 are the only Canadian accredited -- could you just
15 repeat that because I didn't get the full information.

16 MR. FOURNIER: Are we speaking about
17 the United Nations Global Compact?

18 THE CHAIRPERSON: Yes.

19 MR. FOURNIER: So it's a
20 public-private initiative to align business strategies
21 and operations with universal values and principles in
22 the areas of human rights, labour, the environment and
23 anti-corruption. It's United Nations.

24 I should also comment that MSC's head
25 office is in Geneva, Switzerland, so our

1 responsibility is a global perspective with strong
2 ties into that environment.

3 THE CHAIRPERSON: And what are the
4 initiatives that MSC has undertaken in connection with
5 that that relate to your presence and operations in
6 Canada, some of them?

7 MR. FOURNIER: You know, it's a very
8 good question. I can probably detail most recently
9 some actions that have been taken. I will be honest,
10 they are a culture. It is a driven expectation of
11 values. It's present in our values and how we
12 approach business.

13 From an environmental and
14 sustainability point of view, we have mandates to look
15 at how we are to reduce our carbon footprints. An
16 example relative to how it impacts North America is
17 recent requirements on low Sulphur grade fuels that
18 our vessels are to take on.

19 So this industry has taken on
20 millions, hundreds of millions of dollars of
21 retrofitting our large vessels so that they can burn
22 cleaner emissions as they arrive around the world,
23 more importantly, and to Canadian standards.

24 THE CHAIRPERSON: Thank you very much.

25 MEMBER McMURRAY: Yes. Mr. Fournier,

1 I was just looking again at your slide where you
2 mention that more than half of the container volume
3 that MSC handles moves through the Brampton Intermodal
4 Terminal.

5 MR. FOURNIER: That's correct.

6 MEMBER McMURRAY: That begs the
7 question, where do the other half go, approximately?

8 MR. FOURNIER: Sure. So all our
9 vessels that arrive in Canadian ports, our dominance
10 is into the Toronto area. From there we are local in
11 markets, whether it be Vancouver or Montreal based on
12 the port operations, western Canada, but we also serve
13 through the Port of Montreal and Vancouver U.S.
14 points, namely Chicago and Detroit.

15 MEMBER McMURRAY: I missed -- you say
16 on the previous slide you serve four Canadian ports.

17 MR. FOURNIER: Yes.

18 MEMBER McMURRAY: Vancouver --

19 MR. FOURNIER: So Vancouver, Prince
20 Rupert, Montreal and Saint John, New Brunswick.

21 MEMBER McMURRAY: Oh, not Halifax?

22 MR. FOURNIER: We are not there today.

23 MEMBER McMURRAY: I see. Okay.

24 So the containers you handle, did I
25 understand it correctly, 50 of them -- 50 percent of

1 them end up at Brampton Intermodal Terminal. The
2 remainder are distributed for delivery in the Chicago
3 or Detroit area?

4 MR. FOURNIER: Let me resay that. Of
5 the volumes that arrive in those four ports, 50
6 percent would terminate or originate from the Toronto
7 area. The rest would be dispersed to places, western
8 Canada, obviously Vancouver local --

9 MEMBER McMURRAY: Oh, yes. You
10 mentioned western Canada, Vancouver --

11 MR. FOURNIER: Alberta, Saskatchewan,
12 Manitoba, Montreal. I just made comment we also have
13 business that moves into Chicago and Detroit.

14 MEMBER McMURRAY: Thank you, Mr.
15 Fournier.

16 MR. FOURNIER: You're welcome.

17 THE CHAIRPERSON: Thank you very much
18 for your presentation, Mr. Fournier.

19 MR. FOURNIER: Thank you.

20 THE CHAIRPERSON: I think we will take
21 a break before -- yeah, I think we will take a break
22 before proceeding to the next two presenters.

23 So it is 20 to 11:00, and so -- well,
24 let's round it up and we'll come back at 11 o'clock.
25 Thank you.

1 --- Upon recessing at 10:43 a.m. /

2 Suspension à 10 h 43

3 --- Upon resuming at 11:02 a.m. /

4 Reprise à 11 h 02

5 THE CHAIRPERSON: So we will resume
6 the session now. Our next presentation is by the
7 Chambers of Commerce in the Halton Region, that is
8 Milton, Burlington, Halton Hills and Oakville, and
9 because the presenters from those separate
10 organizations agreed to combine, they will have 20
11 minutes for their presentation.

12 **PRESENTATION**

13 MR. McCAMMON: Thank you, Madam Chair,
14 Members of the Panel. My name is Scott McCammon, I'm
15 the president and CEO of the Milton Chamber of
16 Commerce, and I'm joined by Drew Redden, President of
17 the Oakville Chamber of Commerce, and Drew will
18 provide some additional remarks after my presentation.

19 We're speaking here today on behalf of
20 the four Halton Chambers, which includes Burlington,
21 Halton Hills. In attendance with us today is Kathleen
22 Dills, General Manager of the Halton Hills Chamber,
23 and Keith Hoey from the Burlington Chamber.

24 To provide you with some context, the
25 Halton Chambers collectively represent over 3,300

1 member businesses and individuals in this region.
2 Now, this includes over 700 member companies of the
3 Milton chamber, over 1,100 Oakville Chamber members,
4 1,000 members represented by the Burlington Chamber,
5 and over 500 represented by the Halton Hills Chamber.
6 These businesses represent thousands of employees who
7 live and work in Halton Region, and they contribute
8 substantially to the local, regional, and national
9 economies by providing jobs and contributing to GDP.

10 Our Chambers represent all types of
11 businesses and sectors, including retail and wholesale
12 trade, transportation and warehousing, construction
13 and manufacturing, accommodation, food service,
14 education, health care, real estate, finance,
15 utilities, arts, recreation, and many, many more.

16 As you've heard many times through the
17 proceedings, the GTHA is Canada's fastest growing
18 region, with population expected to grow to about 10
19 million by 2041. And since 2001, Milton and Halton
20 Region have experienced population growth of more than
21 200 percent and 40 percent respectively. And this
22 growth has created more demand for goods and hence,
23 more demand for infrastructure to move those goods, as
24 well as a demand for logistics, transportation, and
25 distribution services, much of which is actually

1 located here in Milton already.

2 Given Milton's geographic location in
3 the GTHA and our proximity to trade-enabling
4 infrastructure like airports, marine ports, and rail
5 lines, it's no surprise that Milton has grown
6 exponentially as a supply chain hub. The number of
7 distribution centres in Milton has increased
8 substantially, with more than 30 distribution centres
9 located in Milton, including companies such as,
10 Amazon, Whirlpool, VersaCold, Gordon Food Service,
11 Mercury Marine, Uline, Lowes, and more.

12 Recently the Volvo group opened a
13 massive new parts distribution centre in Milton,
14 citing less traffic congestion, airport access, and
15 access to existing carriers as a few of the reasons
16 why they chose Milton. And in the fall of this year,
17 or early into next year, DSV Canada will open a 1.1
18 million square foot warehousing distribution centre
19 and employ about a 1,000 people.

20 The Milton terminal for the intermodal
21 can assist in relieving congestion on the 400-series
22 highways by shifting cargo from long-haul trucks to
23 trains. This has the added benefit of decreasing
24 greenhouse gas emissions in the transportation of
25 goods, as we've heard again this morning.

1 In addition to the number of jobs the
2 project would provide in the community, this terminal
3 would also support local businesses by sourcing local
4 suppliers and providing greater access to markets. It
5 would also serve growing populations that are
6 demanding more and more goods.

7 More intermodal capacity is very much
8 needed and it's needed now. Without additional
9 capacity in the region, more goods will continue to be
10 moved on regional highways by long-haul trucks,
11 meaning more congestion and more greenhouse gases.
12 Canadian producers and consumers would be impacted by
13 higher transit times, increased costs, and having to
14 rely on less environmentally friendly modes of
15 transportation, and that means a loss of competitive
16 edge for local businesses and consumers and a loss of
17 economic benefit to Canada.

18 CN is a valued supporter and partner
19 of all of our Chambers, including such local
20 initiatives as the World Class Supply Chain Summit,
21 including a new job fair that we started this year to
22 help local supply chain companies find employees; our
23 sports celebrity dinner and auction; the political
24 leadership series that the Halton Chambers do with
25 speakers such as, Premier Ford and Finance Minister

1 Morneau; and our Chamber awards galas.

2 Many Milton supply chain companies,
3 especially given the massive increase in online
4 shopping and demand for on-time deliveries, are
5 looking for solutions to meet the demands of their
6 customers, and this includes intermodal services.

7 Over the years, CN has also been
8 engaging with our members and others within the supply
9 chain community to learn more about their challenges
10 and the opportunities that can be created by improved
11 transportation infrastructure. The diversification
12 within the supply chain sector, including the new
13 proposed Milton Logistics Hub Project will play a key
14 role in improving the movement of goods and people
15 throughout the GTHA.

16 The Milton Logistics Hub Project
17 represents a \$250 million development by CN in Milton,
18 which would provide much-needed intermodal capacity to
19 facilitate that growing demand.

20 CN has been engaging with our members
21 and the local communities throughout the process,
22 including roundtable meetings with our members, open
23 houses, and small group meetings in all of our
24 communities. We recognize that people do have
25 concerns about the project, and it's important that

1 those concerns be heard. However, it's also important
2 for you to hear about the significant level of support
3 for the project within our business communities, as
4 well as regionally, provincially, and nationally.

5 As Chambers of Commerce we advocate on
6 our collective 3,300 members. We are responsible for
7 making sure our members are well-represented and that
8 their business needs and interests are met, and this
9 includes having reliable and fluid supply chain
10 nationally. We believe this project will provide many
11 benefits to our members and there will be significant
12 consequences not to build more intermodal capacity
13 within the region.

14 And now, Mr. Redden.

15 MR. REDDEN: Thank you for the
16 opportunity to present to you today. I'm proud to be
17 representing the Oakville Chamber of Commerce and to
18 provide a perspective from the wider business
19 community in Halton Region.

20 The Oakville Chamber of Commerce is
21 the voice of the business community, focused on
22 fostering a healthy, engaged, and sustainable business
23 environment and economy in Oakville. Established in
24 1949, the Oakville Chamber of Commerce has grown to
25 1,100 member businesses representing more than 40,000

1 employees.

2 The Board of Directors of the Oakville
3 Chamber of Commerce first endorsed the privately
4 funded Milton Logistics Hub Project proposed by CN in
5 October of 2015. Since that time, our Chamber and
6 Chambers across Halton Region have engaged CN to
7 consult and provide information to our membership on
8 many occasions. Throughout this process, our Board
9 has reaffirmed support for this project along the way.

10 Leading up to the 2018 municipal
11 election, the Oakville Chamber of Commerce engaged our
12 membership through small group meetings, one-on-one
13 interviews, and an online advocacy survey. This
14 process gave our Chamber a renewed advocacy mandate,
15 which highlighted four priorities our members outlined
16 as their priorities for a prosperous business
17 community. The four pillars we call on government at
18 all levels to focus on for a prosperous business
19 community are, business competitiveness, recruitment
20 and retention of talent, innovation, and
21 transportation.

22 The Oakville Chamber continues to
23 believe that the privately funded Milton Logistics Hub
24 Project, proposed by CN, and the efficient movement of
25 goods to and from key markets in this region is the

1 type of investment that can help businesses remain
2 competitive and is a project that supports our
3 members' advocacy priorities.

4 Our engagement efforts with our
5 membership also showed us that 75 percent of our
6 members cited traffic congestion on our highways as a
7 barrier to their business success. Intermodal is a
8 safe and efficient means to transport goods and
9 removing long-haul trucks off our major highways that
10 include the busy Queen Elizabeth Way which divides
11 Oakville.

12 CN has been a valued supporter and
13 partner of our organization. CN has held open houses
14 in Oakville and across Halton Region for the general
15 public, and CN has also engaged directly with our
16 membership through roundtables with business owners.
17 At these roundtables, CN has heard firsthand from
18 Oakville Chamber members who currently have containers
19 moving through the Brampton Intermodal Terminal, a
20 facility that is already nearing capacity. And these
21 business owners reiterate that they would greatly
22 benefit from a new intermodal terminal closer to their
23 operation in Oakville.

24 Not only will this project give
25 Oakville businesses and businesses across Halton a

1 competitive advantage in an economy where business
2 competitiveness is so important, the project would
3 also help ensure that Canadian consumers continue to
4 have affordable and reliable access to everyday goods
5 that they need, and that Halton businesses would have
6 access to sell their goods around the world.

7 CN is a valuable partner on many local
8 initiatives that improve the economic and social
9 fabric in this community, and communities across
10 Canada. Our Chambers look forward to having the CN
11 Milton Logistics Hub Project in our community serving
12 our local businesses.

13 Thank you.

14 THE CHAIRPERSON: Mr. McCammon, Mr.
15 Redden, thank you very much for your presentation.

16 Are there -- CN, do you --

17 MR. LERNER: No, we do not have any
18 questions.

19 THE CHAIRPERSON: You do not have
20 questions. Are there participants who have questions?
21 Mr. Gross?

22 THE CHAIRPERSON: If you could
23 introduce yourself, because I gather not everybody was
24 clear who you were representing, Mr. Gross.

25 MR. GROSS: I understand, Madam Chair.

1 My name is Peter Gross, I'm here on behalf of the
2 Halton Municipalities, and I just have a couple of
3 questions for you which you may have already heard
4 this morning.

5 Did any of the Chambers look at
6 alternative locations in the Halton Region before
7 expressing support for this project?

8 MR. McCAMMON: We were aware that CN
9 was looking at other locations. We're not technical
10 experts, so we defer to CN to know why they chose this
11 particular location over other ones, but we are very
12 supportive of this location.

13 MR. GROSS: And do you know if any of
14 the Chambers reviewed any of the environmental studies
15 prior to expressing support for the project?

16 MR. McCAMMON: So both our Chambers
17 expressed our support about four years ago, so we did
18 that with the information on hand at the time, and
19 we've been reviewing all of the materials since, and
20 have not changed our position.

21 MR. GROSS: Did any of the materials
22 that you reviewed since the 2015 report present any
23 doubt in your mind? Can you refer to any of those
24 reports?

25 MR. McCAMMON: There are no reports

1 that come to mind that made me even consider changing
2 our position, no.

3 MR. GROSS: And have you reviewed any
4 of the Halton Municipalities' reports and submissions?

5 MR. McCAMMON: Yes.

6 MR. GROSS: Okay. Those are my
7 questions, Madam Chair.

8 THE CHAIRPERSON: Thank you very much,
9 Mr. Gross.

10 MR. GROSS: Thank you.

11 THE CHAIRPERSON: Any other questions
12 from other participants?

13 So, the Panel.

14 Maybe I'll begin. So we've heard --
15 I'm interested in your views about Milton as an
16 existing and future centre of focus for the supply
17 chain industry. Because we've heard views put
18 forward, that there's concern about -- I think it's
19 fair to say this, that there's concern about continued
20 growth of logistics-type industries, by which I think
21 perhaps most people are thinking in terms of
22 warehouses and transportation. And I think we've
23 heard that there's a lot of support for what perhaps
24 people see as being more intensive employment uses and
25 the word "prestige" gets used a lot and knowledge --

1 knowledge industries, technical industries.

2 So I wonder if you could tell me a bit
3 more about, and I guess this is very much focused on
4 Milton, but maybe the broader area, perhaps Milton --
5 if you could tell me about how -- what the situation
6 looks like now and how you see it might develop in the
7 future with a strengthening of supply chain industries
8 here in Milton? And I expect you've heard the
9 concerns that I'm relaying as well. And then in with
10 that, can you just tell me, was it DMV?

11 MR. McCAMMON: DSV.

12 THE CHAIRPERSON: DSV. And where is
13 it? And throw that into the answer.

14 MR. McCAMMON: If I forget anything,
15 just remind me.

16 -- Laughter / Rires

17 MR. McCAMMON: So Milton is very
18 fortunate to be geographically located where we are.
19 We like to say that with the emerging innovation
20 corridor and the advanced manufacturing super
21 clusters being developed by the federal government,
22 that we are the geographic centre of the innovation
23 corridor.

24 And I think part of the reason why
25 Milton has grown as a supply chain area is that

1 proximity to markets, proximity to the airport, to the
2 major-series highways, to ports in Toronto and
3 Hamilton and, of course, the airport in Hamilton as
4 well. So I think the fact that we're close to the
5 infrastructure and we also have, over the years had a
6 lot of greenfield or new lands that could be
7 developed.

8 A lot of the companies, like a DSV,
9 that is currently located in Brampton and Mississauga,
10 they're consolidating six of their locations to
11 Milton, because they had the land available to build
12 that 1.1 million square foot facility.

13 So I think in terms of supply chain --
14 you know, sometimes when we talk about high tech and
15 the tech-related jobs, we forget that supply chain is
16 high tech as well. You know, we often think of supply
17 chain as just the people that are, you know, on the
18 forklifts and driving the trucks, but with technology,
19 there are a lot of tech-related jobs in supply chain.

20 Did that answer most of it?

21 THE CHAIRPERSON: Well, can you
22 explain to me, is there -- in terms of the use of land
23 and the density of employment that results, can you
24 talk a little bit about that? Because I think this is
25 what we have been hearing, that there are employment

1 targets that are set by provincial policy, that Milton
2 then has to somehow bring about. And I think one of
3 the concerns is that supply chain industry and uses,
4 or the kinds of development that CN has told us that
5 they expect to see, certain types of industry induced
6 by the existence of a hub that would be related to an
7 intermodal facility, right? So I assume that's supply
8 chain, but maybe there are some other things.

9 So generally, they don't produce as
10 much employment per hectare as other industries?
11 Could you tell us a bit more about that?

12 MR. McCAMMON: I can. I'm not a
13 technical expert to get into a lot of it, but, you
14 know, I can tell you from my perspective that, you
15 know, we have in Milton what's called the Derry Green
16 Business Park which is a Greenfield development, raw
17 land that is now being opened as a business park. The
18 first tenant will be DSV. And it is a large footprint
19 in terms of 1.1 million square feet of distribution.
20 But at the same time -- you know, when they first
21 announced that they were coming to Milton, it was 800
22 jobs. When I attended a meeting with them a couple of
23 weeks ago, it's now 1,100. They will become then
24 Milton's largest employer.

25 So, you know, in terms of the proper

1 use of the land, we now have a distribution centre
2 which will be the top private sector employer in town,
3 and there will be similar developments in that
4 business park. So I have every faith in the town and
5 our economic development department to attract the
6 types of businesses that we need here to achieve our
7 targets. You know, we're trying, as we can, to
8 develop more office space in Milton, but for the
9 moment, most of the growth is in
10 warehousing/distribution supply chain.

11 THE CHAIRPERSON: Thank you.

12 Mr. Redden, I'll just ask you about
13 access from Oakville to the site of the proposed
14 Milton Hub, in terms of transportation, since that
15 would be of interest to your members.

16 We have been -- there's been a lot of
17 talk about traffic and about truck routes. Oakville
18 is south of the site. So do you have anything to
19 share about those connections and how satisfactory
20 they would be?

21 MR. REDDEN: Yeah, I mean, this site
22 location, the proposed site location, has access to
23 the QEW, the 407, the 401. So we understand that
24 trucks would be going down -- some trucks would be
25 going down to the QEW to service businesses in our

1 community, but as -- I think it's a little premature
2 to talk about too many concerns about that until we
3 know exactly what those routes are. We have the QEW,
4 which is already a very busy highway with trucks on
5 it. So it's about servicing our businesses and being
6 able to attract businesses to Oakville that have
7 access to a logistics hub, like the one being proposed
8 in Milton, that will allow them to have an efficient
9 supply chain.

10 THE CHAIRPERSON: Thank you.

11 MEMBER McMURRAY: Yes, good morning.

12 MR. McCAMMON: Good morning.

13 MEMBER McMURRAY: What does DSV stand
14 for?

15 MR. McCAMMON: I knew you were going
16 to ask that. I have no idea. It's a Danish
17 company -- Danish -- there are others that would know
18 that. I don't know.

19 MEMBER McMURRAY: It's very
20 interesting because you said they are consolidating a
21 number of locations, one of which is in Brampton, and
22 they're moving to the Derry Green industrial area,
23 which is in Milton.

24 MR. McCAMMON: Yes.

25 MEMBER McMURRAY: So one of the issues

1 that this Review Panel has been asked to address is
2 where the trucks that come into the proposed terminal,
3 where they will be coming from, and where they will be
4 going to. So stick with me because this is fairly
5 long --

6 MR. McCAMMON: Sure.

7 MEMBER McMURRAY: -- and I won't do it
8 too smoothly.

9 So the traffic reports were done in
10 2015, and they assumed that 70 or 74 percent of the
11 traffic will be going to the northeast corner, so the
12 interchanges on the 401 and heading towards Brampton.
13 So going to Brampton, coming from the Brampton area,
14 or at least the 401 east of the various 401
15 interchanges in Milton. Those are traffic reports
16 that were done in 2015. They were based, as I
17 understand it, on a commercial vehicle survey that was
18 done in 2012 or 2013 by the Ontario Ministry of
19 Transportation.

