



ONTARIO  
CHAMBER of  
COMMERCE

# Making the Connection

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Inter-modal Freight  
Movement

Sustainable Transportation Forum  
May 28, 2007  
Ontario Ministry of Transportation

## *OCC: Voice for Ontario Business*

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Grassroots federation of 160 local chambers of commerce and boards of trade

Represents 57,000 Ontario businesses in all economic sectors from every area of the province

## OCC's Mandate

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*“ Advocate strong policies on issues that affect its membership throughout Ontario’s business community. ”*

# Borders and Transportation Infrastructure Committee

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Committee mandate is threefold:

1. Monitor Ontario/US Border Crossings
2. Define & address border infrastructure capacity issues
3. Examine and develop positions on transportation infrastructure issues affecting Ontario's businesses

# Sustainable Transportation

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Sustainability for the transportation system is:

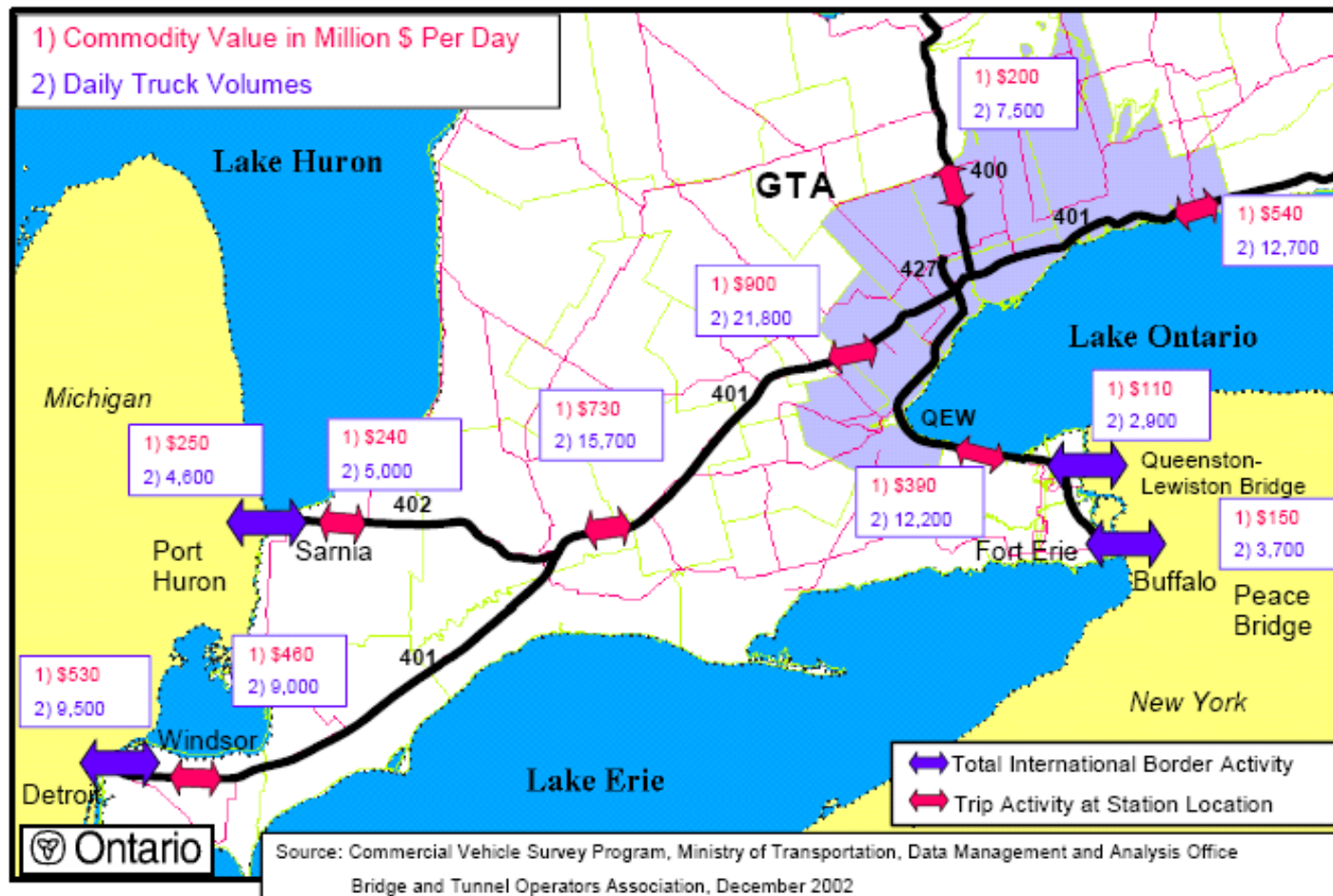
- meeting or helping meet the transportation needs of the present without compromising the ability of future generations to meet their own needs.