20 One of the reasons the proponent's
21 traffic people looked to that commercial vehicle
22 survey is it included data on trips to and from the
23 existing Brampton Intermodal Terminal. So if I
24 understand it, those percentages of 70 or 74 percent
25 of the project traffic going to and from the area east

1 of Milton, the Brampton area, that in turn, was based
2 on those statistics from 2012, 2013.

3 But then the question becomes, well,
4 when are the customers going to shift further west?
5 And if the customers shift further west, will the
6 truck routes between the terminal and the 401, will
7 they change? So your DSV example is a perfect
8 illustration of that.

9 So based on those 2012, 2013 data sets
10 that made their way into the 2015 traffic reports, it
11 seemed that Peel Region was eating your lunch on
12 distribution centres, and now you've just given us the
13 example of DSV. So what can you tell us, on behalf of
14 the Milton Chamber and others, on where you see the
15 focus of the distribution centres of the supply chain
16 industry? Is it going to move west? Is it not going
17 to move west? Are you going to take the existing pie
18 from east and move it west, or are you just going to
19 grow new centres with new growth? Is does any of that
20 make sense to you, sir?

21 MR. McCAMMON: It all makes sense.

22 MEMBER McMURRAY: Okay.

23 MR. McCAMMON: I just have to be
24 careful in terms of Peel eating our lunch, because the
25 Brampton Board of Trade is presenting after us, so if

1 I say anything, they have a chance to rebut.

2 --- Laughter / Rires

3 You know, at the -- and I'm not aware
4 of the studies, but if you look at a company like DSV,
5 they are consolidating six locations. Up until a
6 couple weeks ago, it was five locations, but they've
7 just bought a Swiss company for billions of dollars,
8 and that's why the number of employees is going from
9 800 to 1,100.

10 So, you know, Milton and Mississauga
11 share a border, so, you know, there will always be
12 companies that will relocate one side or the other
13 based on available land, based on whatever makes
14 business sense for them.

15 A company like DSV, as I was talking
16 about earlier, the geographic location of Halton-Peel
17 being next to ports and airports and rail, makes it a
18 strategic location for supply chain. So a company
19 like DSV, or even the Volvo Group, you know, access to
20 the airport, access to ports is equally as important
21 as access to rail and intermodal.

22 So I don't know how many, you know,
23 DSV trucks or how much of a customer DSV will be for
24 CN and the intermodal, so I really can't talk about
25 how it changes or shifts traffic patterns.

1 MEMBER McMURRAY: Thank you for that.
2 You've also -- you just said you're not sure whether
3 DSV will or will not be a CN customer. So one of the
4 debates that the Review Panel has heard between the
5 various parties is whether the project, if it were
6 built and operational, whether it would accelerate the
7 demand for distribution centres and other supply chain
8 industry elements.

9 So there's one group that says the
10 project will accelerate the growth and hasten the
11 growth in those industries related to the terminal,
12 and there's another group who says, we've got this
13 land, we've got this ideal location that you've just
14 mentioned, and that's all going to fill up anyway with
15 distribution centres and related things, whether there
16 is or is not a Milton Logistics Hub Project. Does the
17 Chamber have any views on whether the project would
18 accelerate the growth or intensify the growth in
19 distribution centres in and around Milton?

20 MR. REDDEN: I think specifically, you
21 know, I come from Oakville, what we're talking about
22 and when we meet with a lot of our members and engage
23 with CN, we're talking about existing CN customers as
24 well, where capacity is an issue in Brampton. And to
25 have that supply chain closer to home, here in Milton,

1 will improve service time, improve the supply chain
2 efficiency.

3 So specifically to Oakville, we don't
4 have as much room to grow out distribution centres.
5 But we're more focused on existing customers and the
6 immense benefit to those existing customers who are
7 already dealing with the capacity issues in Brampton
8 and their own growth within new markets, which is the
9 biggest benefit we'll see in Oakville with our
10 members.

11 MEMBER McMURRAY: So no comments about
12 the future? No speculation --

13 MR. REDDEN: It would be speculation,
14 you know? But I wouldn't want to put a statement out
15 there on that.

16 MEMBER McMURRAY: Very good. Mr.
17 McCammon?

18 MR. McCAMMON: I think, you know,
19 because of Milton's location there will be a certain
20 amount of growth regardless. But certainly, you know,
21 businesses goes where there is efficiency and if it's
22 more efficient to be co-located, with the intermodal
23 location in Milton, then I'm certain that that will
24 factor into a lot of the relocation decisions for
25 businesses.

1 MEMBER McMURRAY: Thank you. Those
2 are my questions.

3 THE CHAIRPERSON: So, Mr. Redden and
4 Mr. McCammon, thank you very much for your
5 presentation.

6 MR. McCAMMON: Thank you.

7 THE CHAIRPERSON: Our next
8 presentation is the Brampton Board of Trade.

9 **PRESENTATION**

10 MR. LETTS: Thank you, Madam Chair,
11 Panel. My name is Todd Letts and I am the CEO of the
12 Brampton Board of Trade. The Brampton Board of Trade
13 is comprised of over 2,400 voting members that employ
14 over 45,000, that's more than one-third of all jobs,
15 in Brampton.

16 Today, I'm speaking in support of the
17 Milton Logistics Hub, not only because of the benefits
18 that it will bring to our nation's prosperity, but
19 also to the health of regional companies and also
20 families, the quality of life for families in our
21 region.

22 If it pleases the Panel, I have been
23 listening intently to the questions you have asked the
24 prior presenters and I also would like to add some
25 value to the conversation by focusing my comments on

1 the important impacts that having an intermodal
2 terminal in your community, based on the experience of
3 having one, at the Brampton Intermodal Terminal.

4 The Brampton Intermodal Terminal is at
5 76 Devon Road on 195 acres and is CN's largest in
6 North America. It is an essential economic engine.
7 It is an economic driver. It is the hub of the goods
8 movement industry in our city, our region, and our
9 country.

10 You may be familiar with its impact
11 from a job's and GDP level. Let's start there. For
12 Brampton one-third of all jobs in Brampton are in the
13 logistics sector. For our region, four out of every
14 nine jobs in Peel are in goods movement dependent
15 industries. And in all, goods movement has a \$49
16 billion impact in our region, and to put that into
17 provincial and national context, that represents about
18 20 percent of Ontario's goods movement GDP and almost
19 9 percent of national goods movement GDP.

20 What's important and what's
21 significant here is the interconnectedness of our
22 economies, the inter-dependency between goods
23 movement, and advanced manufacturing, and others.
24 Along the innovation corridor, all the way from
25 Waterloo region to downtown Toronto, goods movement is

1 valued at 171 billion in GDP and supports 1.4 million
2 direct jobs. That's more than one-third of all GDP
3 and jobs along the corridor.

4 Now what these macroeconomic numbers,
5 it's sometimes difficult to fully appreciate the
6 magnitude of the importance of an Intermodal hub.
7 Let's take a closer look at the impact at the local
8 company level.

9 I have chosen three Brampton examples
10 to illustrate the impact on local companies and to
11 help the Panel understand the critical importance of
12 CN's infrastructure to the regional economy and to
13 families throughout the corridor.

14 Example number 1, you know on a hot
15 day like today, nothing refreshes more than an
16 ice-cold Coca-Cola. CN ships more than 3,000
17 containers of Coca-Cola product each year. The second
18 example a nice day to ride a bicycle. Canadian Tire,
19 there are 1,000 stores and affiliated brands between
20 Southern Ontario and the Maritimes and there are six
21 distribution centres in the GTHA. They move more than
22 500 million. That's half a billion units of product
23 sourced -- and this is important, from 3,400 suppliers
24 across the country.

25 Again, the importance of the

1 inter-dependency of our goods movement and our
2 economies.

3 So the third example is from the
4 logistics industry, Maritime Ontario is dependent on
5 CN to move 25,000 containers, including 1,100 dry heat
6 -- dry, heated, or refrigerated containers per year.

7 And I use that example -- excuse me.
8 Because this includes food items that help Brampton
9 families to make dinner each and every day. This is a
10 infographic that shows the logistics supply
11 contribution to getting a meal to your table, or of
12 electronics to your house, be it wine, chicken or
13 menus off your tablet.

14 At the household level at the Milton
15 Logistics Hub will have a positive impact every day
16 for Canadian families in Brampton and throughout our
17 country, in terms of maintaining access to food and
18 consumer products, and, keeping them affordable.

19 It is important for the Panel to
20 consider the price of congestion to Canadian
21 companies, but also Canadian families, clogged
22 roadways disrupt 1 million tonnes or \$3 billion worth
23 of goods being trucked through the region, right now,
24 every day.

25 In 2009, Metrolinx reported the

1 congestion in the GTHA cost six billion annually in
2 lost business productivity and forecast that to rise
3 to 7.8 billion per annum by 2031. Why is that
4 important to your household? Well, thanks to
5 congestion, a typical household pays, on average, an
6 additional \$125 a year on the goods for their homes
7 and families.

8 The case for support of Milton
9 Logistics Hub is clear. It will help Canadian
10 families to avoid stockouts and disappointment when
11 they can't find or afford the essential products they
12 need for their families.

13 The hub will encourage small and
14 medium-sized manufacturers to export at a time when
15 they need to diversify markets across Canada and
16 around the world. And it meets growing consumer
17 demand and livability expectations and builds investor
18 confidence by creating more jobs on private land.

19 In addition, the environmental
20 benefits of intermodal are clear. GHG reduction.
21 CN's Canadian terminals remove approximately two
22 million trucks from Canadian highways every year, one
23 million of which flow through the GTHA. This results
24 in a reduction of greenhouse gas emissions by 9,500
25 tonnes each year. This is the equivalent of over

1 2,000 passenger vehicles annually.

2 In fact, according to the Railway
3 Association of Canada, shifting just 15 percent of
4 freight from trucks to rail, for example, would reduce
5 GHG emissions by close to 5.6 megatonnes of carbon
6 dioxide. This is equivalent to 1.2 million cars off
7 the road annually.

8 So jobs are being created with this
9 project. And it's important to consider that this is
10 private land with private investment not requiring any
11 public subsidy. This proposed Milton Logistics Hub
12 will have 130 direct jobs and 1,000 indirect.

13 You know, our experience with CN is
14 that this is a responsible corporation. They have
15 demonstrated that they're going above and beyond to
16 build prosperity in Canada and it's the only
17 transportation company listed, I believe, in two
18 leading corporate social responsibility indices.

19 Now, specifically, the economic impact
20 of Brampton's intermodal terminal, what has the
21 experience been? It has been overwhelmingly positive.

22 Since 1980, the terminal has been the
23 impetus behind strong business development in
24 Brampton. Within a two-kilometre radius, over 300
25 manufacturing and wholesale and logistics companies

1 operate. In addition, I frequent some great
2 restaurants like Brar's, B-R-A-R-S. Check it out,
3 featuring tasty South Asian cuisine. The best Gulab
4 Jamun you will ever find. Those honey balls,
5 delicious.

6 It is a healthy commercial
7 neighbourhood around the intermodal terminal. Very
8 few vacancies. A great place to shop for wholesale
9 flooring, drapes and other household furnishing.
10 Complementary industries nearby include a leader in
11 Canadian health care and life sciences, Dynacare
12 Laboratories.

13 With respect to the industrial real
14 estate values, proximity to Brampton intermodal
15 terminal has had a positive impact.

16 I checked recent sale prices on three
17 industrial properties on Devon Road on the same street
18 as the intermodal terminal. I compared it to sales in
19 the 1980s.

20 So for three examples here. Sale
21 price for a property that houses an industrial tool
22 manufacturer at 25 Devon Road. It's increased more
23 than 700 percent since its last sale in 1988.

24 The sale price for a property at 65
25 Devon currently housing a commercial printer has more

1 than doubled since 1988.

2 And comparison of sale prices at 85
3 Devon Road increased more than 10-fold since 1986.

4 Panelists and Madam Chair, Brampton's
5 intermodal terminal has helped companies where
6 trucking capacity has been stretched to its limits.
7 CN intermodal is part of the solution. It has helped
8 local companies to compete and has enhanced Brampton's
9 reputation as a welcoming, attractive city for
10 business investment.

11 You know, the bottom line is that
12 consumer demand is not relenting. Population growth
13 will reliably increase from over 6 million today to 10
14 million by 2041. The Milton Logistics Hub can bring
15 crucial goods movement capacity online faster than
16 other alternatives.

17 During the consultation period when a
18 nationally respected polling firm conducted a survey
19 of over 650 regional residents, approximately
20 two-thirds of Halton residents indicated that it's
21 important for our intermodal -- for intermodal
22 infrastructure to be built in the GTHA. We concur.

23 In summary, the Brampton Board of
24 Trade thanks you for your consideration of our
25 presentation today. Thank you for supporting a safe,

1 environmentally responsible, economically essential
2 community supportive and confidence building
3 infrastructure investment.

4 Together, the businesses of Brampton
5 encourage you to recommend proceeding with the Milton
6 Logistics Hub. Thank you very much.

7 THE CHAIRPERSON: Mr. Letts, thank you
8 very much for your presentation.

9 So some questions. Mr. Lerner.

10 MR. LERNER: No, Madam Chair, we do
11 not.

12 THE CHAIRPERSON: Other participants?
13 Mr. Gross, maybe?

14 MR. GROSS: I have one. My name is
15 Peter Gross. I represent the Halton Municipalities.

16 Good morning, sir. Thank you for your
17 presentation. I'm just wondering if your organization
18 looked at any alternative locations within the GTHA
19 before expressing support for the project?

20 MR. LETTS: Yes. Forgive me, I
21 anticipated your questions and I've put my answers
22 here on my notepad. If you don't mind, I'd like to
23 look at it.

24 No, sir, it's not for us to
25 secondguess the site location for CN. I trust that CN

1 knows what's best for supply chain optimization for
2 our region.

3 MR. GROSS: And did you or anyone in
4 your organization have the opportunity to review any
5 of the environmental studies prior to expressing
6 support for the project?

7 MR. LETTS: Yes, I am on the
8 distribution list and I do have access to them. I
9 took the extra step, though, to visit Halton Region's
10 web site. I was very curious when the challenge was
11 made in Court, and I wanted to know what were the key
12 issues and the key reasons. So I took that additional
13 step to review the rationale.

14 MR. GROSS: When you say the challenge
15 in Court, are you referring to the constitutional
16 litigation or -- I think you said the challenge in
17 Court.

18 MR. LETTS: It was a Court challenge
19 where a decision has been stayed. I believe we're
20 talking about the same one.0

21 MR. GROSS: I think we are.

22 MR. LETTS: Okay.

23 MR. GROSS: And in your review of the
24 Halton Municipalities' materials, you're aware that
25 one of Halton's experts predicts an increase in cancer

1 for those living in close proximity to the Milton
2 Logistics Hub if it goes forward. And I'm just
3 wondering what your reaction to that is.

4 MR. LETTS: I am not familiar with any
5 prediction of increased cancer in close proximity to
6 the proposed Milton Logistics Hub, nor am I aware of
7 any evidence that there has been an increase in cancer
8 at the Brampton -- in proximity to the Brampton
9 intermodal terminal.

10 MR. GROSS: Has your organization
11 undertaken any investigations at all with respect to
12 the environmental effects of the Brampton intermodal
13 terminal?

14 MR. LETTS: No. Our area of expertise
15 is helping businesses in their productivity and
16 helping our public sector partners and larger
17 stakeholders understand the interdependence of goods
18 movement, infrastructure, advanced manufacturing and
19 other elements of the economy.

20 MR. GROSS: Okay, sir, thank you.
21 Those conclude my questions. Thank you.

22 MR. LETTS: Thank you.

23 THE CHAIRPERSON: Thank you, Mr.
24 Gross.

25 Questions from anyone else? So

1 questions from the Panel.

2 MEMBER HEATHCOTE: Thank you for your
3 presentation, Mr. Letts.

4 I was interested in your comment about
5 the increased property value for an industrial
6 property, 700 percent, I think, was the value you
7 quoted. We've heard in other sessions about concerns
8 from residents about impacts on residential property
9 values.

10 I'm just wondering, can you comment on
11 anything like that around Brampton international
12 terminal -- intermodal terminal?

13 MR. LETTS: I took a survey in close
14 proximity to the Brampton intermodal terminal looking
15 at just three examples. So it's not comprehensive,
16 but I did look for a diversity of commercial and
17 industrial businesses.

18 I would be surprised if the increase
19 in value of residential homes would be -- would be any
20 less comparable and may, in fact, be superior given
21 the housing market and supply of housing.

22 MEMBER HEATHCOTE: So just to be
23 clear, you are suggesting that property values for
24 residential properties could increase around this
25 terminal?

1 MR. LETTS: I would see no evidence
2 why that would not occur.

3 MEMBER HEATHCOTE: And what would be
4 the reason for that, do you think?

5 MR. LETTS: Oh, well, we do have
6 housing supply restrictions in the GTA, so just by the
7 very virtue of that, there will be increase in home
8 prices. But increasingly, living in the west end of
9 the GTA, there is a premium.

10 Buyers put a premium on mitigating the
11 amount of time they have to drive between home and
12 work. They want to make sure that they get to work on
13 time. They want to make sure they get home to dinner
14 and the soccer game, et cetera. So I would anticipate
15 that housing prices in proximity to an intermodal
16 terminal and the ancillary businesses that surround a
17 terminal would be -- would be met with the appropriate
18 premium in house purchase prices.

19 MEMBER HEATHCOTE: Thank you. That's
20 my question.

21 MEMBER McMURRAY: Good morning, Mr.
22 Letts.

23 MR. LETTS: Good morning.

24 MEMBER McMURRAY: You are the CEO of
25 the Brampton Board of Trade. You have some

1 familiarity, obviously, with the Brampton intermodal
2 terminal.

3 Does that extend to a knowledge of its
4 physical layout, the tracks, the truck access points?

5 MR. LETTS: I have visited it on more
6 than one occasion, so I think I am familiar with it.

7 MEMBER McMURRAY: And have you looked
8 at the proposed physical layout of the Milton
9 Logistics Hub?

10 MR. LETTS: Yes, sir, I have.

11 MEMBER McMURRAY: Okay. So Mr. Lerner
12 from CN, he's been very candid and he said it two or
13 more times that Canadian National has based its design
14 of the Milton Logistics Hub on all the mistakes it
15 made at the Brampton intermodal terminal, from a
16 design perspective.

17 Do I have that more or less correct,
18 Mr. Lerner?

19 MR. LERNER: I would use lessons
20 learned.

21 --- Laughter / Rires

22 MEMBER McMURRAY: Lessons learned,
23 yes. Okay, very good. That's an important euphemism.

24 So in terms of lessons learned, we've
25 heard quite often from Canadian National about a 1.7

1 kilometre length access road. Is that part of the
2 Milton Logistics Hub that you're familiar with?

3 MR. LETTS: You've read my mind, sir.
4 That is the part of the Milton Logistics Hub that was
5 most relevant for me when I reviewed it.

6 It's not only a 1.7 kilometre road on
7 private land, not public land, it's a new road that
8 they'll build on the land that they own, but it's also
9 bermed, I understand, or proposed to be bermed.

10 And I think that that will take care
11 of any concerns with respect to queuing on public
12 roads.

13 MEMBER McMURRAY: Would the Brampton
14 Board of Trade like it if there could be a 1.7
15 kilometre access road added to the Brampton intermodal
16 terminal?

17 MR. LETTS: We would like it if the
18 Milton Logistics Hub moved forward so that the
19 over-capacity at Brampton intermodal terminal would
20 reduce at times when there is queuing on Intermodal
21 Drive.

22 MEMBER McMURRAY: Intermodal Drive
23 being an access point to the Brampton intermodal
24 terminal?

25 MR. LETTS: Yes. Yes.

1 I take your question seriously, sir.
2 It's just there's just not enough room to do a 1.7
3 kilometre road in Brampton. But should you approve or
4 recommend to approve the Milton Logistics Hub, that
5 should take care of the occasional queuing that does
6 occur at the Brampton intermodal terminal.

7 MEMBER McMURRAY: I see. Thank you.

8 MR. LETTS: Thank you.

9 MEMBER McMURRAY: Oh, actually, there
10 was one more thing.

11 MR. LETTS: Oh, good.

12 MEMBER McMURRAY: I want your advice.
13 In your capacity as a representative of the Brampton
14 Board of Trade, you have recommended a restaurant in
15 Brampton.

16 --- Laughter / Rires

17 MEMBER McMURRAY: Do we have to
18 therefore invite Mr. McCammon back to let him propose
19 a restaurant in Milton?

20 MR. LETTS: Well, my friend from
21 Milton and I go way back, but I always will say to
22 him, never miss an opportunity to miss an opportunity,
23 my friend. He has a fine selection of restaurants in
24 Milton that he has hosted me at, so talk to him later
25 as well.

1 MEMBER McMURRAY: All right. Thank
2 you very much. Those are my questions.

3 THE CHAIRPERSON: I just want to
4 review. Could you speak, Mr. Letts, a bit about the
5 innovations in the supply chain industry that you have
6 observed over the recent -- what should we say, 10
7 years, 20 years?

8 MR. LETTS: Yes.

9 THE CHAIRPERSON: What kinds of
10 innovations are you seeing in Brampton?

11 MR. LETTS: Yes. I'm going to answer
12 that question in the context of a question you asked
13 the earlier panelists with respect to density targets
14 and job creation.

15 You've asked me about innovation here
16 in the supply chain, and I want to pair that, because
17 I think it's relevant, with the interdependency of
18 industrial sectors in the supply chain.

19 So we have -- we are living in a time
20 in history where we're seeing more technologies peak
21 at the same time than ever before. Autonomous
22 vehicles was a question that was asked earlier. Cyber
23 security. We had a panelist talk about that, as well
24 as cloud-based, et cetera, et cetera.

25 There is pressure -- there is

1 additional pressure on meeting job targets by the very
2 fact that automation is *de rigueur* now. In order to
3 compete there will be more automation in our advanced
4 manufacturing facilities.

5 So why is it important, then, and why
6 is it important to have perhaps a less dense Milton
7 Logistics Hub on that land? It's because it is a
8 magnet for advanced manufacturers to locate closer,
9 and it facilitates more jobs per square acre from
10 those related manufacturing companies. I've I've -- I
11 hope I've explained that properly, how -- innovation
12 and automation and the interdependency, and it acts as
13 -- intermodal hubs act as a magnet to bring in more
14 manufacturing companies as well -- not just
15 distribution centres.

16 THE CHAIRPERSON: Thank you.

17 And I was going to ask you, slide
18 something -- the one that says Brampton -- the
19 economic impact. I don't know what number it is.

20 MR. LETTS: Yes.

21 THE CHAIRPERSON: So you talk about
22 300 companies operating within a two-kilometre radius
23 since 1980, and then you specify what they are.

24 So to what extent did these 300
25 companies come to Brampton as opposed to being there

1 and then being served by the terminal?

2 MR. LETTS: Yes, thank you. I
3 understand your question.

4 There are more than 300 companies in a
5 two-kilometre radius. The 300 companies roughly break
6 down to about 180 manufacturing and 140 in wholesale
7 trade, transportation and warehousing. And your
8 question is which came first.

9 I can answer that question in only
10 this way. In that same period of time, that same 35
11 years from the inception of the Brampton intermodal
12 terminal, 300 companies operate there. But 160
13 companies during that same period moved or left from
14 that two-kilometre period. What can you take from
15 that statistic?

16 Well, we've heard a recent example
17 that DSV has moved from Brampton, not entirely. They
18 have moved from six facilities in Brampton to
19 consolidate in Milton, operational efficiency. But
20 they've left a really interesting part of their
21 business in Brampton, that is, their heat-treating.

22 When goods come in from various parts
23 of Asia, clothing, for example, they sometimes get
24 wrinkled and DSV has a facility -- it's wonderful
25 technology -- that quickly dewrinkles. A giant

1 ironing board, if you will. And that will remain in
2 Brampton.

3 My point is that that's just a recent
4 example. To Mr. McMurray's earlier question, the
5 inter-dependency between Milton and Brampton, there
6 are 30 distribution centres in Milton already, Amazon
7 being one of them.

8 Well, we have 800,000 square feet of
9 Amazon in Brampton as well. Uline is one of them.
10 Well, Uline is in Brampton as well. So having the
11 Brampton intermodal terminal and -- which is now over
12 capacity, and a new Milton Logistics Hub should be a
13 dynamic duo of magnets that will bring not just more
14 logistics and distribution centres, but more advanced
15 manufacturing to Canada, to Ontario and to our region.

16 THE CHAIRPERSON: Thank you very much,
17 Mr. Letts. Thank you for your presentation.

18 MR. LETTS: Thank you.

19 THE CHAIRPERSON: Which brings us to
20 lunch time.

21 So we will now break for lunch and we
22 will resume at 1:00.

23 --- Upon recessing at 11:56 a.m. /

24 Suspension à 11 h 56

25 --- Upon resuming at 1:00 p.m. /

1 Reprise à 13 h 00a

2 THE CHAIRPERSON: Good afternoon.
3 We'll start straight off with our next presentation.
4 So that is the Toronto Region Board of Trade.

5 Good afternoon.

6 MS. De SILVA: I'm okay to begin?

7 THE CHAIRPERSON: Please begin.

8 **PRESENTATION**

9 MS. De SILVA: Thanks for the
10 opportunity to speak with you today. I'm Jan De
11 Silva, President and CEO of the Toronto Region Board
12 of Trade. I can provide a business card afterwards
13 for the correct spelling of my name.

14 We work on behalf of our members to
15 make Toronto North America's fourth-largest commercial
16 centre, one of the most competitive and sought-after
17 business regions in the world. We represent more than
18 13,500 members and their workforces, advocating for
19 policies and programs that drive the growth and
20 competitiveness of the region.

21 Region is an important distinction in
22 our name, for the vast majority of our members don't
23 operate solely in the 416 area code. Much of our work
24 concentrates on a geography we call the innovation
25 corridor, Canada's largest economic zone comprising

1 the Greater Toronto and Hamilton Area in the east
2 through to Waterloo Region in the west.

3 Daily, our businesses and their
4 workforces need to move efficiently within, through
5 and across this regional economy of 34 municipalities,
6 including Milton.

7 As our regional economy is so
8 interconnected and interdependent, we collaborate
9 formally with 14 other Chambers in the corridor, and I
10 understand several have been deputing already today
11 and through the week.

12 I'd like to speak about the potential
13 and threats to economic growth and prosperity in the
14 corridor and why the Milton Intermodal Hub is one of
15 the key infrastructure investments we need to
16 accommodate goods movement, global trade and growth.

17 Whoops, I've gone the wrong way. I
18 apologize.

19 A large part of the Board's mission is
20 focused on goods movement. We were founded in 1845 by
21 industry and government leaders of the day to build
22 the port and rail system to get our goods to market.
23 We know from experience when the supply chain swings
24 from seamless to inefficient the economic impact is
25 significant.

1 Industries in the corridor, including
2 manufacturing, construction, wholesale trade and
3 retail trade, are reliant on the movement of goods.
4 These industries employ 1.4 million people and deliver
5 171 billion in direct GDP, or 34 percent of the total
6 corridor's GDP. Freight transportation requirements
7 are multimodal and include ports, rail, air and
8 trucking.

9 Current congestion on our 400-series
10 highways negatively impacts industry competitiveness.
11 And in response to concerns from our members, this has
12 been a priority file.

13 I was actively involved in the
14 corridor's federal supercluster initiative proposal
15 and now sit on the Board of NGen, or Advanced
16 Manufacturing Supercluster. Toronto Region Board of
17 Trade, with our Chamber partners, has undertaken
18 research and activated a Movement of Goods Council
19 comprised of senior industry, transportation and
20 academic leaders.

21 Our goal has been to provide a
22 data-driven understanding of the significant economic
23 impact of goods movements to our region's GDP and jobs
24 and to identify solutions to pain points. Our sixth 6
25 report, released in January, identified infrastructure

1 options to improve goods movement.

2 With CN's Brampton facility almost at
3 capacity, the CN Milton Intermodal Hub was identified
4 as the top project to address our region's disabling
5 congestion. Our businesses need more efficient and
6 reliable supply chains and distribution access.

7 The current inefficiency of goods
8 movement across the corridor cost the corridor an
9 estimated \$15 billion in lost productivity annually
10 and pressure is mounting in the face of unprecedented
11 growth.

12 Our regional economy is booming. The
13 City of Toronto is home to 2.7 million people and is
14 North America's fourth-largest city after Mexico, New
15 York and Los Angeles.

16 The Toronto Region is home to 8
17 million and is Canada's commercial centre, generating
18 close to 25 percent of our country's GDP. And we're
19 growing fast. A recent Ryerson report showed Toronto
20 was the fastest-growing city in the U.S. and Canada,
21 with 12-month population growth of more than 77,000
22 people. That's more than the next three
23 fastest-growing cities combined.

24 Our region was second fastest, growing
25 by 125,000. And by 2041, we forecast to be a

1 population of 10 million accommodating 2 million more
2 residents than today.

3 Growth is positive for our economy and
4 our future, but if we don't plan for and accommodate
5 growth and its knock-on effect on the supply chain and
6 goods movement, it's accompanied by issues like
7 infrastructure strain, increased cost, increased
8 congestion, and potential job loss.

9 Now is the time to invest in critical
10 capacity-building infrastructure. The corridor is the
11 largest multimodal goods transportation hub in Canada,
12 with one million tonnes moving through daily
13 representing \$3 billion in value. And this provides
14 important economic benefit across our supply chain
15 both in the corridor and in the country, but only if
16 it moves.

17 We have the highest concentration of
18 advanced manufacturing activity in the country. Close
19 to 30 percent of Canada's manufacturing takes place in
20 the corridor. However, our disabling congestion
21 impacts just in time production inputs and the
22 distribution of finished goods to markets near and
23 far.

24 This is a key reason why thousands of
25 manufacturing jobs have been lost in the recent

1 decade, as congestion has made us a high-cost
2 manufacturing jurisdiction.

3 The biggest pain point is the 400
4 series highways near Pearson Airport. The red lines
5 on this map represent the daily truck delays in the
6 region and how severe it becomes on the 401. The dark
7 red segments highlight up to 150 hours of delay per
8 kilometre of highway every day.

9 Rail is an extremely important mode
10 for successful manufacturing and trade. CN's Brampton
11 intermodal terminal, the red square on the map, was
12 recently designated a provincially significant
13 employment zone. It is near capacity. It cannot meet
14 current demand or accommodate future growth.

15 The proposed CN Milton Intermodal Hub
16 offers close proximity to market and manufacturing.
17 It's within a concentrated area of food and consumer
18 packaged goods companies and other industries. And
19 Milton has strong -- has a strong talent pool for the
20 jobs it will create.

21 In terms of the future state of the
22 region, the by-product of population growth is
23 increasing car congestion and goods congestion,
24 yielding tremendous new pressure on our already
25 congested roads. Plus, as our region transitions to

1 more and more E-commerce consumption with quick ship
2 expectation, the demands for an ever more efficient
3 national and cross-border supply chain are increasing.

4 The addition of the CN Milton
5 Intermodal Hub, the green square on the map, is a
6 quick win with relatively low cost, fast time to
7 implement, and high impact on reducing congestion.

8 We know rail is a cost-efficient way
9 to strengthen the supply chain and improve goods
10 movements. With 50 percent of CN's intermodal traffic
11 flowing through southern Ontario, the CN Milton
12 Intermodal Hub Project has many benefits to our
13 businesses in the region.

14 It's well located near the 400-highway
15 series, GTHA distribution centres and industry itself.
16 It's well situated on the CN main line and on level
17 topography that is essential for intermodal
18 facilities.

19 It will reduce highway congestion and
20 freight dwell time by shifting cargo from long haul
21 trucks to more cost-efficient trains.

22 One intermodal train removes the
23 equivalent of 280 long-haul trucks. Moving from
24 trucks to rail reduces greenhouse gas emissions. And
25 less congestion means higher quality of life for all

1 around, whether for commuters and transit moving more
2 easily in the region or for higher potential for
3 economic prosperity.

4 Let me sum up by saying our research
5 and data shows the severity of our existing challenges
6 getting inputs to manufacturing and goods to market in
7 the corridor. The CN Intermodal Hub is critical to
8 addressing current day and future capacity for the
9 forecast growth in Canada's largest economic zone.

10 We recognize there are local
11 challenges to be addressed, but our economy is a
12 regional economy of 34 interconnected and
13 interdependent municipalities. While our people live
14 in our municipalities, businesses and their jobs
15 require them to move within, through and across.

16 The CN Milton Intermodal Hub is a
17 critically-needed piece of infrastructure to address
18 today's goods movement pain points and to ensure the
19 region's ongoing prosperity.

20 Thank you very much for the
21 opportunity to speak.

22 THE CHAIRPERSON: Ms. De Silva, thank
23 you very much for your presentation.

24 We'll now see who has questions. I'm
25 sure the Panel will have a couple of questions for

1 you.

2 Mr. Lerner, any questions?

3 MR. LERNER: Madam Chair, we do not
4 have any questions.

5 THE CHAIRPERSON: Thank you.

6 Anybody else? I know Mr. Gross does.
7 Any other person have questions? No.

8 Mr. Gross, please.

9 MR. GROSS: Thank you very much, Madam
10 Chair. My name is Peter Gross. I represent the
11 Halton Municipalities in this matter.

12 So I understand your reasons for
13 supporting the project are generally focused on the
14 need for infrastructure in the GTHA. However, we
15 don't see anything in your submission supporting the
16 project in this particular location.

17 What I'm wondering is, did your
18 organization look at any alternative locations within
19 the GTHA for expressing support for the project?

20 MS. De SILVA: We have a Movement of
21 Goods Council, advisory council, that's got all kinds
22 of industry and transportation experts on it. What we
23 have looked at is where we have opportunities to
24 improve capacity. This project was endorsed by them
25 as meeting their needs as being funded and ready to

1 go.

2 MR. GROSS: Okay. Thank you.

3 And has your organization reviewed any
4 of the environmental reports or studies before
5 expressing support for the project?

6 MS De SILVA: Yes. We worked
7 closely with other Chambers in the region, including
8 the Milton Chamber, and we've worked with them in
9 understanding what was in that report.

10 MR. GROSS: And what about any of the
11 submissions by the Halton Municipalities, any of the
12 presentations or studies? Before expressing support,
13 did you have an opportunity to review any of those?

14 MS. De SILVA: Yes. Our team has been
15 looking at what's been submitted.

16 MR. GROSS: Do you know any specific
17 ones that they may have looked at or have they looked
18 at everything?

19 MS. De SILVA: They've been trying to
20 look at everything as it's come through.

21 MR. GROSS: Okay. That concludes my
22 questions.

23 Thank you very much, Madam Chair.

24 THE CHAIRPERSON: Thank you, Mr.
25 Gross.

1 Questions from the Panel?

2 MEMBER HEATHCOTE: Thank you for your
3 presentation, Ms. De Silva. I have two questions.

4 First of all, we've heard from you and
5 from a previous speaker about the advanced
6 manufacturing supercluster. Could you tell us what
7 that is, please?

8 MS. De SILVA: Sure. The federal
9 government earlier last year had indicated that they
10 were willing to fund up to five superclusters across
11 the country. Because of the density of manufacturing
12 and technology that's happening in the corridor, we
13 worked with academic institutions, the municipalities
14 and the business communities to submit a proposal that
15 industry and government co-fund an advanced
16 manufacturing supercluster.

17 So this supercluster was approved.
18 We've got about 120 business that are working in
19 connection with it. And the objective of the
20 supercluster is to bring technology to the smallest
21 parts of our supply chain that haven't been able to
22 upgrade their manufacturing capacity and also focus on
23 how do we continue to build out manufacturing capacity
24 in the region.

25 MEMBER HEATHCOTE: So let me try to

1 understand. It's not a physical cluster. It's not a
2 geographic cluster of activities or businesses. It is
3 a -- so in what way is it a cluster?

4 MS. De SILVA: It's a cluster in that
5 industry is working together to identify projects that
6 would help improve the competitiveness of
7 manufacturing.

8 MEMBER HEATHCOTE: I see. All right.
9 Very good. Thank you.

10 And my other question is -- and again,
11 we've heard this from a couple of previous speakers.
12 I'm interested in your planning horizon. So you've
13 provided some information looking ahead to 2041.

14 MS. De SILVA: M'hmm.

15 MEMBER HEATHCOTE: So could you talk a
16 little bit about why that amount of time is
17 appropriate, necessary for planning for
18 transportation?

19 MS. De SILVA: Absolutely. Because it
20 easily takes 15 to 20 years to get projects completed
21 so you need to have a long horizon.

22 The other work that our Board of Trade
23 is working on right now, we've just formed an Economic
24 Blueprints Institute that, in February of next year,
25 will be releasing a five-year forward forecast so that

1 we can start identifying more quickly pain points as
2 they're arising and looking for interim solutions
3 while we're waiting in the longer term for
4 infrastructure to be built out. So we're looking both
5 long term and in the more immediate five-year horizon.

6 MEMBER HEATHCOTE: And you would
7 update or renew that five-year forecast periodically
8 through --

9 MS. De SILVA: Every five years. And
10 we're working with Stats Canada. They're providing
11 data for us. So it's down to -- each of the 34
12 municipalities we're looking at it across employment
13 lands, where the jobs are located, where people are
14 living, how they're getting to them.

15 MEMBER HEATHCOTE: Very good. Thank
16 you so much.

17 MS. De SILVA: Thank you.

18 MEMBER McMURRAY: Yes, good afternoon
19 and welcome.

20 MS. De SILVA: Thank you.

21 MEMBER McMURRAY: Your slide 4 refers
22 to the Great Lakes economic zone.

23 MS. De SILVA: M'hmm.

24 MEMBER McMURRAY: What are the
25 geographic boundaries of the Great Lakes economic

1 zone?

2 MS. De SILVA: It's all of the States
3 and Ontario and Quebec that co-exist along the Great
4 Lakes economic zone. It's really -- it was a
5 precursor to what is today NAFTA, and it's been a
6 cross-border integrated economy that's been operating
7 for over 100 years.

8 So there's a lot of -- if you think of
9 our automotive manufacturing today, a lot of that
10 arose from that cooperation between, say, Detroit and
11 what's happening in Windsor and parts of the corridor
12 here as well.

13 MEMBER McMURRAY: That's what used to
14 be called the Auto Pact? Is that still a thing?

15 MS. De SILVA: It's -- yeah, it's not
16 just the Auto Pact. It's all forms of manufacturing
17 that's taking place.

18 MEMBER McMURRAY: Okay. Thank you.

19 THE CHAIRPERSON: My question is about
20 the 401.

21 We've heard many times that one
22 intermodal train takes off -- a certain number of
23 trucks off the highways. And we've heard many
24 complaints about the 401.

25 I'm interested to know what other

1 solutions besides a shift to intermodal, transports
2 of -- are you looking at or are you supporting with
3 respect to the congestion on the 401?

4 MS. De SILVA: Yes. Excellent
5 question.

6 Through this Movement of Goods
7 Advisory Council that we've got, the current year work
8 plan, there are a couple of things we're being looking
9 at that will impact 401 or that we're hoping to help
10 with 401.

11 The first is we're looking at how we
12 can make better use of our ports. So Port of Hamilton
13 and capacity in Hamilton, are there ways of rerouting
14 through C rather than having to go through 401. A lot
15 of the 401 congestion problem is co-related to
16 cross-border activity that's happening specifically
17 for our automotive manufacturing.

18 Another thing we're looking at is off
19 peak deliveries, trying to harmonize the by-laws in 34
20 municipalities so that we can accommodate at scale,
21 off peak deliveries which would do a lot to take
22 congestion off the 401 during daytime when you need a
23 lot of capacity for transit and commuters.

24 THE CHAIRPERSON: And here's a really
25 broad question that keeps running through my head when

1 we have many of the presentations.

2 Do you anticipate -- does the Toronto
3 Region see at some point in the future that there
4 might be some limits to growth, this growth of -- this
5 movement of goods which seems, we're being told is
6 growing, growing, growing. At what point do you see
7 it turning around, slowing down, other ways of
8 fulfilling needs and desires in the Toronto Region,
9 the rest of Canada, or do you see this continuing, and
10 how sustainable is that?

11 MS. De SILVA: No, that's an excellent
12 question.

13 And the challenge we have is twofold.
14 We've got a high growth happening in population in the
15 region, and that's a key contributor to increased
16 demand for goods. We also have federally and
17 organizations like ours are working to help our
18 businesses grow by accessing export markets.

19 And so our continued success helping
20 our businesses access export markets is going to
21 continue to add demand for the ability to move goods,
22 not just within the corridor, but also outside.

23 The third point I would also make is
24 right now, there's not much flexibility in inland
25 transportation of goods, so our three major ports in

1 Canada, Prince Rupert, Vancouver and the Port of
2 Montreal, are all expressing frustration that they're
3 not able to be competitive because we just can't get
4 things moving across well enough.

5 So to answer your question, I think
6 the growth demand is positive, but we do need to be
7 looking more closely at how we're planning for
8 intermodal and multimodal locations, also look at how
9 technology can help us over time to streamline things,
10 and also looking at how we can use more hours of the
11 day, like off peak deliveries, to get supplies into
12 office towers downtown, for instance, as a way of
13 reducing congestion.

14 THE CHAIRPERSON: Thank you very much,
15 Ms. De Silva and thank you -- oh, I'm sorry. One more
16 question.

17 MEMBER HEATHCOTE: So I wanted to
18 follow up on your comment about the Port of Hamilton.

19 I don't think we've heard previously
20 from CN that they are using, at all or very much,
21 marine shipping Port of Hamilton. I'd just like some
22 clarification on that point.