## 2007/2008 Action Plan

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- province-wide goods and people movement study
- long-range transportation plan (LRTP)
- effective and efficient border security and infrastructure processes

# Goods Movement Master Plan



# Long-Range Transportation Plan

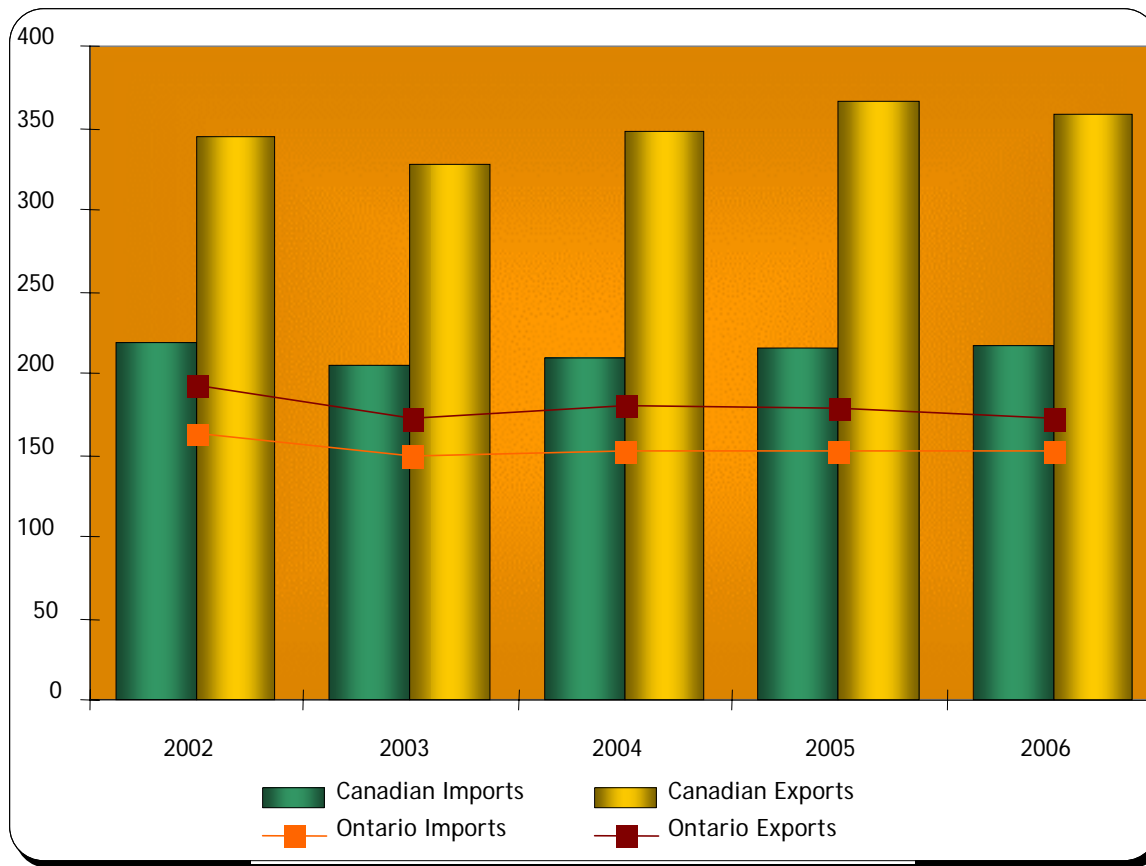
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An Ontario LRTP must:

- be integrated with the Greater Golden Horseshoe Growth Plan
- connect transportation planning with land-use patterns
- promote the improvement of modal coordination and integration amongst transportations stakeholders