23 MS. De SILVA: Yeah. It's not so much
24 the goods that are going by rail; it's more other
25 types of goods that are being trucked.

1 MEMBER HEATHCOTE: Oh, I see.

2 MS. De SILVA: So it's how do we get
3 the trucks off to address more congestion.

4 MEMBER HEATHCOTE: Okay. Very good.
5 Thank you very much.

6 MS. De SILVA: Thank you.

7 THE CHAIRPERSON: Thank you for your
8 presentation.

9 Our next presentation is from the
10 Vaughan Chamber of Commerce.

11 **PRESENTATION**

12 MR. SHIFMAN: Just while we're setting
13 up the presentation, I can also give you a card
14 afterwards to spell my name.

15 So good afternoon, and it's good to be
16 here. My name is Brian Shifman. I'm the President
17 and CEO of the Vaughan Chamber of Commerce.

18 Since its inception, the Vaughan
19 Chamber of Commerce has been actively engaged in
20 transportation and infrastructure issues. We are the
21 largest business organization in Vaughan and we are
22 the voice of local business. We represent almost 900
23 businesses locally across a range of sectors,
24 including manufacturing and advanced manufacturing,
25 retail, innovation technology, agri-food,

1 construction, hospitality, you name it.

2 Our members include some of the
3 largest businesses both within Vaughan, but also
4 within the GTA. And collectively, our members employ
5 some 16,500 of Vaughan's labour force.

6 Now, as an organization, we are
7 particularly interested in the necessary
8 infrastructure investments required to support
9 efficient transportation networks to move people and
10 goods throughout the GTA and across Ontario. At the
11 Vaughan Chamber of Commerce, we are proud to have CN
12 as a member and we do appreciate CN's long-standing
13 relationship with and support for our Chamber.

14 CN's MacMillan Yard, which is in
15 Vaughan and which I recently toured -- very impressed,
16 actually, with their operational efficiency. We were
17 with the general manager.

18 The MacMillan Yard is a well-known
19 entity in Vaughan as a valuable contributor to our
20 local economy. There are 500 employees -- 500 people
21 employed there full-time. They're a top employer,
22 responsible business focused on safety.

23 CN is an important part of the
24 cultural fabric of Vaughan and involved in numerous
25 local charitable and community programs which I

1 witnessed personally that make a real difference in
2 the lives of the residents of Vaughan and the
3 businesses.

4 I would say that my message for the
5 Panel is that CN is a good neighbour. And I can speak
6 to that, being the President and CEO of the Vaughan
7 Chamber of Commerce.

8 Our interest on transportation stems
9 from the feedback from our members, who consistently
10 tell us that transportation infrastructure is critical
11 to their competitiveness. Some of our largest
12 manufacturing companies, such as Macrodyne and
13 Northern Transformer, businesses on the cutting edge
14 of manufacturing, rely on CN as a core part of their
15 supply chain to get their products to market. And it
16 is for this reason that I'm here in full support of
17 CN's proposed Milton Logistics Hub.

18 The intermodal facility in Milton will
19 help address the needs to supply goods into the GTA
20 and will also support regional exporters.

21 From just in time delivery for the
22 manufacturing sector to the interconnected hierarchy
23 of contracts for the construction industry, an
24 efficient supply chain is critical for local
25 businesses within Vaughan and throughout the GTA to

1 remain competitive.

2 And I think there's no doubt that
3 capacity is needed and our Vaughan manufacturers need
4 this support as well as those in the GTA.

5 I know you've heard this, but I think
6 it's worth restating that the GTA has grown rapidly in
7 recent years and will continue to grow, and it is a
8 preferred region in which to work, live, play and
9 raise a family.

10 Infrastructure investments like the
11 one proposed by CN would help Ontario and Canada keep
12 pace with this growth and the increasing demand for
13 goods.

14 Now, from a consumer perspective, I
15 believe we don't realize the important role that CN
16 and, really, rail -- rail shipping play in getting us
17 products that we as consumers use on a day-to-day
18 basis.

19 So when I look around the room at
20 those in the room, I am very confident that most of us
21 are wearing one product or another that's come in by
22 rail. And perhaps these tables came in by rail, or
23 other parts -- things we see in the room. As an
24 example, if we shop at places like Canadian Tire, or
25 Wal-Mart, or Costco, or Ikea, then invariably we have

1 used those products. And there is increasing demand
2 for those products and we do want to see people
3 recognize the importance of rail for shipping.

4 Toys R Us, as an example. Ship a
5 large amount of their volume through CN's MacMillan
6 Yard in Vaughan. We also have Grand and Toy is a
7 proud member of the Vaughan Chamber and also shipping
8 a lot through CN. These are some of the examples of
9 how the average person benefits from rail. Not
10 necessarily always knowing how your products get to
11 your house.

12 Now as noted in the recent study,
13 roads-based goods movement is the dominant form of
14 goods movement in the GTA causing congestion on our
15 highways. Rail and particularly intermodal, is an
16 efficient means to move goods reliably and safely to
17 and from markets. While truck transportation remains
18 a vital component of goods movement, moving more goods
19 by rail will alleviate an over reliance on truck
20 transportation.

21 Removing long-haul trucks off highways
22 reduces greenhouse gas emissions, GHGs, which is
23 better for our environment. Increased rail would also
24 play a significant role in supporting provincial and
25 federal trade and environmental goals.

1 Once again, we stand in support of the
2 intermodal hub because we know that it ensures
3 businesses throughout the GTA, and also in Vaughan
4 specifically, continue to have access to a robust
5 logistics and supply chain critical to business
6 competitiveness.

7 Thank you very much.

8 THE CHAIRPERSON: Thank you very much,
9 Mr. Shifman. CN, any questions, comments?

10 MR. LERNER: No, Madam Chair, we do
11 not.

12 THE CHAIRPERSON: Thank you.
13 Other participants who have questions?
14 Mr. Gross?

15 MR. GROSS: Thank you, Madam Chair.

16 Good afternoon and thank you for your
17 presentation. My name is Peter Gross. I represent
18 the Halton Municipalities in this matter.

19 I'm just wondering if you reviewed any
20 of the Halton Municipalities presentations, or
21 submissions, or studies before expressing support for
22 the project?

23 MR. SHIFMAN: Our staff looked at
24 numerous aspects and worked also with CN. So we
25 couldn't say we have seen everything but we have seen

1 quite a bit of it.

2 MR. GROSS: Have you seen any of the
3 Halton Municipalities materials do you know?

4 MR. SHIFMAN: I haven't personally,
5 no.

6 MR. GROSS: I see. Now you mentioned
7 safety, and you say CN's MacMillan yard in Vaughan
8 consistently holds up highest standards of safety I
9 think is what you said. Would that be correct?

10 MR. SHIFMAN: That is in the
11 presentation, yes.

12 MR. GROSS: Okay. Are you aware that
13 the Transportation Safety Board of Canada has
14 conducted five investigations into the CN yard, with
15 respect to derailments and collisions?

16 MR. SHIFMAN: I am not aware of that
17 specific number, but I also am aware that studies and
18 presentations regularly occur, yes.

19 MR. GROSS: Now, you mentioned being
20 part of the cultural fabric in Vaughan. I'm just
21 curious what exactly that means?

22 MR. SHIFMAN: Well, I think large
23 employers -- not all of them do, but I think they have
24 an obligation to be part of a local community and
25 become part of the fabric. So we have seen through CN

1 support for the significant investment of MacKenzie
2 Health Hospital which is much needed, throughout the
3 GTA and specifically Vaughan, their involvement in
4 that. Supporting Hospice Vaughan. We could talk
5 about that if you want to hear more about that. Also,
6 involvement with the city of Vaughan and with the
7 Vaughan Chamber I think is a good representation of
8 that involvement.

9 MR. GROSS: I take it that that's what
10 you mean by the charitable organizations CN supported.

11 MR. SHIFMAN: Well, that would be some
12 of them, yes.

13 MR. GROSS: Okay. I appreciate you
14 answering my questions. Thank you very much.

15 Thank you, Madam Chair, those are my
16 questions.

17 THE CHAIRPERSON: Thank you, Mr.
18 Gross. So, questions from the Panel?

19 MEMBER HEATHCOTE: Thank you for your
20 presentation. I have a question about the previous
21 slide if you could bring it up. You talk about the
22 interconnected hierarchy for the construction
23 industry. Tell me about that and how it's relevant to
24 intermodal transportation.

25 MR. SHIFMAN: Well, I think it's --

1 this is a specific term for the construction industry.
2 But I think about it in the context of just in time
3 delivery, increasing demand for goods by both
4 consumers and by business specifically, and an
5 inability for businesses to get those products to
6 market and then struggle to be competitive globally,
7 without a strong rail network, without a strong truck
8 transportation network, without strong integration at
9 ports.

10 So, when we look at it from the
11 Vaughan Chamber, what we're really looking at is the
12 ability for companies to continue to be competitive
13 globally. That's really a big concern for us, is that
14 we think there are a lot of opportunities presented in
15 the Ontario region and specifically, the GTA and I
16 know my colleague, Jan, did a great job just now
17 illustrating some of those.

18 But also, we looked at some of the
19 challenges that are hold our businesses back, which
20 ultimately impact the livelihoods and the -- I call it
21 maybe the spirit and vibrancy of our community,
22 failing to approve important critical infrastructure
23 projects.

24 MEMBER HEATHCOTE: So I'm just going
25 to follow up a little bit. So, I'm still struggling a

1 bit with how this applies in the construction
2 industry. So are you -- so population is growing,
3 industry is growing, so more things need to be built.
4 And I guess there needs to be a sequence of materials,
5 goods arriving at a construction site. So, is the
6 precise timing of that is what you are getting at
7 here.

8 And any delay -- delays the whole
9 project?

10 MR. SHIFMAN: Yes, you are absolutely
11 right. I can think of specific examples. My
12 challenge is that some of it is confidential, so I
13 can't get too specific. But I can say that for some
14 of the large manufacturers, and you would know the
15 clients they have, the just in time aspect is
16 critical. There are significant penalties and
17 contracts regularly put in for a manufacturer if they
18 fail to deliver on time. You need no further than to
19 look at some of the recent news in The Toronto Star or
20 other papers to see what happens when a manufacturer
21 can't hit delivery timelines.

22 MEMBER HEATHCOTE: I don't know, but I
23 can guess that there might also be penalties for the
24 developer or the builder when they can't build on
25 time.

1 MR. SHIFMAN: Absolutely, absolutely.
2 I mean, if you were purchasing a condo, like, I mean,
3 we're kind of getting away from rail, unless the
4 product is being shipped by rail. But if you purchase
5 the condo and then the condo wasn't developed in the
6 timeline you expected, what repercussions would that
7 have you to you personally? Any delay to develop or
8 to have the building built will ultimately impact the
9 consumer.

10 MEMBER HEATHCOTE: Yes, I hadn't
11 thought about that in quite that way. Thank you for
12 that explanation. It's helpful. Thank you.

13 MR. SHIFMAN: Sure.

14 MEMBER McMURRAY: Good afternoon, Mr.
15 Shifman.

16 MR. SHIFMAN: Hi.

17 MEMBER McMURRAY: And to your
18 colleague. You have mentioned CN's MacMillan Yard in
19 Vaughan. Are you familiar with the physical layout of
20 the MacMillan Yard?

21 MR. SHIFMAN: Not intimately, but yes,
22 having been there, yes.

23 MEMBER McMURRAY: You haven't been
24 there?

25 MR. SHIFMAN: I have been there.

1 MEMBER McMURRAY: You have been there,
2 okay. Are you familiar with the developments that
3 surround and abut the MacMillan Yard?

4 MR. SHIFMAN: Yes.

5 MEMBER McMURRAY: So over the years
6 there have been lots of cases, jurisprudence,
7 situations of residential encroachment on railway
8 facilities. This case is the opposite paradigm. It's
9 a railway yard, an intermodal yard, railway
10 infrastructure that is being proposed to be
11 constructed in what some people say, is an existing
12 residential neighbourhood.

13 So I'm just curious, what sort of
14 developments surround the -- well, I'm assuming that
15 the MacMillan Yard was there first; is that your
16 knowledge?

17 MR. SHIFMAN: It was there before many
18 things, not before everything.

19 MEMBER McMURRAY: Good point. Good
20 point.

21 MR. SHIFMAN: I'm not trying to be
22 technical. It depends on every aspect of the
23 layout --

24 MEMBER McMURRAY: Well, it's my
25 understanding that the MacMillan Yard in Vaughan is an

1 example of industrial and residential encroachment
2 coming to an existing yard; is that fair, to your
3 understanding?

4 MR. SHIFMAN: Well, I -- I would say
5 that any time you have a major facility near
6 residential, you're always going to have some
7 challenges you have to work through, for sure. I can
8 think of lots of examples of those. And the MacMillan
9 Yard would really be no different.

10 So when I look around, like I see, for
11 instance, the number of logistics supply chain type
12 companies in the area, manufacturers, but there are,
13 you know, residential not far from there, condo
14 development. That's actually why I emphasize --
15 because I emphasized earlier that they are a good
16 neighbour, because I think that's relevant for Milton
17 to hear. At the end of the day, you want to know that
18 you're bringing in an employer who is going to be
19 positive for the local economy, can help the broader
20 supply chain, support local jobs, and be a good
21 neighbour. So that's why I've emphasized that.

22 MEMBER McMURRAY: Do I understand from
23 what you've told me, Mr. Shifman, that a lot of the
24 properties that abut the CN MacMillan Yard are
25 industrial properties?

1 MR. SHIFMAN: There are - I think
2 that's accurate. Yes.

3 MEMBER McMURRAY: Okay. Are there
4 also residential properties?

5 MR. SHIFMAN: I don't know if they
6 specifically about it, but I would say they're close.
7 Like, they're in the vicinity.

8 MEMBER McMURRAY: "Close" means --

9 MR. SHIFMAN: A couple kilometres? A
10 couple kilometres.

11 MEMBER McMURRAY: Okay. Thank you.

12 THE CHAIRPERSON: I think that's it
13 for questions from the Panel. Thank you very much for
14 your presentation, Mr. Shifman.

15 MR. SHIFMAN: Thank you very much.
16 Sure.

17 THE CHAIRPERSON: Our next presenter
18 is J.B. Hunt Transport.

19 **PRESENTATION**

20 MR. FIELD: Hello. Thank you for
21 giving me the opportunity to speak today. My name is
22 Darren Field, I'm Executive Vice President of
23 Intermodal at J.B. Hunt Transport Inc. A little about
24 J.B. Hunt, we're one of the largest transportation
25 logistics companies in North America. We provide

1 services including over the road trucking,
2 refrigerated or protect-from-freeze services, flatbed,
3 LTL, and certainly intermodal which we're here to talk
4 about more today. We have over 27,000 employees.

5 We began our journey in intermodal 30
6 years ago in 1989 and we have maintained a
7 relationship with Canadian National for 25 years. We
8 own 96,000, 53-foot containers and we operate 5,700
9 drayage trucks that do nothing but provide intermodal
10 services throughout North America. We are the largest
11 provider of 53-foot intermodal services in North
12 America.

13 In 2018, we moved just 2,049,000
14 shipments all over North America, 55,000 of those were
15 transborder between Canada and the U.S., and of that,
16 just around half -- almost half, involved services to
17 the greater Toronto area. We service customers that
18 provide services in food, retail, consumer products,
19 and manufacturing.

20 So Brampton today, it's a congested
21 facility, and when you think about congestion, we're
22 an intermodal marketing company representing our
23 customer base, working through CN. What does that
24 mean to us? It means sometimes delays at the
25 terminal. That can create frustration for our drivers

1 when there are delays. Their time is frankly, money,
2 and their productivity can be impacted by delays. At
3 times it's difficult to find a place to park, and
4 ultimately, those delays affect those drivers' ability
5 to be productive.

6 On the other side of the operation is
7 certainly the shipper and delays that impact their
8 ability to get the full benefits that intermodal may
9 provide to their service can create some frustration.
10 With our customers, we may have a service challenge,
11 missed appointments, that sort of thing. So
12 ultimately, what happens is our customers ask for an
13 alternative.

14 At this point, one of the alternatives
15 is to ship the intermodal shipment to a different
16 location, not Brampton, and the closest location for
17 our organization is Buffalo, New York, where we will
18 take drivers and truck those shipments across the
19 border into the GTA, putting more trucks for longer
20 distances on the highway. So we think terminal
21 capacity today at Brampton has had challenges keeping
22 up with what is the GTA economy today and certainly
23 into the future it will be difficult to maintain that
24 pace at Brampton alone.

25 The Milton Logistics Hub Project, what

1 do we think it means? It's more intermodal capacity
2 to serve the GTA. It means fewer trucks for fewer
3 miles on the highway, and I think that's a key point
4 today, is your -- in the absence of providing this
5 service, there will be trucks moving through the
6 Milton community from longer distances that will
7 certainly impact congestion in the future. Hopefully
8 it creates less road congestion caused by trucks.

9 Intermodal is the most economical way
10 to ship consumer products for a lot of our customers.
11 Generally, if the intermodal product doesn't provide a
12 cost value to the customer, they will choose trucking
13 the business. Intermodal has and will continue to
14 provide a cost benefit to the shippers, which
15 ultimately find its way to the consumer directly
16 through the pricing of the products that we're all
17 purchasing.

18 There's a reduced carbon footprint in
19 the GTA by implementing additional intermodal and
20 looking to convert business off the highway to use
21 more intermodal. And certainly, supply chain
22 infrastructure would be improved for many years in the
23 future with the establishment of the Milton Logistics
24 Hub.

25 I will conclude simply stating J.B.

1 Hunt supports CN's plans and encourages the Panel to
2 approve this project.

3 THE CHAIRPERSON: Thank you very much
4 for your presentation.

5 So I'll first ask CN, do you have any
6 comments or questions?

7 MR. LERNER: Madam Chair, we do not
8 have any questions.

9 THE CHAIRPERSON: Other participants
10 who have questions?

11 Mr. Gross? No?

12 MR. GROSS: No, Madam Chair. Thank
13 you for the opportunity.

14 THE CHAIRPERSON: Thank you. Panel
15 questions?

16 MEMBER HEATHCOTE: So my question is
17 not so much about your presentation, which was very
18 interesting, but it's an opportunity for me to ask
19 questions that have arisen in previous sessions.

20 MR. FIELD: Certainly.

21 MEMBER HEATHCOTE: Just about how your
22 industry works, basically.

23 So first of all, with J.B. Hunt, your
24 drivers are employees, right? They're not
25 subcontractors?

1 MR. FIELD: We have both.

2 MEMBER HEATHCOTE: You have both.

3 MR. FIELD: Yes, ma'am.

4 MEMBER HEATHCOTE: So then are your
5 trucks equipped with GPS? Do you have a way of
6 trucking where your trucks are?

7 MR. FIELD: When it's a company-owned
8 vehicle, yes, ma'am.

9 MEMBER HEATHCOTE: Got it. All right.
10 Thank you.

11 Are your truck -- we've talked earlier
12 about anti-idling technologies. Do your trucks have
13 that kind of things as well?

14 MR. FIELD: Yes, ma'am. We work and
15 educate our drivers and look for technology
16 opportunities to save fuel through idling, maybe
17 putting in an air system that provides
18 air-conditioning frankly to the vehicle while the
19 truck is no longer operating. That's the key to
20 idling, is the driver wants to maintain comfort in the
21 cab.

22 MEMBER HEATHCOTE: Of course.

23 MR. FIELD: And when he's taking a
24 break, finding a way to eliminate idling, but still
25 maintain his comfort is the key to solving that

1 challenge.

2 MEMBER HEATHCOTE: And you just made
3 the point that anti-idling also reduces fuel use, so
4 it reduces costs for your company --

5 MR. FIELD: Yes, ma'am.

6 MEMBER HEATHCOTE: -- which is a good
7 thing for everybody.

8 My last question relates to how J.B.
9 Hunt manages driver performance, if I can put it
10 generally. We've had conversations about, I don't
11 know, inappropriate driver behaviour -- I'll just make
12 it general, like that -- within the terminal or
13 elsewhere on the roads. What is your practice as a
14 company to manage driver performance?

15 MR. FIELD: So, you know, at the end
16 of the day, the driver is incented to perform his work
17 based through his compensation structure. Now, you
18 know he's paid for the work he does. When there are
19 reports of inappropriate behaviour, we're going to
20 first try to understand the magnitude. Was it a brief
21 argument? Was there some sort of frustration
22 involved? Or was it outright disobeying a rule or a
23 law?

24 Obviously -- so the counselling can
25 be, "Hey, we don't think you managed that situation

1 correctly. I'd like to document that this
2 conversation occurred and let's not ever let it happen
3 again." Certainly, all the way to termination. But
4 we take it very seriously. We have, you know, phone
5 numbers on the back of our containers. The community
6 may call. There are identification markings
7 throughout the equipment that we're operating on that
8 we would ask for some identity, so that we can
9 determine which driver may be a community member was
10 calling about and we would seek to find what took
11 place.

12 The other thing we've done is we've
13 implemented forward-facing cameras on our vehicles.

14 MEMBER HEATHCOTE: Okay.

15 MR. FIELD: So we have the opportunity
16 to see what took place. I'll be honest. Every call
17 that's a complaint may not have actually been our
18 driver's fault, so -- as you can imagine.

19 MEMBER HEATHCOTE: I do understand.
20 Yes. So just a quick follow-up. We have heard from a
21 number of people about concerns about potential
22 accident situations and spillage. So how do your
23 drivers inspect equipment? How frequently? How does
24 that work?

25 MR. FIELD: You know, I think that's a

1 key part of this whole conversation is you
2 establish -- our experience, we operate, you know, we
3 don't just provide intermodal service, we provide
4 highway services, dedicated services.

5 The intermodal driving workforce is
6 kind of the top of the food chain, if you will. It's
7 the most sought-after job in our company. So we get
8 and attract the most experienced drivers, and so
9 you're dealing with a level of professionalism in the
10 intermodal work force that might be different than the
11 over-the-road driver who is very often new to the
12 industry. And certainly there are engaged
13 professionals that want to conduct themselves in the
14 same professionalism, but they simply may not have the
15 same level of experience, and experience matters a
16 lot.

17 When we implement intermodal
18 facilities, we can go train and work with those
19 drivers about the conditions that they're operating in
20 every single day. So those same drivers are doing the
21 same work over and over, and they're not driving from
22 Toronto, to Calgary, to Chicago, to Los Angeles, and
23 facing maybe something that they haven't experienced
24 recently. They're experiencing traffic patterns,
25 different customer facilities that they know and

1 experience every single day. So it's inherent that
2 that experience and exposure gives them the
3 opportunity to be successful.

4 And they live in these communities
5 too. You know, they're invested in the same mindset
6 that the other community members are as well.

7 MEMBER HEATHCOTE: And if you'll
8 indulge me with just one last little bit. I can
9 imagine that drivers, intermodal drivers, need special
10 training in placing their equipment --

11 MR. FIELD: Well, I would say every
12 driver needs special training for backing and parking,
13 but our intermodal drivers perform that activity more
14 often than an over-the-road driver.

15 MEMBER HEATHCOTE: I see.

16 MR. FIELD: One driver may provide
17 service for three different -- four or five different
18 shipments in a day's work.

19 MEMBER HEATHCOTE: Right.

20 MR. FIELD: So he's backing and
21 parking and unhooking from a container far more often
22 than some of the other drivers. So they do get a
23 significant amount of training in that area. We
24 provide the level of intensity around our safety
25 training, it's the top priority of our organization,

1 and we certainly understand how critical that is.

2 MEMBER HEATHCOTE: Thank you very
3 much. Those are my questions.

4 MR. FIELD: You're welcome.

5 MEMBER McMURRAY: Good afternoon.
6 We've heard a lot in the last several days about
7 congestion and if the rail network and the supply
8 chain is not fluid, it will divert containers that
9 perhaps maybe should have gone by rail to truck. And
10 some of the examples we were provided, that is if the
11 rail capacity and fluidity is not there, the truck
12 will drive from Toronto to Montreal instead of going
13 by rail or vice versa.

14 You're the first person who has
15 mentioned Buffalo.

16 MR. FIELD: Okay.

17 MEMBER McMURRAY: Is there an
18 intermodal terminal in Buffalo? What's in Buffalo 115
19 kilometres away?

20 MR. FIELD: There are a couple of
21 intermodal terminals in Buffalo, and the service to
22 Buffalo comes from Chicago and would then be available
23 to reach kind of anywhere throughout the United
24 States. Chicago is more or less the centrepiece of
25 connectivity for the intermodal shipments throughout

1 North America.

2 And you know, a lot of the products
3 that ship to the GTA originate maybe overseas in our
4 imported products that come through ports in
5 California or western Canada and have an opportunity
6 to come to GTA via intermodal.

7 You know, I would not suggest that a
8 shipment coming through Vancouver or Prince Rupert
9 would likely go to Buffalo, but something originating
10 for intermodal shipment in Los Angeles would likely go
11 to Buffalo as an alternative, at least through our
12 service provided.

13 MEMBER McMURRAY: Okay. I saw you --
14 I was thinking of it -- when I listened to your
15 presentation and you mentioned Buffalo, I was thinking
16 of a driver saying, "I can't get into the Brampton
17 intermodal terminal so I'll go and drop this container
18 in Buffalo".

19 But you were mentioning -- you gave
20 the example of a movement from a port in California to
21 Buffalo. Is that all truck or is some of that rail?

22 MR. FIELD: I'm sorry. So yes.

23 My presentation, what I intended to
24 deliver there, was a load destined for the GTA so
25 something coming in here to be consumed in this

1 economy.

2 So it's going to be a shipment coming
3 from somewhere else. It may be Mexico. It could be
4 California. It could be Texas. It could be Seattle.
5 It could be a host of origins. And if we're
6 struggling to provide the service quality that the
7 customer expected when they more or less purchased
8 intermodal service from us to provide service into
9 Brampton, if we're struggling to provide that service,
10 they will seek an alternative.

11 Yes, we would still go intermodal to
12 Buffalo in that instance. Sometimes we may go -- the
13 customer could say, "I want you to ground the unit in
14 Chicago, truck it from there", or I guess they may
15 choose to truck it the entire route.

16 It's really done at the shipper level.
17 We're not the -- we're not making that decision
18 independent of what's going on with the ultimate
19 customer who's buying the service.

20 MEMBER McMURRAY: But if I've
21 understood your comments correctly, a lot of -- and
22 we've heard several references to the last mile. So
23 the last mile for a container from an intermodal
24 terminal in Buffalo would be delivery into the GTA, in
25 your scenario.

1 MR. FIELD: In that scenario, yes,
2 sir.

3 MEMBER McMURRAY: And is that -- is it
4 mostly those sorts of northbound movements? Is that
5 the predominance?

6 MR. FIELD: There are currently -- at
7 least for my organization, there are more northbound
8 movements today than there are southbound movements.

9 MEMBER McMURRAY: Okay.

10 MR. FIELD: We're seeking every day to
11 grow our southbound opportunities.

12 MEMBER McMURRAY: Changing topics.
13 We've heard a lot about diesel engines, refinement in
14 diesel engines, and we've heard about diesel
15 emissions.

16 When is J.B. Hunt going to be
17 replacing all of its diesel trucks with something
18 else?

19 MR. FIELD: Well, that is a fantastic
20 question.

21 We have placed an order with a
22 manufacturer for electric vehicles. We are -- we
23 believe in the opportunity that presents itself long
24 term for the use of electric vehicles. We do want to
25 better understand the recharging capability, what is

1 the procedure, how long does it take, and what is the
2 service range available for a vehicle that's powered
3 through electricity.

4 You know, today many of our trucks
5 would operate, you know, for -- you might have two
6 drivers that drive the same vehicle, and so the
7 vehicle's working for 20, 24 hours of the day. When
8 you have to stop the vehicle to charge it, we're going
9 to have to understand what's the impact of that
10 versus --

11 MEMBER McMURRAY: The two-driver, 20
12 hour a day scenario, is that an over-the-road unit or
13 is that an intermodal unit?

14 MR. FIELD: No, that would be an
15 intermodal unit where the driver lives here locally,
16 he comes to work in his personal vehicle, he works for
17 10, 11 hours. He goes home. A different driver comes
18 in, operates the vehicle. And that goes on all over
19 North America for us.

20 MEMBER McMURRAY: Okay. So you're not
21 prepared to bet the farm on what year that would
22 happen?

23 MR. FIELD: I apologize, but I am not
24 prepared to present a commitment to when.

25 I am prepared to tell you we are

1 committed to understanding it and studying it and
2 looking to see, can it provide a viable alternative
3 for us.

4 MEMBER McMURRAY: Now, the proponent
5 of the intermodal facility at Milton, they brought to
6 our attention the number of interchanges with the
7 400-series highways, and there are -- I think there
8 are six. And they're of the view that there may very
9 well be a seventh interchange in the not-too-distant
10 future.

11 The trick is -- and you're familiar
12 with 400-series highways in Canada?

13 MR. FIELD: I'm familiar. I am not an
14 expert.

15 MEMBER McMURRAY: We've had one of the
16 presenters from the U.S. refer to the interstates. So
17 I take it the 400 -- I don't really know what the
18 interstates are, but I take it the 400-series highways
19 are similar to the interstates.

20 MR. FIELD: I believe the 400-series
21 highways in Canada are very similar to what is called
22 the interstate system in the U.S.

23 MEMBER McMURRAY: At least two of
24 those interchanges that are relatively proximate to
25 the facility are on a toll highway. And there's a few

1 problems that -- with where those interchanges are
2 located vis à vis the predominant anticipated flow of
3 the truck traffic and the truck routes.

4 But I was just wondering -- J.B. Hunt
5 operates a lot of -- handles a lot of container
6 movements throughout North America. Do you have some
7 sort of -- do you have a handle on whether toll routes
8 discourage drivers from using them, or? We're trying
9 to get some appreciation --

10 MR. FIELD: Sure.

11 MEMBER McMURRAY: -- of the influence
12 of a toll route on the selection of -- of a toll on
13 the selection of the truck route.

14 MR. FIELD: So it's my opinion that
15 the driver, J.B. Hunt, and our customer are all
16 looking for what is the most efficient way to get from
17 A to B.

18 Is it -- at times a toll route is very
19 clearly the most efficient way and the expense
20 associated with operating on the toll road is actually
21 less than the lost productivity of not operating on
22 the toll route. So we're going to look for what is --
23 there's a lot of factors that come into that decision.

24 I would tell you it's not -- the
25 driver doesn't bear the burden of that expense on an

1 independent decision. So we would evaluate, hey, we
2 will cover the cost of the tolls if the toll route is
3 the appropriate method of providing the delivery.

4 Certainly you're going to operate
5 under the conditions of the laws, the regulatory
6 environment around whatever community that is,
7 wherever in North America. So if -- obviously, if
8 commercial vehicles aren't allowed on the toll road,
9 then we would not use the toll road.

10 But we don't set up and demand that a
11 driver choose a toll road or not a toll road based
12 simply on the fact that it's a toll road. We're
13 looking for what is the most effective way to deliver
14 service to the customer.

15 MEMBER McMURRAY: Thank you.

16 And when you say the driver doesn't
17 bear the burden of that expense, are you saying you
18 pay the tolls for your employee drivers?

19 MR. FIELD: Absolutely.

20 MEMBER McMURRAY: Or you reimburse
21 them? And what about the owner/operators?

22 MR. FIELD: We would expect the
23 owner/operator to include that cost in what they
24 charge -- I'm sorry. Let me back up.

25 If it's an owner/operator, we would --

1 and he is contracted to work purely for J.B. Hunt, we
2 would reimburse him for that expense. If it's a
3 carrier that we hired today and they're their own
4 company and they're not necessarily -- they literally
5 contracted with J.B. Hunt for that one particular
6 shipment, they may do that multiple times a day, but
7 they're not necessarily what I would call an
8 independent contractor assigned to us, in that case I
9 would expect that carrier to include that in the
10 charge that they negotiate with us at the time that we
11 establish what we would pay them for that service.

12 MEMBER McMURRAY: And I apologize. In
13 your comments and your response to my colleague, you
14 distinguished employee drivers from sub-contractors.
15 I confused things by referring to owner/operators,
16 potentially.

17 Having said all that, do you have a
18 figure for the percentage of your intermodal drivers
19 who use toll roads or the percentage of the total
20 movements that are on toll roads?

21 MR. FIELD: I don't have a percentage
22 to provide to you. I would just simply state that
23 it's meaningful and significant.

24 Certainly the use of toll roads
25 throughout the northeastern states of the United

1 States, there are many, many toll roads that we
2 operate on. I think it's -- I frankly don't know how
3 to answer as a percentage or if my company would allow
4 me, but what I would tell you is, it's meaningful.

5 MEMBER McMURRAY: Thank you.

6 Because we're just trying to get a
7 handle, an understanding --

8 MR. FIELD: Sure.

9 MEMBER McMURRAY: -- on what role, if
10 any, the tolls play.

11 Thank you.

12 MR. FIELD: You're welcome.

13 THE CHAIRPERSON: Mr. Field, one
14 question, or one issue, and that's carter ratio. So
15 we learned something about carter ratio from CN in
16 their presentation, so I'm sure you know that there's
17 much concern in the local community about the number
18 of trucks that might end up on the local roads, the
19 roads between here and the 400-series highways, should
20 the project go ahead.

21 So CN educated us about this concept
22 of the carter ratio, meaning that -- you know what the
23 carter ratio is.

24 MR. FIELD: I'm going to need for you
25 to explain that to me.

1 THE CHAIRPERSON: Oh, dear.

2 MR. LERNER: Would you like me to?

3 THE CHAIRPERSON: Mr. Lerner doesn't
4 like the idea of me explaining the carter ratio.

5 --- Laughter / Rires

6 MR. LERNER: Be my guest, if you want.

7 I think it's -- Mr. Field, it's
8 calculated -- looked at different ways, but
9 essentially how many container moves is a driver going
10 to pull. So if he goes into a yard with a container,
11 will they come out with a container, or will they
12 bobtail in, or come out with a load, and come out with
13 another chassis. So for us it would be the most
14 efficient is one driver over two containers, so it
15 would be a .5 ratio the way we calculate it. They
16 might do the inverse depending. So that's --

17 MR. FIELD: Okay.

18 MR. LERNER: That's what I'm saying.

19 THE CHAIRPERSON: So now that we both
20 understand -- I sort of understand it. I'm just
21 curious if you can -- I'm sure it's in your interest
22 for your drivers to be pulling a container both ways.

23 MR. FIELD: Yes, ma'am.

24 THE CHAIRPERSON: How do you go about
25 maximizing that? What are the factors that go into

1 how you make sure that whenever possible, your drivers
2 are taking a container in both directions? Because
3 obviously, if there are trucks going out without
4 containers, that means on average there are going to
5 be more trucks --

6 MR. FIELD: Sure.

7 THE CHAIRPERSON: -- on the roads to
8 operate -- to move the same number of goods.

9 MR. FIELD: You know, I think this
10 gets to the productivity inside the intermodal
11 facility as well. So, you know, is there enough room
12 for the railroad to operate, to have a high level of
13 consistency of their service so that we can better
14 plan the drivers? When there is congestion
15 challenges, for example, at Brampton, I think it's
16 maybe harder to achieve a really strong ratio in that
17 area. It would always, always be our plan to operate
18 a container both directions.

19 Now, some of that depends on the
20 customers. So when we deliver an inbound shipment, so
21 it's a load of soap that is coming to a warehouse in
22 the Milton area and we deliver it to that customer, if
23 that customer doesn't unload that container today,
24 tomorrow, or if there's some sort of a delay event, do
25 we literally run out of containers to take back to the

1 terminal?

2 I don't want to scare you with that,
3 but that's the reality of how that kind of decision
4 gets made. But we're going to try to maximize that
5 driver's opportunity to utilize -- to be pulling a
6 container, whether it's empty or loaded, every time he
7 goes anywhere. We do -- we measure the percentage of
8 time our drivers bobtail, is what we would call when
9 he wasn't hooked to anything. And we watch that
10 closely, because that's not good for us and it
11 certainly hurts efficiency, which finds its way into
12 the way we issue prices to customers, which finds its
13 way into the consumer, frankly.

14 THE CHAIRPERSON: And when you're
15 hauling nothing, nobody is paying you; is that --

16 MR. FIELD: That's absolutely correct.

17 THE CHAIRPERSON: At least I
18 understand that bit.

19 All right, thank you.

20 MR. FIELD: You're welcome.

21 THE CHAIRPERSON: Thank you very much,
22 Mr. Field, for your presentation.

23 MR. FIELD: You're welcome.

24 THE CHAIRPERSON: Our next
25 presentation is Hapag-Lloyd.

1 **PRESENTATION**

2 MR. ALLEN: Good afternoon, Panel.
3 Thanks for having me.

4 So before we go to the slides,
5 introductions first. My name is Andrew Allen, I'm the
6 Operations Director at Hapag-Lloyd Canada. I have
7 responsibility for our operations in the ports and
8 also our inland operations, which includes truck,
9 rail, and feeder.

10 Before we go onto the slides, I just
11 want to read a short statement.

12 MEMBER HEATHCOTE: Excuse me, Mr.
13 Allen, could I ask that you speak a little more
14 slowly.

15 MR. ALLEN: Sure. Maybe my accent is
16 -- may be a problem.

17 Hapag-Lloyd and its predecessors have
18 been operating as a worldwide service enterprise for
19 more than 170 years offering cargo transport by sea
20 and land. Hapag-Lloyd product is a house to house
21 container transport or parts thereof.

22 In our worldwide service, we have to
23 follow, respect, and tolerate many different
24 political, legal, cultural, and environmental and
25 other aspects of the countries and the people. Legal

1 conformity is fulfilled in all aspects of our
2 business.

3 Hapag-Lloyd has a tradition as a
4 quality enterprise that goes back several decades. In
5 the light of this fact, quality management is not a
6 new concept for the organization, but rather a
7 systemic approach to our endeavour to meet the highest
8 expectations of our customers and to conform to
9 applicable legal requirements.

10 To guarantee a constantly high quality
11 and to meet market requirements, Hapag-Lloyd
12 maintained a worldwide quality certification in 1994,
13 in accordance with the stringent requirement of the
14 international ISO standard, being the first company in
15 its sector to do so. Quality management requires a
16 strong focus on customer satisfaction and process.

17 This is also true for Hapag-Lloyd's
18 environmental management. Already in 1996,
19 Hapag-Lloyd took care of its environmental
20 responsibility and firstly formulated its
21 environmental principles. Sustainable development
22 needs to be assured by being aware of the impact that
23 transport services have on the environment and by
24 keeping the environmental strain of the transport and
25 all supporting activities to a minimum.

1 The environmental management system
2 has been implemented in accordance with the
3 international ISO standard. Environmental management
4 ensures compliance with legal requirements and
5 reduction of our environmental impact while protecting
6 the environment.

7 With the implementation of the new
8 high-level structure, the compatibility between ISO
9 9001 and ISO 14001 has been duly enhanced. This is
10 also beneficial to our integrated quality and
11 environmental management system which was implemented
12 in 2003, combining both international standards into
13 one system.

14 Relevant processes to support the
15 integrated system are determined, implemented,
16 maintained and continually improved. The integrated
17 management system strives for continual improvement in
18 sustainable development at all times at Hapag-Lloyd.

19 So in terms of the slides here, it's
20 just -- I've got just some information in terms of the
21 company profile. So we're a shipping company, like I
22 said, with 170 years of experience. Our fleet
23 comprises approximately 235 container ships, and the
24 TEU capacity of the entire Hapag-Lloyd fleet amounted
25 to 1.7 million TEU or thereabouts. Hapag-Lloyd is a

1 container fleet, so that's the actual containers, as
2 opposed to the capacity on the vessels, a container
3 fleet with a transport capacity of 2.5 million TEU,
4 including one of the world's largest and
5 state-of-the-art refer container fleets.

6 We have nearly 12,800 employees
7 globally and we are the market leader and Canada's
8 biggest -- biggest steamship line in Canada.
9 Critically, we have services calling all of the
10 ports -- all of the main container ports in Canada.
11 So that's Halifax, Prince Rupert, Vancouver, and the
12 Port of Montreal.

13 In terms of 2018, we moved close to
14 100,000 containers into Toronto during that year, and
15 that's from all locations across Canada and the U.S.
16 In terms of volume growth, we expect imports to grow
17 between 3 and 5 percent in the coming years. Those
18 forecasts aren't easy to make with global trade and
19 uncertain economic times, but that's what we're
20 expecting. Obviously, this is supported by population
21 growth in Toronto, but also in the rest of Canada.

22 Supply chain constraints lead to
23 delivery delays and increase the costs for the
24 carrier, the customer, and ultimately the consumer.
25 So this is why we see this facility as a critical

1 piece of infrastructure to keep the supply chain
2 fluid.

3 The Montreal-Toronto corridor, I just
4 wanted to make a point on that one, is a key corridor
5 for us. So a large amount of imports and exports move
6 in that corridor, mainly imports, I would say the
7 balance is on the import side. And obviously, if we
8 see that there's congestion in the terminals and the
9 rail terminals here in Toronto, customers will choose
10 -- so if that creates frankly a backlog in the supply
11 chain, customers will choose to move the containers to
12 truck, which obviously has a negative environmental
13 impact.

14 So we at Hapag-Lloyd support always
15 the movement of containers by rail over truck wherever
16 possible, and we see this facility as facilitating
17 that policy.