# Integrated Economy: Canada & US

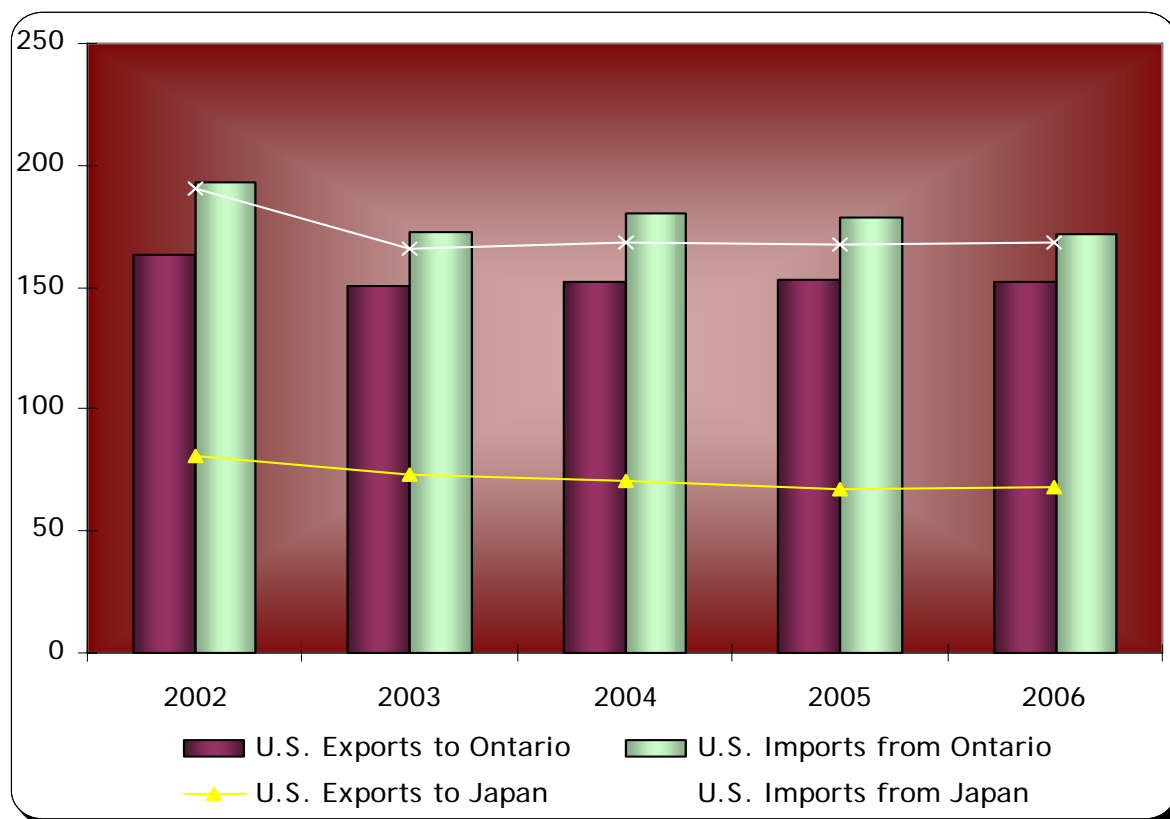
## Canada's Competitiveness:



In 2006, 82 percent of Canada's total exports (\$358.7 billion) and 55 percent of imports (\$217.6 billion) went to the US

# Safe, Secure & Efficient Borders

## Ontario's Competitiveness:



In 2006, 86 percent of Ontario's total exports (\$172 billion) and 65 percent of imports (\$152 billion) came from the US

# Cost of Border Delays

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- Ontario alone absorbs approximately **\$5.25 billion** or **38%** of that cost (CDN \$13.6 billion annually)
- Delays at some of Ontario's border crossings are upwards of **four hours**
- A **four hour delay** at the Ambassador Bridge costs the Ontario economy approximately **\$7 million** in lost production

# US Border Polices

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- Western Hemisphere Travel Initiative
- APHIS Interim Rule - removal of inspection and fee exemption on Canadian exporters
- Discontinued negotiations of Pre-clearance at Canada/US border checkpoints ex. Peace Bridge, Thousand Island etc.
- Recent move to withdraw Michigan State funding for DRIC process which seeks to find alternative border crossing at Windsor/Detroit Crossing

# Examples:

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- Algoma Steel - coiled steel rolls
- Provincial EA Process - Barrier to Transportation infrastructure

# Conclusion

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Optimal intermodal connectivity can only be achieved through:

- Wider availability of information that is shared between all transportation stakeholders on a collaborative basis
- Constant consultation with public agencies/industry groups and the general public
- Increased public/private sector partnerships

The OCC will continue to work with public and private sector stakeholders to strengthen linkages between all modes of transportation