18 That concludes my presentation. Thank
19 you.

20 THE CHAIRPERSON: Thank you very much,
21 Mr. Allen.

22 MR. ALLEN: No problem.

23 THE CHAIRPERSON: CN, any questions,
24 comments?

25 MR. LERNER: No, we don't have, Madam

1 Chair.

2 THE CHAIRPERSON: No? Anybody? Any
3 other registered participants have questions? No.

4 I think Panel questions.

5 MEMBER McMURRAY: Yes. Good
6 afternoon, sir.

7 MR. ALLEN: Good afternoon.

8 MEMBER McMURRAY: If you can go back
9 to your first slide. I still didn't get the -- you
10 explained it very well, but I didn't get the
11 distinction between 1.7 TEUs and 2.5 TEUs.

12 MR. ALLEN: So the 1.7 million is
13 effectively, the nominal capacity or the capacity that
14 we can handle on our vessels. So that's the space on
15 the ships.

16 MEMBER McMURRAY: Yes.

17 MR. ALLEN: And then the 2.5 million
18 is actually the number of physical containers. So we
19 can't -- all of the containers -- obviously, there's
20 some redundancy there, there's containers sitting in
21 empty in storage, and the customers' premises, so we
22 need more containers than we've actually got space on
23 the vessels.

24 MEMBER McMURRAY: So the 2.5 million
25 TEUs includes containers on the ground or in a port.

1 MR. ALLEN: Exactly. That's our total
2 fleet, correct. Container fleet.

3 MEMBER McMURRAY: Okay.

4 MR. ALLEN: Yes.

5 MEMBER McMURRAY: Okay. Thank you.
6 And thank you for your presentation today.

7 MEMBER HEATHCOTE: So I wanted to ask
8 about your next slide where you talk about the growth
9 of imports over the next -- from 3 to 5 percent in the
10 coming years. So two questions about this, how long a
11 period? How many years?

12 MR. ALLEN: That's like a three to
13 five-year time horizon.

14 MEMBER HEATHCOTE: Three to five
15 years, okay. I think you said something and it went
16 past me. Is that balanced by exports or not --

17 MR. ALLEN: No. I mean, obviously,
18 Toronto is an import market, so there are some exports
19 and our sales colleagues, our Hapag-Lloyd sales
20 colleagues will be searching to secure those exports
21 moving in the opposite direction, but predominantly
22 we'd generally be moving containers back empty from
23 Toronto. If we're talking Montreal-Toronto, we'd
24 generally be moving a large proportion of those
25 containers back empty so then evacuate out Montreal on

1 the vessel.

2 MEMBER HEATHCOTE: All right. Thank
3 you. That was my question.

4 THE CHAIRPERSON: I just wanted to
5 understand also a little bit more about what your
6 company is experiencing right now in terms of problems
7 related to congestion at intermodal facilities in
8 Canada or in the Toronto area.

9 MR. ALLEN: Sure. Okay.

10 THE CHAIRPERSON: How does that
11 actually day-to-day play out, what frustrations or
12 problems?

13 MR. ALLEN: At the Brampton facility
14 and also at CP's facility in Vaughan, both are
15 congested at many points during the week and, really,
16 the kind of real-life tangible impact that that has
17 is, one, there's delays. So our customer services
18 team will be inundated with queries and complaints
19 from our customers waiting for their cargo, and then
20 also there's a cost impact.

21 So in terms of -- there's a workload
22 impact dealing with these delays and dealing with
23 customers who aren't happy and trying to field those
24 complaints. There's a real-life impact there. But
25 then also obviously there's a cost impact for those

1 trucks waiting -- waiting in the yard sometimes up to
2 three to four hours, even more. I've seen longer in
3 some cases. But I think --

4 THE CHAIRPERSON: If you're
5 (inaudible - off mic). If you're carrying something
6 that's coming from outside Canada, you're bringing it
7 on the ship.

8 MR. ALLEN: Yeah.

9 THE CHAIRPERSON: And then it comes
10 into port. Let's choose Halifax. That's a good
11 place.

12 MR. ALLEN: All right.

13 THE CHAIRPERSON: And so then who is
14 carrying that -- who is carrying that container
15 onwards while it's going -- so -- all right. Sorry.

16 MR. ALLEN: I can answer that
17 question.

18 THE CHAIRPERSON: Yes, go ahead.

19 MR. ALLEN: If it's a local import,
20 obviously a truck will move that to a local facility.
21 It might be that the truck movement is arranged
22 through Hapag-Lloyd or not, so that would be a carrier
23 haulage move, we'd call it, or a merchant haulage move
24 if the customer decides to arrange their own
25 transport.

1 If it's coming to Toronto, it would
2 then move with CN Rail. CN Rail are the only provider
3 in the Port of Halifax.

4 THE CHAIRPERSON: But you carry the
5 ultimate responsibility to the shipper, the customer,
6 and not CN. So the frustration is -- and you are
7 holding the accountability from when the container
8 went onto your ship, from the moment it gets to its
9 final destination, even though someone else is --

10 MR. ALLEN: In some cases, yes. It
11 depends how the container is booked.

12 So if the customer has decided that
13 they want just to have it a Toronto rail ramp, so on
14 the bill of lading it will just say Toronto, and
15 that's where our responsibility ends, effectively.
16 That's -- would be stipulated on the bill of lading.
17 However, if they decided that they want Hapag-Lloyd to
18 do the final door delivery as well, so i.e. from the
19 ramp to the final warehouse or wherever it might be,
20 then we'll also take on that responsibility.

21 But the vast majority of customers --
22 we call it our carrier haul share. Our carrier haul
23 share, i.e. the transports that we take responsibility
24 for and we arrange with our contractor, trip
25 providers, the vast majority are merchant haulage,

1 which is the customer wants to arrange their own
2 transport.

3 THE CHAIRPERSON: Okay.

4 MR. ALLEN: So the proportion that we
5 are taking responsibility for and arranging is a lower
6 proportion to the -- where the customer is arranging
7 their own transport.

8 THE CHAIRPERSON: Okay. Thank you
9 very much. Thank you for your presentation, Mr.
10 Allen.

11 MR. ALLEN: Thank you.

12 THE CHAIRPERSON: So our next
13 presenter, Mississauga Board of Trade.

14 **PRESENTATION**

15 MR. WOJCIK: Hi. It's on. Good.

16 THE CHAIRPERSON: Yes.

17 MR. WOJCIK: Good afternoon.

18 THE CHAIRPERSON: Good afternoon.

19 MR. WOJCIK: My name is David Wojcik.

20 I am the President and CEO of the Mississauga Board of
21 Trade. I'm joined by our Vice-President of Government
22 and Relations -- Government and Stakeholder Relations,
23 Brad Butt, who will assist me in answering any
24 questions that the Panel may have.

25 Since being established in 1961, the

1 Mississauga Board of Trade has played an important
2 leadership role, serving and representing the
3 interests of businesses of all sizes, sectors in our
4 community.

5 Further, we are here to champion,
6 advance and connect business to help create more and
7 better jobs, economic growth and prosperity.

8 Mississauga is Canada's sixth-largest
9 city in Canada and third-largest in Ontario, with a
10 population of over 700,000 residents and over 50,000
11 businesses employing more than 440,000 people,
12 including 60 Fortune 500 Canadian headquarters.
13 Mississauga is where successful companies choose to do
14 business.

15 The transport and logistics sector now
16 represents over 12 percent of Mississauga's GDP and
17 employs close to 12 percent of all employees in our
18 city. The fact that Toronto Pearson International
19 Airport is in Mississauga and five major 400-series
20 highways run through our city, the effective and
21 efficient movement of goods is critical to
22 Mississauga's growth and continued success.

23 Further, we are fortunate to have
24 major rail lines also running through and servicing
25 our city, including CN Rail, and we recognize the

1 vital importance of intermodal service points,
2 including the proposed Milton logistics centre.

3 Mississauga is a great neighbour of
4 the Town of Milton, sharing a common border to the
5 west of our city, and the recent annexation of lands
6 along the Highway 407 corridor which has resulted in
7 new development being proposed in this area. And as a
8 good neighbour, we welcome and support the proposal
9 for a CN Milton Logistics Hub.

10 On April 26th, 2019, the Region of
11 Peel, along with the Universities of York, Toronto and
12 McMaster, launched the Smart Freight Centre. About
13 \$1.8 billion worth of goods are trucked to, from and
14 through Ontario's Peel Region on any given day. And
15 our regional government hopes an emerging Smart
16 Freight Centre will lead to strategies that can keep
17 shipments on the move throughout the Greater Toronto
18 and Hamilton Area.

19 The plan is to break down silos when
20 it comes to addressing shared concerns, including
21 customer expectations for shorter delivery times and
22 the growth of e-commerce, the effects of congestion,
23 decreasing labour force availability, and growing
24 industry expectations, emissions from the transport
25 sector and strategies to address the pressures of

1 population and employment growth.

2 But a Smart Freight Centre must be
3 supported by on-the-ground infrastructure, including
4 intermodal facilities. We are aware that similar
5 facilities in Brampton and Vaughan are at capacity and
6 that there is a need for a new facility to service the
7 Greater Toronto Area west region, which includes
8 Mississauga.

9 Mississauga has close to 300 companies
10 in the freight-forwarding and customs brokers business
11 and close to 200 in the trucking sector, with
12 warehousing and distribution facilities of their own.
13 The close proximity to a new intermodal facility with
14 access to the Highway 401 corridor will be a
15 significant improvement to the efficient operations of
16 these firms.

17 Highway 401 is a multi-lane highway
18 running from Windsor to the west and to Québec border
19 to the east, often called Ontario's main street. It
20 is by far the busiest highway in Canada and North
21 America, running through the Greater Toronto corridor.
22 It is a complex system of express lanes, collector
23 lanes and ramps.

24 Highway 401 passes through
25 Mississauga, with six interchanges within the city

1 limits. Shipping by rail into the region is more
2 efficient and will remove long-haul trucks from the
3 401 and other 400-series highways.

4 CN Rail has an exemplary corporate and
5 community service record. They have made major
6 investments in sustainability and environmental
7 responsibility and have a strong safety and service
8 track record.

9 The Milton Logistics Hub will be of
10 tremendous value to thousands of companies in the City
11 of Mississauga who rely on transportation, either
12 directly or indirectly, in the day-to-day operations
13 of their business.

14 The Mississauga Board of Trade
15 recognizes the important role that the Canadian
16 Environmental Assessment Agency plays in the review
17 and approval of these types of projects, and we fully
18 encourage you to approve the Milton Logistics Hub.

19 Thank you.

20 THE CHAIRPERSON: Mr. Wojcik, thank
21 you very much for your presentation.

22 CN, any questions?

23 MR. LERNER: No, Madam Chair.

24 THE CHAIRPERSON: Any other
25 participants have any questions before the Panel

1 questions?

2 Mr. Gross.

3 MR. GROSS: Good afternoon. Thank
4 you, Madam Chair. My name is Peter Gross. I
5 represent the Halton Municipalities.

6 Thank you, gentlemen, for your
7 presentation.

8 I understand your reasons for
9 supporting the project are generally focused on the
10 need for infrastructure in the GTHA, and I'm just
11 wondering whether your organization looked at any
12 alternative locations in the GTHA before expressing
13 support for this particular location?

14 MR. WOJCIK: We are part of the Peel
15 Region Goods Movement Task Force, and that task force
16 has examined a number of different alternatives. In
17 my opinion, the Milton Hub would be the most logical
18 point to put a facility of this type.

19 MR. GROSS: And can you give us an
20 idea of what are the criteria you look at in coming to
21 this determination?

22 MR. WOJCIK: The criteria that we
23 would have examined at the Peel Goods Movement Task
24 Force would have been location, we would have been
25 looking at the amount of traffic that is on the

1 highways, the amount of traffic that would be removed
2 from the highways, the points of entry into Peel
3 Region, and the amount of traffic that would be
4 removed from the highways and local streets in the
5 Peel Region.

6 MR. GROSS: Have you had a chance to
7 review any of the environmental studies before
8 expressing support for the project?

9 MR. WOJCIK: We are aware of the
10 environmental studies. We have reviewed them.

11 We are a business organization. We
12 are not environmental experts. So we would not be
13 prepared to render any opinion on environmental
14 impact.

15 MR. GROSS: And I'm just curious.
16 We've heard this morning a couple of times that the
17 Brampton intermodal is nearing capacity. You say it's
18 at capacity.

19 Is there any way that you can help
20 shed some light on the difference of opinion as to
21 whether it's nearing capacity or at capacity?

22 MR. WOJCIK: I'll defer to my
23 vice-president for the answer to that question.

24 MR. BUTT: Well, we, like the other
25 Chambers, are in regular contact with CN Rail. We

1 listen to their feedback.

2 They're telling us there's a need for
3 an additional facility in the GTA west corridor of
4 this nature because the other facility is either at or
5 very close to its full capacity at this stage and that
6 there is a need for a second facility. And I think
7 that's why we're all here today.

8 MR. GROSS: So CN has said it's at
9 capacity?

10 MR. BUTT: Well, I'm not sure they've
11 said "at" exactly, but they've certainly indicated
12 that, given the volume of business that's likely to be
13 anticipated in the future, that the facility they
14 currently run right now will not be sufficient and
15 that a second facility is required.

16 I mean, as I say, I think that's why
17 we're here today, is there's obviously a need for a
18 new facility based on -- and a couple of the other
19 panelists have mentioned their projections for growth
20 in this area, so clearly the need is going to continue
21 to grow, the number of shipments is going to continue
22 to grow, and that is why there is a need for a second
23 facility.

24 MR. GROSS: And is it your
25 understanding that the need for a facility is somehow

1 tied to whether or not that facility will cause
2 significant adverse environmental effects?

3 Sorry. Go ahead, sir.

4 MR. BUTT: Well, I think Mr. Wojcik
5 answered that question, that in our representing the
6 interests of our members, the interests of our members
7 is efficient movement of goods. And at this
8 particular point in time, and I think there's been
9 some other testimony that's talked about some of the
10 congestion in the other intermodal facilities, that
11 there is a need for a new facility.

12 Obviously the Panel is here to
13 determine the environmental impacts of that and what
14 weight that should have. And we'll defer to the
15 experts on that, but there is no question about the
16 fact, and I think almost every presenter from a
17 business perspective has said this, that there is a
18 need for another GTA west intermodal facility.

19 MR. GROSS: I guess my question was
20 just related to whether or not that had any bearing on
21 the question of significant adverse environmental
22 effects, but I think you've answered my question
23 sufficiently, so I'll leave it there.

24 Thank you very much for the
25 opportunity, Madam Chair. That concludes my

1 questions.

2 THE CHAIRPERSON: Thank you, Mr.
3 Gross.

4 So questions from the Panel.

5 MEMBER McMURRAY: Can you tell me,
6 please, sir, about Smart Freight Centres?

7 And if you were here earlier when your
8 colleagues from the Toronto Board of Trade presented,
9 they talked about superclusters.

10 MR. WOJICIK: Correct, yes.

11 MEMBER McMURRAY: So what's a Smart
12 Freight Centre and how does it differ from a
13 supercluster?

14 MR. WOJICIK: I know about the
15 supercluster in Canada's innovation corridor. I'm
16 going to defer to Mr. Butt to talk about the Smart
17 Freight Centre.

18 MR. BUTT: So the Smart Freight Centre
19 was an initiative of the Region of Peel level of
20 government in connection with the three universities
21 that were mentioned in Mr. Wojcik's deputation of the
22 coming together to use better technology, better
23 knowledge, expert advise on goods movement and how we
24 can utilize 21st century technology to have more
25 efficient, more effective movement of goods certainly

1 in the Region of Peel but, of course, beyond that
2 because it's really the southern Ontario economic unit
3 that really have to operate as a whole.

4 So this is a project that the
5 Mississauga Board of Trade wasn't directly involved
6 in, but we've certainly been supportive and we're
7 delighted to see the leadership of the Region of Peel
8 level of government on this and recognizing how
9 important transportation logistics, warehousing,
10 distribution sector, economic sector is to the overall
11 economy in the Region of Peel.

12 So this is a new initiative but
13 it's -- as I say, it's supported by the three
14 universities and by the region. We're looking forward
15 to seeing its full rollout over time.

16 But it's really about better ways of
17 using technology in a more efficient, effective way to
18 facilitate goods movement.

19 MR. WOJCIK: So the connection to the
20 innovation corridor and the supercluster, which is the
21 one that we're involved with, is NGen, which is the
22 Advanced Manufacturing Supercluster, so the tie-in
23 would be that if there are technological ideas that
24 come out of the freight centre, they could -- it could
25 be presented to the supercluster for examination and

1 funding.

2 MEMBER McMURRAY: Thank you.

3 And yes, you did say, and Mr. Butt
4 clarified, that it was a Peel initiative and that had
5 gone past me initially. Thank you.

6 MEMBER HEATHCOTE: Just to clarify,
7 the Smart Freight Centre, is that like a research
8 node? It's -- yeah. Okay. Thank you.

9 MR. BUTT: Yeah. It's not an actual
10 building or physical centre.

11 MEMBER HEATHCOTE: Thank you. That
12 was my question.

13 THE CHAIRPERSON: This is a point of
14 clarification, and I don't know if I heard right. I
15 think you were describing a number of challenges that
16 were being addressed and I thought that one of them
17 you said decreased -- decreasing employee
18 availability.

19 Did you say that, Mr. Wojcik?

20 MR. WOJCIK: Not in our deputation,
21 no.

22 THE CHAIRPERSON: What did you say
23 about employee availability; do you recall?

24 MR. WOJCIK: I don't think there's
25 anything in our presentation about employee

1 availability. We talked about the number of employees
2 that are employed in the sector.

3 THE CHAIRPERSON: My memory was you
4 were speaking about a number of challenges that needed
5 to be addressed in the future, congestion, da da da da
6 da.

7 Well, that's a mystery. That's what
8 transcripts are for and then you'll be long gone and I
9 won't be able to get the answer.

10 --- Laughter / Rires

11 THE CHAIRPERSON: You haven't got any
12 problem in finding people to work and all of these --
13 I mean, I guess that's the bottom line. You didn't
14 say it, so probably that's not an issue.

15 So there is not in the supply chain
16 industry, as you know it, in your -- in Mississauga,
17 there's no issue around the availability of people to
18 work and people with the correct qualifications and
19 skills?

20 MR. WOJCIK: There is a skills gap
21 across a number of sectors in Mississauga just because
22 of the size and scope of the businesses that we do
23 have. There are challenges to find people.

24 I don't think there's anything that's
25 directly on point with this particular -- with this

1 particular intermodal centre that we could comment on,
2 but in general terms, sure, there's always some skills
3 gap.

4 THE CHAIRPERSON: Okay. Fair enough.
5 All right.

6 Well, thank you very much, Mr. Wojcik
7 and Mr. Butt, for your presentation.

8 The consensus here at this table is
9 that we plough right through. We won't take a break.

10 So back on June the 26th,
11 unfortunately, our hearing was running late and Mr.
12 Casey from the Ministry of Transportation sat through
13 the day, ready and willing to speak to the Panel, and
14 we didn't have time for you. You had to leave. So
15 very sorry about that.

16 So we are glad that you came back and
17 you're making a presentation now. Is that right?

18 MR. CASEY: That's correct. I'm
19 actually just -- I don't have any visual materials.
20 I'm just running through the submission that the
21 Ministry of Transportation provided at the end of May.

22 THE CHAIRPERSON: That's just fine.
23 And thank you very much for coming back.

24 **PRESENTATION**

25 MR. CASEY: All right. So I was asked

1 as part of the presentation to speak to my
2 qualifications to be able to speak to the Panel at the
3 beginning, so I'll start with that.

4 I am a career transportation
5 professional. I've been employed by the Ontario
6 government mostly in the -- I've been exclusively in
7 the government sector. I've been employed by the
8 Ontario government for 18 years.

9 For the last 12 years, I've been
10 involved in a variety of transportation policy or
11 transportation planning roles.

12 For the last three years, I've managed
13 the office in the Ministry of Transportation that does
14 our long-range transportation plans. For five years
15 prior to that, I managed the office in the Ministry
16 that did our forecasting, traffic forecasting. And
17 then for about five years prior to that, I worked in
18 the freight policy sector in the Ministry of
19 Transportation.

20 So this is an issue that I've followed
21 in different capacities for a number of years.

22 The Ministry of Transportation was
23 asked to provide its views on the CN Environmental
24 Impact Statement based on our legislative mandate and
25 area of responsibility as well as the sufficiency of

1 CN's responses to previous information requests
2 provided by the Ministry of Transportation.

3 In today's submission, I will speak to
4 our review of CN's materials on the impacts on the
5 highway system, on the impacts on the GO transit
6 system, largely on the rail system and the goods
7 movement system. All of these comments are based on
8 the size of facility that was noted in the
9 Environmental Impact Statement, which is a facility of
10 about 450,000 containers per year, which equates to,
11 according to CN's materials, about 800 trucks per day
12 -- or per weekday.

13 So I'll start with speaking a little
14 bit to the impacts on the provincial highway network.

15 We took a look at the report provided
16 by BA that CN provided last year on truck -- sorry --
17 truck terminal traffic impacts. Sorry, I always get
18 those two backwards.

19 We've concluded that the estimates and
20 assumptions on truck routings from that report appear
21 reasonable based on -- they're largely based on
22 information that the Ministry of Transportation
23 gathered as part of our commercial vehicle survey, and
24 so we felt that the estimates of -- yeah, truck
25 routing seemed reasonable.

1 The projection that approximately 70
2 percent of inbound and 74 percent of outbound trips
3 are expected to use Highway 401 and the other end of
4 the trip would be east of Milton also seems
5 reasonable, as most of the facilities that use these
6 intermodal services are located in Peel Region.

7 And we note that CN noted that
8 approximately 20 percent of the terminal-generated
9 traffic would be using their CN line haul trucking
10 company and that those would use 407 when practical,
11 and the remaining 80 percent are out of their control.

12 So all of those seemed reasonable
13 based on past experience and information that we had
14 in the CVS.

15 So we also took a look at the
16 estimated peak period truck routings, but different
17 interchanges. Those seemed reasonable and our general
18 review -- our general review of the highway impacts
19 were that we felt there are about eight interchanges.
20 There are seven between the 407 and the 401, and one
21 on the QEW.

22 We felt that given the estimated truck
23 volume of 33 to 47 trucks per peak hour, which could
24 be distributed over as many as eight interchanges,
25 depending upon main line congestion, that there were

1 sufficient alternative routes and there would be
2 relatively minimal impact on the provincial highway
3 network of this facility, of a facility of this size.

4 We also took a look -- worked with our
5 agency Metrolinx to take a look at the impacts on the
6 rail system, particularly on the passenger rail
7 system.

8 According to CN's Environmental Impact
9 Statement, last year there were 30 commuter trains,
10 four VIA passenger trains and approximately 25 to 30
11 freight trains running on the CN sub that runs north
12 of this facility. And they noted that the proposed
13 project would create -- would use four trains per day,
14 two of which are already existing traffic on that
15 line, so there would only be two net new trains on the
16 line, which were noted as part of the Environmental
17 Impact Statement.

18 So we worked with Metrolinx on some
19 analysis of that. They've indicated -- sorry.

20 An important thing to note is the
21 Environmental Impact Statement spoke -- assumed that
22 there would be a freight bypass built as part of -- as
23 part of the rail solution in the region. The
24 government and Metrolinx have taken a different tack
25 with CN since then, working towards incremental

1 service improvements on existing infrastructure. And
2 so we did work with Metrolinx to determine whether
3 that change had any impact.

4 They've noted that they've put a
5 service request in to CN to more than double the GO
6 commuter trains service along the Kitchener line, what
7 we call the Kitchener line, which runs along the
8 Halton sub. They did not note that the two additional
9 trains per day estimated as part of this Environmental
10 Impact Statement were a concern as part of that -- as
11 part of that request.

12 So overall, for a facility -- our
13 conclusions were that for a facility of the size noted
14 in the Environmental Impact Statement, the highway
15 impacts and the passenger rail impacts appear to be
16 manageable.

17 The one thing I would note, however,
18 is that if this facility were to increase in size,
19 there could be larger impacts on the highway
20 infrastructure, there could be larger impacts on rail
21 infrastructure, and so the Ministry of Transportation
22 and Metrolinx would like to ensure that we are engaged
23 by CN far in advance of any increase in traffic beyond
24 the size noted in this facility so that we can
25 understand those impacts and ensure that they are

1 workable with our infrastructure.

2 Thank you.

3 THE CHAIRPERSON: Thank you very much,
4 Mr. Casey.

5 CN, do you have questions or comments?

6 MR. LERNER: No, we don't, Madam
7 Chair.

8 THE CHAIRPERSON: Other participants,
9 are there some questions for Mr. Casey?

10 Ms. De Angelis, do you have questions?
11 Mr. Gross.

12 MR. GROSS: Thank you, Madam Chair.

13 Thank you for your presentation, Mr.
14 Casey. My name is Peter Gross. I represent the
15 Halton Municipalities in this matter.

16 And you note that the studies seem
17 reasonable and that there is sufficient information to
18 determine the estimated impact on provincial highways.
19 In doing your review, did MTO's corridor management
20 office, traffic operations and other technical groups
21 provide technical input into your statement?

22 MR. CASEY: Yes.

23 MR. GROSS: And did they specifically
24 provide input into the impact of the project at
25 Brampton terminals?

1 MR. CASEY: Yes, we worked with MTO's
2 traffic office in our analysis of the submission and
3 they felt that given the number of interchanges in the
4 area and the expansion that is under way for Highway
5 401, that the impacts were manageable. There was
6 sufficient redundancy in the system.

7 MR. GROSS: Given that the project is
8 not located directly adjacent to a highway, did MTO
9 assess the impact of the project on the overall
10 transportation network, including arterial roads which
11 serve a multi-modal function, including GO Transit?

12 MR. CASEY: No, I understand that
13 Halton Region and Milton both provided analysis on the
14 impacts on their arterial roads. We weren't asked to
15 engage in that. We did not provide analysis of that.

16 MR. GROSS: And did MTO assess the
17 routing options or the impact of main line congestion,
18 for example, the impact of an incident on a provincial
19 highway?

20 MR. CASEY: The impact -- yes.

21 MR. GROSS: They did.

22 MR. CASEY: That's correct. Our
23 assessment was that there are a number of ramps where
24 you can access Highway 401 and Highway 407 in the
25 vicinity, and that that provides sufficient redundancy

1 if there are issues.

2 MR. GROSS: Now, in the letter that
3 you just read, you base your conclusion that there are
4 sufficient alternate routes for truck traffic based on
5 an estimate of 33 to 47 truck trips per hour, which
6 you based on 800 trucks per day; correct?

7 MR. CASEY: That's correct, yeah.

8 MR. GROSS: The assumption appears to
9 me to have confused trucks with truck trips. If
10 there's 800 trucks, wouldn't that equate to 1,600
11 truck trips per day, which would be 67 trips per hour?

12 MR. CASEY: No, that's -- actually, I
13 went through. I can pull up the chart.

14 The chart that was presented in the BA
15 report, you need to treat ramps -- ramps are
16 unidirectional, so they looked at inbound and
17 outbound. So you don't have to add them up because
18 you can only go westbound or eastbound on that ramp.
19 And then once you're on a 400-series highway, you can
20 only go in that direction.

21 MR. GROSS: So --

22 MR. CASEY: So the peak-hour traffic
23 was either inbound or outbound, so we were only
24 looking -- sorry, go ahead.

25 MR. GROSS: No, no. Continue.

1 Continue.

2 MR. CASEY: So it wasn't -- we weren't
3 looking at -- from an infrastructure impact
4 perspective, the two directions are different, and so
5 the impact on the infrastructure, you look at it just
6 for the direction that it's going.

7 MR. GROSS: Madam Chair, may I have a
8 moment?

9 THE CHAIRPERSON: Yes, Mr. Gross.

10 MR. GROSS: Thank you very much.
11 Appreciate it.

12 --- Pause

13 MR. GROSS: Thank you. I appreciate
14 the time, Madam Chair.

15 I have one 1st question. Did MTO
16 undertake a systems analysis -- a synchro analysis of
17 the traffic signals at the highway ramps?

18 MR. CASEY: No, we did not. Not as
19 part of this.

20 MR. GROSS: I take it you didn't think
21 that was necessary.

22 MR. CASEY: The signals on the
23 arterial roads leading into the highway ramps?

24 MR. GROSS: Yes.

25 Sorry, the ramp terminals. My

1 apologies.

2 MR. CASEY: The ramp terminals.

3 No, we did not as part of this. The
4 volume of trucks per ramp was assumed to be very low
5 or relatively low that we didn't feel that that was
6 required.

7 MR. GROSS: And what did you base that
8 assumption on?

9 MR. CASEY: Sorry. Our assumptions on
10 the ramp volume hours are based on the BA report
11 provided by CN through their Environmental Impact
12 Statement.

13 MR. GROSS: All right. Thank you.

14 Madam Chair, I have no more questions.

15 THE CHAIRPERSON: Thank you, Mr.
16 Gross. But -- I see a but.

17 MR. GROSS: No, no, I just -- before
18 we wrap everything up, I will have a housekeeping
19 matter or two to speak to, but I'll wait until we --

20 THE CHAIRPERSON: If no one else has
21 questions, there are some Panel questions.

22 THE CHAIRPERSON: So you didn't speak
23 to it this afternoon, Mr. Casey, but I gather -- in a
24 letter that was sent to the Panel, it was stated that
25 MTO expects that the project will have net positive

1 impacts for the goods movement system. Could you
2 further clarify what you mean by that?

3 MR. CASEY: Certainly. I think,
4 actually, I don't have a lot to add to the
5 presentations that you've heard earlier this
6 afternoon.

7 Intermodal containers are --
8 intermodal containers are an important part of the
9 supply chain, particularly for consumer goods, but
10 anything largely that has to do with trans-oceanic
11 trade touches a container at some point. It has been
12 one of the higher growth commodities or commodity
13 types in the goods movement sector certainly over the
14 last 10 years ,and it's expected to continue to be a
15 high-growth commodity type.

16 And I've been involved in different
17 discussions regarding freight rail since about 2006
18 and, you know, CN Brampton has always been spoken of
19 as something that's, you know, close to, nearing, or
20 at capacity, depending on the conversation that you're
21 in. So there is clearly -- you've heard it from other
22 presenters this afternoon. There is need for
23 additional capacity to be able to handle that volume
24 going into the future. And so that's largely what we
25 meant by net positive impacts on the goods movements

1 system.

2 THE CHAIRPERSON: Okay. Thank you for
3 that.

4 I'd also like you to expand a little
5 bit more about possible effects on passenger rail
6 service. Now, you explained that originally there
7 was -- there was an indication that there was a plan
8 to provide a freight bypass, and that plan -- that
9 project is delayed. no more? What's its status?

10 MR. CASEY: Right. So there was some
11 work on initiating an environmental assessment for a
12 freight bypass a couple of years ago based on proposed
13 enhancements to commuter rail. Through further
14 discussions between Metrolinx and CN and CP Rail,
15 Metrolinx came -- the government came to the
16 determination last year that we could manage many of
17 the regional rail enhancements that we're planning
18 through incremental improvements with CN and by
19 working within existing infrastructure and managing
20 scheduling.

21 So Metrolinx has been working closely
22 with CN on that and providing terms of -- providing
23 service requests to CN, and so we asked the question
24 of these two additional trains to Metrolinx within the
25 context of those service requests, and they did not

1 raise concerns with those two additional trains as
2 part of those service requests.

3 THE CHAIRPERSON: So does that mean
4 that the freight bypass has been dropped as a
5 potential project because it's deemed that it's not
6 actually necessary, or is it seen to be just not
7 necessary today?

8 MR. CASEY: Right. So my office does
9 long-range planning, so I won't say that there may
10 never be a need for new rail infrastructure in this
11 region.

12 You know, we've got a transportation
13 plan that we're working on now which will ask many of
14 those types of questions about infrastructure
15 capacity. But the determination was that, given the
16 government's committed plans for rail expansion, there
17 was no immediate need for the bypass, that those plans
18 for service enhancements which go to the mid-2020s can
19 be accommodated through -- on existing infrastructure
20 through work with the rail companies.

21 THE CHAIRPERSON: And just for my --
22 if a freight bypass were to be constructed, who pays
23 for that?

24 MR. CASEY: If a -- that would depend
25 on who the proponent of the eventual environmental

1 assessment is, Madam Chair. At this point --

2 THE CHAIRPERSON: Who was the
3 proponent of the --

4 MR. CASEY: The proponent -- Metrolinx
5 was to be the proponent. Metrolinx was to be the
6 proponent of the environmental assessment that was
7 proposed in 2017. That environmental assessment is
8 not under way.

9 THE CHAIRPERSON: And I'll let this go
10 in a minute, but you said that -- so you're talking
11 about incremental service improvements, and you said
12 that there has been a request to double the GO service
13 on the Kitchener line. Is that right?

14 MR. CASEY: That's correct.

15 THE CHAIRPERSON: So it's considered
16 even with that increased level of passenger rail
17 service, it could still all be accommodated.

18 MR. CASEY: Yes. We asked this
19 question to Metrolinx within the context of that
20 service request, so yes.

21 THE CHAIRPERSON: I mean, I -- my
22 understanding that passenger rail service needs to be
23 absolutely on schedule, that's the essence of
24 passenger rail service, is it not?

25 MR. CASEY: That's correct.

1 THE CHAIRPERSON: And the trains
2 carrying freight are -- I mean, they're looking for a
3 high degree of predictability as well, but that
4 doesn't always happen. So those kinds of slight
5 mismatches, you've got one service that needs to be
6 using the rails at very specific times, is still not
7 going to cause a problem between an expanded GO
8 service and a slightly expanded intermodal service in
9 this area.

10 MR. CASEY: Again, yes. We asked this
11 question to Metrolinx within the context of their
12 request to double the capacity of the GO train system.
13 They didn't raise concerns with those additional two
14 trains along that sub.

15 THE CHAIRPERSON: All right. Thank
16 you, Mr. Casey.

17 MEMBER McMURRAY: Mr. Casey, you
18 mentioned your career within the Ontario Ministry of
19 Transportation. What year did you begin?

20 MR. CASEY: I began working for the
21 Ministry of Transportation in 2004.

22 MEMBER McMURRAY: So you have
23 mentioned today the BA reports and you have mentioned
24 the commercial vehicle survey, more specifically, the
25 Southern Ontario Commercial Vehicle Survey which was

1 undertaken in 2012, 2013, and published by Ontario MOT
2 in 2013. Are you familiar with that CVS?

3 MR. CASEY: That CVS, correct. I was
4 the manager in the year that that CVS was published.

5 MEMBER McMURRAY: Perfect. Because we
6 have questions about it.

7 MR. CASEY: All right.

8 MEMBER McMURRAY: Initially -- well,
9 one of the reasons the CVS was of interest to the BA
10 Group and one of the reasons it's of interest to us is
11 it had data for trips in and out of the Brampton
12 Intermodal Terminal. Is that correct?

13 MR. CASEY: That's correct. One of
14 the survey sites was at the gate.

15 MEMBER McMURRAY: Okay. But I was
16 surprised when I went back to IR-2.31 that, in fact,
17 the commercial vehicle survey was all of southern
18 Ontario. Is that correct?

19 MR. CASEY: The commercial vehicle
20 survey is actually all of Ontario. It's published in
21 separate reports, but it's actually -- it's
22 province-wide.

23 MEMBER McMURRAY: So is it like the
24 census? Does it come around every four or five years,
25 or how does that work?

1 MR. CASEY: It was conducted in 1999,
2 2006. The latest version that you're speaking to
3 was -- we call it the 2012 CVS.

4 Generally, we're in the field for two
5 or three years at a time when we're doing it just to
6 be able to get the sample that we require, and to
7 fully answer your question, yes, we're actually just
8 starting the next round of the CVS. We have people in
9 the field now doing some surveys.

10 MEMBER McMURRAY: So how did it come
11 to be that there was a survey location at the Brampton
12 Intermodal Terminal?

13 MR. CASEY: The intermodal terminals -
14 - so in the 2012 CVS, there was a concerted effort to
15 be able to get surveys at major truck traffic
16 generators, known major truck traffic generators, so
17 we had a survey at the gate for CN, for CP. Also at
18 Pearson Airport we had surveys at the gate. Because
19 these are known to generate thousands of trips per
20 day, and so they become really good intercept sites
21 for us.

22 MEMBER McMURRAY: Really good what
23 sites?

24 MR. CASEY: Intercept sites.

25 MEMBER McMURRAY: Intercept?

1 MR. CASEY: Yes, intercept.

2 MEMBER McMURRAY: Thank you. Okay.

3 MR. CASEY: And we know they generate
4 a lot of long-distance trips.

5 We also had a concerted effort with
6 Peel Region in 2014 because of the number of logistics
7 facilities within Peel Region to do a number of survey
8 inter-sites on their arterial roads because, again, we
9 know that Peel Region with the number of logistics
10 facilities in that region generates a large number of
11 long-distance truck trips that cover a large portion
12 of the province. So basically it saves us --

13 MEMBER McMURRAY: What is your outside
14 boundary for a long-distance truck trip? Is that 100
15 kilometres, 500 kilometres?

16 MR. CASEY: A long-distance truck
17 trip. The -- I don't know that we have a boundary for
18 a long-distance truck trip.

19 MEMBER McMURRAY: Fair enough.

20 MR. CASEY: We are generally talk
21 about bellow 200 kilometres and over 200 kilometres in
22 our analysis.

23 But the point is we know that a lot of
24 the trips from Peel Region travel a relatively long
25 distance and it's more efficient for us to be able to

1 catch them closer to the terminals than try to catch
2 them along the highway network because we could
3 require five or six survey sites to get the same
4 efficiency for those trucks.

5 MEMBER McMURRAY: Thank you.

6 It wasn't -- the survey site wasn't
7 prompted by concerns about BIT or complaints about
8 BIT?

9 MR. CASEY: No, it was not. Like I
10 said, we were at the airport, we were at CP, we were
11 at CN. This round of surveys we're also trying to get
12 to some of the major facilities in Hamilton.

13 This was driven by sort of efficiency
14 for us in terms of being able to get really good data
15 on truck traffic.

16 MEMBER McMURRAY: So the BA people
17 relied on your CVS and today you relied on the BA
18 report that was written based on your CVS.

19 MR. CASEY: That's correct. We have a
20 high degree of confidence in the commercial vehicle
21 survey.

22 MEMBER McMURRAY: Thank you. That was
23 one of my questions. A high degree of confidence.

24 And today you mentioned those figures
25 of 70 percent and 74 percent. And if I recall, that

1 was basically traffic coming into or out of the
2 proposed project in that northeast corner of the 401
3 in the direction of the Brampton Intermodal Terminal;
4 correct?

5 MR. CASEY: The facilities that
6 currently use not just the Brampton Intermodal
7 Terminal, but intermodal terminals in general, tend to
8 be located in close proximity, so within 20 kilometres
9 usually.

10 Most of those happen to be in Peel
11 Region because we've got a cluster of intermodal
12 facilities there, and so the other trip and further
13 trips from the terminal, I think that's where the 70
14 and 74 percent came. Most of those facilities
15 currently reside in Peel Region.

16 MEMBER McMURRAY: So you were here
17 earlier today. One of the areas of interest to the
18 Review Panel is when or if or to what extent that
19 cluster of distribution centres and warehousing is
20 going to shift to the west or elsewhere. Can you help
21 us with that?

22 MR. CASEY: So I can speak -- yeah.

23 The facilities that are specifically
24 related to intermodal. That's an interesting
25 question.

1 Certainly there has been creep on --
2 of -- so truck warehousing and truck facilities moving
3 further west over the last 10 years. I think the
4 picture is a little bit more complex with the
5 facilities that are specifically using those
6 intermodal terminals.

7 Those tend to be larger companies.
8 They tend to be companies that are located there in
9 part because they're proximate to a major market, the
10 GTA, and because they're proximate to a major node in
11 their supply chain. This is what you heard from
12 Hapag-Lloyd and J.B. Hunt. Being close to sort of a
13 major supplier, a major terminal like that helps limit
14 some of the -- some of the reliability issues that you
15 could have in terms of road congestion, in terms of
16 other issues and being able to pick up and move goods.
17 So they tend to be located close.

18 And so when that would move would
19 be -- that's a tough call because right now you have
20 two major rail facilities that are there. This
21 Environmental Impact Statement speaks to this terminal
22 as being a satellite to the existing Brampton
23 terminal, and we know that a significant number of the
24 large companies deal with one railway sort of as a
25 major customer and the other railway as sort of a

1 minor customer so that they can deal with any kind of
2 supply chain disruptions on sort of the ocean-going
3 container side or at ports because the railways
4 service different ports and it gives them -- it gives
5 them redundancy in their supply chain systems.

6 So I think those are all factors at
7 play in terms of whether you would want to move your
8 facility and whether you would want to shift that west
9 to Milton because being closer to Milton would get you
10 closer to those elements, the shipments that are
11 coming through Milton, but would get you further away
12 from the other terminals in the Toronto area.

13 MEMBER McMURRAY: Thank you.

14 And if I understand correctly, by the
15 time the next CVS is published, you'll have data that
16 would help you interpret whether there has or has not
17 been a shift. Is that correct?

18 MR. CASEY: We will have updated
19 information on truck flows. We're in the field now.
20 We will likely be out of the field by 2020. So I'm
21 not sure that it would help answer the question of
22 whether facilities that are specifically using these
23 intermodal terminals are moving.

24 MEMBER McMURRAY: Okay. Fair enough.

25 You've mentioned interchanges with the

1 400-series highways. There is an interchange proposed
2 between Tremaine Road and the Highway 401.

3 Tremaine Road, as I understand it, is
4 under the jurisdiction of Halton Region. Highway 401
5 is under the jurisdiction of the Ontario Ministry of
6 Transport.

7 MR. CASEY: That's correct.

8 MEMBER McMURRAY: You guys -- I'm not
9 being facetious, but do you flip a coin? How do you
10 decide who has carriage of the project, who is
11 responsible for moving it forward, who gets to pay for
12 it? How is all that determined?

13 MR. CASEY: Oh, that -- that depends
14 on a project -- in many cases, requests for
15 interchanges are based on municipal interest, being
16 able to create access, and there are different cost
17 arrangements depending on sort of the benefit to the
18 provincial system versus the municipal benefit.

19 I'm really sorry. You've caught me
20 out. I don't know the specifics of the proposed
21 interchange on Tremaine, so I can't speak to the
22 specifics of that interchange.

23 MEMBER McMURRAY: What you're saying
24 is generally there may be an apportionment between the
25 interested parties, an apportionment of the costs.

1 MR. CASEY: There may be. That's
2 correct.

3 MEMBER McMURRAY: Does either party
4 have a veto? If Ontario doesn't want to build the
5 interchange, does that bring it to an end or if the
6 municipality doesn't want to have the interchange,
7 does that bring it to an end?

8 MR. CASEY: So I don't know the answer
9 to -- I don't know the answer to that in the case of
10 an interchange where the province would want to -- if
11 the province was the proponent of putting an
12 interchange in place. I don't know.

13 I certainly -- certainly the province
14 has permit control around its highways and would have
15 sort of final say on a municipally-driven interchange
16 as to whether that interchange could take place on a
17 provincial highway. I'm sorry; I've never been asked
18 the reverse of that.

19 MEMBER McMURRAY: Okay. Fair enough.

20 Another question which -- and if you
21 can't speak to it, that's a perfectly fine and
22 complete answer.

23 The interchange in Milton that is
24 closest to the proposed Tremaine Road interchange is,
25 I believe, called Martin Street. All of a sudden, you

1 have two interchanges relatively close to each other.
2 Is there a way to encourage trucks to use one and cars
3 to use the other, or how does that work?

4 MR. CASEY: I mean, there certainly
5 are a number of ways to encourage trucks to use one
6 interchange. At this point we don't do ramp metering,
7 we don't have -- like currently in Ontario, we don't
8 have ramp metering, we don't have exclusive truck
9 interchanges.

10 But certainly, you know, just by
11 building -- just by building an interchange with
12 really gentle curves, really gentle inclines and
13 declines, you could make that one more attractive to
14 trucks. I can't really speak to it beyond that.

15 MEMBER McMURRAY: Okay. Thank you.
16 You've mentioned -- the other figure
17 you mentioned is 33 to 47 trucks per peak hour.

18 MR. CASEY: Correct.

19 MEMBER McMURRAY: So now that I've had
20 the good fortune to read a number of traffic reports,
21 I know that they refer to peak hour and they
22 distinguish a.m. peak hour from p.m. peak hour. But
23 what I don't understand is I thought rush hour was a
24 couple of hours in the morning and a couple of hours
25 in the afternoon.

1 So why do they speak to a peak hour,
2 singular?

3 MR. CASEY: The reason that we -- so
4 we tend to design infrastructure to manage peak-hour
5 volumes. So that's the volume that has the --
6 highways are designed and roads are generally designed
7 to accommodate a number of vehicles per hour
8 mathematically. So we use that peak hour as the hour
9 with the worst traffic.

10 MEMBER McMURRAY: So if there are a
11 lot of vehicles at 5:00 p.m., more vehicles at 6:00
12 p.m., and fewer vehicles at 7:00 p.m., 6:00 p.m. is
13 the peak hour?

14 MR. CASEY: For that -- for that
15 section of road, yes. It would be different in this
16 case because the peak hour is measured based on total
17 vehicles, and so we're not measuring -- sorry. The
18 truck volumes that I'm referring to are the chart that
19 is on page 11 of the truck terminal volumes.

20 So there won't always be a perfect
21 alignment between the hour in which you have the
22 highest number of trucks and the hour in which you
23 have the highest number of vehicles on a link.

24 MEMBER McMURRAY: Understood. But
25 the BA Group was still able to break out their

1 estimate of trucks per peak hour from total vehicles
2 per peak hour.

3 MR. CASEY: That's correct.

4 MEMBER McMURRAY: Thank you.

5 Finally, does the Ontario Ministry of
6 Transportation, do you have -- do you conduct any
7 studies to understand what I think might be called the
8 price elasticity of demand for toll routes on the
9 Highway 407?

10 Can you help us understand to what
11 extent a toll discourages, encourages trucks to use
12 the 407?

13 MR. CASEY: Not mathematically, no.
14 So yes, we do price elasticity studies for tolling
15 because we use that -- or not just for tolling, but we
16 use price elasticity as a factor in our demand models,
17 a value of time. We haven't done any studies on sort
18 of a truck price elasticity on Highway 407.

19 I can say, however, that there are
20 trucks that use Highway 407, both from -- which we can
21 see both from our commercial vehicle survey and
22 through other sort of interviews that we've done over
23 the years.

24 The factors that -- and I think you
25 had a gentlemen from J.D. Hunt earlier. I really

1 liked his answer to that question.

2 When you're a trucking company, you
3 are paid a certain amount per mile or per hour,
4 depending on your structure, to move goods, and so if
5 you get more value per day out of paying a toll and
6 moving faster, then you will use the toll route, and
7 if you, you know, get more net revenue out of sitting
8 in traffic, then you will sit in traffic.

9 Generally, the types of facilities --
10 the types of trucking companies that have used the 407
11 historically have been less than truckload companies,
12 which are companies that generally face high penalties
13 if they can't deliver right on time, so companies that
14 have that kind of structure, and companies that have
15 relatively short haul routes so that by using -- by
16 bypassing congestion, they're going back and forth a
17 number of times a day, they can get an extra haul in.

18 MEMBER McMURRAY: Okay. One of the
19 BA reports called "Traffic Considerations", I think it
20 was maybe 2017, it had an estimate of the percentage
21 of total vehicles that are assumed to be trucks and a
22 percentage of the trucks that are assumed to be heavy
23 trucks.

24 By analogy, is there a percentage of
25 the total vehicles that take the Highway 407 that are

1 assumed to be trucks and what percentage of those are
2 heavy trucks? Does that exist somewhere?

3 MR. CASEY: It exists with the 407.

4 MEMBER McMURRAY: I see. Okay.

5 MR. CASEY: I'm really sorry. That --
6 they consider to be commercially sensitive.

7 MEMBER McMURRAY: There's no need to
8 apologize.

9 Thank you, Mr. Casey. Those are my
10 questions.

11 MR. CASEY: Okay.

12 MEMBER HEATHCOTE: So I just have a
13 couple.

14 First a general question. Help me
15 understand. MTO regulates all trucks on all roads.

16 MR. CASEY: That's correct.

17 MEMBER HEATHCOTE: Right? And all
18 drivers on all roads?

19 MR. CASEY: That's correct.

20 MEMBER HEATHCOTE: And what about on
21 private property? Does MTO have a role in regulating
22 trucks and drivers, say, within the proposed terminal
23 facility?

24 MR. CASEY: Currently, yes.

25 MEMBER HEATHCOTE: Okay. What is that

1 role? Can you just --

2 MR. CASEY: Well, we generally don't
3 stop vehicles on private property, but our truck
4 enforcement officers, we have both -- so first of all,
5 the police have the same powers for heavy trucks as
6 they do for any vehicles. Police can pull over trucks
7 at any time for any *Highway Traffic Act* violation.

8 We also have a suite of MTO commercial
9 vehicle enforcement officers who are specifically
10 mandated to ensure the road safety -- ensure road
11 safety of the public by managing heavy truck traffic.

12 So we have a number of permanent
13 facilities on the 400-series highway system where
14 we'll stop trucks, we'll weigh trucks, we'll review --
15 we'll take a look at trucks to see if they have
16 wheel-offs. We'll take a look at driver hours of
17 service to make sure that the drivers are within their
18 regulated hours of service.

19 And we also have -- they also have a
20 mobile enforcement arm, so they'll go out with cars
21 and they have mobile scales and they are -- they have
22 the power to pull trucks over and inspect them at
23 roadside.

24 MEMBER HEATHCOTE: Including on
25 private property?

1 MR. CASEY: I do not believe -- I will
2 have to get back to you on that. I don't believe
3 we've ever gone in and done it on private property
4 that I'm aware of.

5 MEMBER HEATHCOTE: I think we are out
6 of time on the undertaking business, so I'm not going
7 to hold you to that. That's fine. The undertakings
8 had to be in for today, but thank you for that answer.

9 I do have a couple more questions. In
10 your submission, you mentioned the *Making Ontario's*
11 *Roads Safer Act*. Can you tell us what that is and
12 what it does?

13 MR. CASEY: I'm sorry; I don't -- I
14 don't recall -- just give me one second to take
15 another quick look at the submission.

16 MEMBER HEATHCOTE: Sure.

17 So I'm wondering if there was a recent
18 amendment to the *Ontario Traffic Act* or *Highway Safety*
19 *Act* -- *Highway Traffic Act*. Late in the day. Sorry.

20 MR. CASEY: Sorry. I'm looking at the
21 wrong document.

22 There was a recent amendment to the
23 *Highway Traffic Act*, but I do not believe -- I don't
24 believe that there were any provisions in that recent
25 amendment that had to do with commercial vehicles.

1 MEMBER HEATHCOTE: We've also heard a
2 lot in these hearings about cyclists. Are there
3 provisions that would deal with pedestrian or cyclist
4 traffic on the roads?

5 MR. CASEY: I'm sorry -- yes. Last
6 year there was an amendment to the *Highway Traffic Act*
7 which indicated -- which had some cycling safety
8 provisions in it and pedestrian safety provisions.

9 One of the big ones was not allowing
10 right turns until pedestrians had fully crossed an
11 intersection.

12 MEMBER HEATHCOTE: Okay. And
13 implications for cyclists? Do you recall -- it looks
14 like you're reading notes so it may not be something
15 that you're familiar with.

16 MR. CASEY: I'm sorry; I'm not
17 familiar with.

18 MEMBER HEATHCOTE: Okay. That's fine.
19 Thank you.

20 So then just one last question. I'll
21 just search my note.

22 You mentioned earlier that if the
23 facility were to expand in the future that you would
24 like CN to engage with MTO and Metrolinx, I think you
25 said also, to discuss those proposals.

1 Have you engaged with CN? Has MTO
2 engaged with CN in the past on highway and
3 rail-related issues?

4 MR. CASEY: Yes. Certainly we've
5 worked -- well, Metrolinx is certainly in active
6 discussions with CN.

7 MEMBER HEATHCOTE: Okay.

8 MR. CASEY: MTO has also -- you know,
9 historically we've engaged CN. MTO is also members of
10 the Peel Region Goods Movement Task Force, which CN
11 also sits on, so yes.

12 MEMBER HEATHCOTE: And so you would
13 see no obstacle to those kinds of discussions if they
14 were required for any reason going forward.

15 MR. CASEY: That's correct.

16 MEMBER HEATHCOTE: I've forgotten the
17 name of the organization, the committee you just
18 mentioned. That might be a good forum for those kinds
19 of discussions.

20 MR. CASEY: We would probably have --
21 for discussions on an expansion of a facility like
22 this, we would probably like to have bilateral
23 discussions with CN.

24 MEMBER HEATHCOTE: Sorry. My point
25 was more general, but I do take that point. Thank

1 you.

2 Thank you. Those are all my
3 questions.

4 THE CHAIRPERSON: Mr. Casey, thank you
5 so much for coming back on a second day. We're sorry
6 we didn't get you the first day, but thank you for
7 coming back and making your presentation and answering
8 questions. Much appreciated.

9 MR. CASEY: Thank you.

10 THE CHAIRPERSON: So I will
11 ceremoniously close my binder.

12 So we have two more things to do this
13 afternoon before you are all released, and that is
14 that first I will ask CN, as we've been doing all
15 along, to provide brief comments about what they heard
16 and learned today and, following that, just one or two
17 housekeeping matters.

18 And I believe Mr. Gross has a
19 housekeeping matter, so we'll come to that.

20 So Mr. Lerner.

21 **CLOSING REMARKS**

22 MR. LERNER: Thank you, Madam Chair.

23 I would like to start by thanking the
24 many individuals and organizations who took the time
25 to be here today, as well as those who have

1 participated throughout the week. With our team of
2 experts, we covered a number of important topics, and
3 we appreciate the interest from those who came to
4 participate or who have been following along online.

5 We know there's a substantial -- there
6 is a substantial, perhaps for some overwhelming,
7 amount of information available on the public record.
8 We hope our presentations and the answers we provided
9 to questions were helpful to members of the Panel and
10 other interested parties.

11 This morning we heard from a number of
12 local Chambers of Commerce as well as the Canadian
13 Chamber. In particular, you heard from the President
14 of the Milton Chamber that warehousing and logistic
15 companies are a growing part of the local economy.

16 We would like to thank these
17 organizations for taking the time to share their views
18 on the importance of goods movement in Canada and
19 more, specifically, the importance of the national
20 economy and the fluidity of moving people and goods
21 within the GTHA.

22 We also heard today from shipping and
23 trucking companies. They're an integral part of the
24 supply chain. They provided the Panel with valuable
25 information regarding the importance of additional

1 intermodal capacity to their businesses and customers.

2 I'd also like to thank Ms. Wendy
3 Roberts again for her participation. Ms. Roberts has
4 been very thoughtful and productive in her engagement
5 with us, and we are committed to continuing to work
6 with her and to consider her valuable input.

7 Madam Chair, I know there is still a
8 significant amount of work to do for the Review Panel,
9 for us at CN, and for all of us participating in this
10 process.

11 As we wrap up these technical and
12 general sessions, I would just like to take a moment
13 to again offer my thanks to those who have offered
14 their time and energy. We have found this process to
15 be very helpful towards better understanding areas of
16 concern and we are committed to ongoing engagement
17 with local, provincial and federal agencies that has
18 been described over these last few weeks.

19 Thank you, Madam Chair and Panel
20 members, and we look forward to seeing you in a week.

21 THE CHAIRPERSON: Thank you, Mr.
22 Lerner.

23 So Mr. Gross, you have a housekeeping
24 item?

25 MR. GROSS: I do. I wanted to let the

1 Panel know there is still, on behalf of the Halton
2 Municipalities, one undertaking that you should have
3 in the next 60 minutes. I believe it's Undertaking
4 Number 30.

5 And then with respect to another
6 matter that was raised earlier by one of my
7 colleagues, we took the advice of the Panel Chair and
8 we're working with CN on three of their undertakings
9 that they had previously answered and we found
10 unresponsive.

11 So the Halton Municipalities on
12 Tuesday sent a letter to CN regarding these three
13 undertakings, and they have indicated that they will
14 get back to us by the end of today.

15 Given the timing, we're not going to
16 have time to review and provide the Panel with any
17 issues that we may still have until next week. So
18 we'd like to inform the Panel that our position at the
19 moment is that Undertaking Numbers 5, 6 and 13 are
20 non-responsive and we'll be sending the Panel in
21 writing our further position on that next week if the
22 position doesn't change once we've had a chance to
23 review CN's answers to those undertakings.

24 THE CHAIRPERSON: I'm sorry. Could
25 you clarify for me, you're saying that those

1 undertakings which are CN undertakings are not
2 responsive?

3 Is that what you -- the words you
4 used?

5 MR. GROSS: Unresponsive, yes.

6 THE CHAIRPERSON: Unresponsive. Are
7 you saying that the information -- in your view, the
8 information that CN provided is not the information
9 that Halton was hoping to get?

10 MR. GROSS: Yes. As you can
11 appreciate, my colleague, Natalie Rizkalla-Kamel, had
12 raised this, I believe. She sent a letter to CN. And
13 I guess it was on the Panel's suggestion that we try
14 to work together. So that's what we're doing.

15 They have said that they're going to
16 send something by the end of the day, and it's just a
17 question of timing, whether the Halton Municipalities
18 need to submit something further next week in this
19 regard. So I just wanted to raise that and put that
20 on the table now.

21 THE CHAIRPERSON: I understand.

22 MR. GROSS: I appreciate the Panel's
23 time. Thank you very much.

24 THE CHAIRPERSON: Thank you, Mr.
25 Gross.

1 And when Undertaking 30 -- it's all
2 right. I'm just saying this. When Undertaking 30 is
3 received, then that means that all of the undertakings
4 will have been received, so that's great.

5 That undertaking will be posted by
6 tomorrow morning. And just to let you know that the
7 only additional records the Panel will accept after
8 8:00 p.m. tonight will be the closing remarks from
9 interested parties.

10 So that is the housekeeping. That is
11 the end of today's hearing. And that is the end of,
12 as Mr. Lerner said, the technical and general
13 sessions.

14 We now break, and we come back next
15 Friday, the 19th, for the closing remarks.

16 I just want to say thank you to all of
17 you for your participation over these 12 days.
18 They've been a very busy and very interesting 12 days
19 and we appreciate all the -- ah.

20 MR. GROSS: I am so sorry, Madam
21 Chair.

22 THE CHAIRPERSON: We almost got away
23 with it. Mr. Gross, come back. Come back.

24 MR. GROSS: I'm terribly sorry. I
25 apologize.

1 What you just said is -- that nothing
2 would be received after today, is a little at odds
3 with the submission I just made. And so I just wanted
4 to clarify so that we understand what the Panel's
5 position is.

6 THE CHAIRPERSON: Just a minute, Mr.
7 Gross. We'll just take a moment.

8 MR. GROSS: Thank you very much.

9 --- Pause

10 THE CHAIRPERSON: Okay. I understood
11 the dilemma, Mr. Gross.

12 First of all, I'd just like to ask CN
13 what is -- if you would like to speak to this.

14 Are you able to -- I appreciate that
15 we're talking about -- that, Mr. Gross, you're talking
16 about whether or not you find the information provided
17 by CN satisfactory or not, but let's first find out
18 CN's response to this and whether you are going to be
19 able to provide amended responses and by what time.

20 MR. REYNOLDS: Thank you, Madam Chair.

21 There was a request for clarification
22 on some of the undertakings and, as mentioned to the
23 Halton Region, we'll endeavour to get that to them
24 today after we're out of here, so they should have it
25 in hand shortly.

1 We have no objection if they want to
2 provide a response to that.

3 THE CHAIRPERSON: So Mr. Gross, I
4 think -- I'm not sure when you'll receive it. Our
5 deadline for today was 8:00 p.m., right, so as you're
6 saying, you may not be able to -- you don't know
7 whether you will be able to put a response in by then.
8 Is that correct?

9 MR. GROSS: That's correct. I'm
10 hearing that CN doesn't find it objectionable if we
11 require a little bit more time, so I'm wondering if
12 the Panel could extend us that leeway.

13 THE CHAIRPERSON: Well, I think it is
14 the decision of the Panel that we will stick with our
15 deadlines, but what it means is that the Panel will
16 have no objection to you incorporating your response
17 to the clarified material applied by CN in your
18 closing remarks.

19 MR. GROSS: So then I think we'll just
20 have to leave it with the Halton Municipalities'
21 position is that 5, 6 and 13 undertakings are
22 unresponsive because I'm not in a position to tell you
23 whether or not what they supplemented with is
24 acceptable, but we have it on the record. So if
25 that's the decision of the Panel, I respect it and why

1 don't we leave it there.

2 THE CHAIRPERSON: All right. Okay.

3 Mr. Lerner? Mr. Gross?

4 MR. GROSS: Obviously we'll take their
5 submission and we'll be happy to receive it. I'm not
6 in a position to say our objection to unresponsiveness
7 is resolved, but I respect the Panel's decision on
8 timing.

9 Thank you.

10 THE CHAIRPERSON: I understand. Thank
11 you.

12 So I'm going to make another attempt
13 to close the hearing session. No, it's all right.
14 That was an important matter. I'm only joking about
15 this.

16 Again, I just want to thank you all
17 for your participation and those who participated and
18 aren't here this afternoon, and I also wish to thank
19 the people who didn't make presentations or ask
20 questions but came and witnessed the proceedings.
21 That's also an important part of the hearing
22 presentation.

23 So go rest a little bit, work a little
24 bit more, and we will see you on Friday, the 19th for
25 the closing remarks.

1 Thank you all very much.
 2 --- Whereupon the hearing adjourned at 3:29 p.m., to
 3 resume on Friday, July 19, 2019 at 9:30 a.m. /
 4 L'audience est ajournée à 15 h 29 pour reprendre
 5 le vendredi 19 juillet 2019 à 9 h 30

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8 CERTIFICATION

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10 WE HEREBY CERTIFY that the foregoing has been reported
 11 and transcribed to the best of our skill and ability

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16 _____
 17 Kristin Johansson Jackie Clark

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22 _____
 23 Brian Denton Deana Johansson

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