

**Freight Presentations & Discussion**

**Meeting Notes Summary**

**Friday September 22, 2017**

# Joint Actions Discussion

## Ajax:

* Recently completed their Milestone 5 with the PCP and reached their 15% reduction in GHG emissions from 1990 levels. They are currently working on their Community Adaptation Plan, they have the very first partnership with NASA Develop that will help them with modelling the heat island effect (using GIS and Remote Sensing).

## Toronto:

* Will be releasing two reports (Staff and Technical) in regards to impacts to health from GHG emissions. This is an educational and awareness piece. It will be presented to Council the first week of December to ask for their support—this report does include references to freight.

## London:

* Developed their mid-term Community Energy Act. Their focus now is to raise awareness—they have developed videos. They have already met their 15% reduction from 1990 levels, they are four years early—There is concern in regards to maintaining this reduction as registered vehicles have increased by 24%.

# Dianne Zimmerman, Pembina Institute: Framing the Problem and Current Pembina Institute Projects

Pembina Institute: Is a national think tank with 30 years of experience in environmental impacts, primarily relating to the oil and gas industry. It has expanded its scope to include renewable energy, energy efficiency, Climate Change policies, Carbon pricing etc. The past ten years, they have dedicated their efforts in transportation and urban planning.

* Two focuses: Reducing GHGs from Freight and Promoting Transit Expansion.
* Resources from Pembina Institute: [The State of Freight](http://www.pembina.org/pub/state-of-freight), [Improving Urban Freight Efficiency](http://www.pembina.org/pub/improving-urban-freight-efficiency), [Greening the Goods](http://www.pembina.org/pub/2536)
* Resources to gather freight data: Automatic Traffic Reporter Program (info regarding vehicle tracking)
* 10% of GHG emissions come from the Freight sector—there is a particular focus on trucks as it accounts for 9%.
* There is a decreasing trend in GHG emissions coming from passenger vehicles, there is an increasing trend in emissions coming from trucks—an increase of 204% from 1990. It is projected to surpass passenger vehicles in 2030.

## Current Freight Activities:

1. National Clean Fuels Standard: development of a standard for all fuel types, it will be endorsed by CEPA in 2019.
2. Cyclelogistics: understand the types of service models (bicycles or cargo bicycle) and address barriers. The report will come out in October.
3. Neighborhood Freight Forum: Focused on developing stakeholder participation in a 3-year pilot with Duke Heights BIA to develop a list of issues and implementation opportunities. Context: Area around Keele and Finch is a known as a freight hub as most of the fuel sources are located around this area. A report regarding next steps will be released in October.
4. Freight Thought Leader Forum: bring leaders interested in innovation within the sustainable urban goods movement within the GTHA.
5. Municipal Goods Movement Planning: Survey focused in order to understand current baseline and address potential opportunities in regards to goods movement.

## Discussion and Questions:

* Challenges: difficult to access data regarding inter-municipal and inter-regional freight distances.
* The McMaster Institute for Transportation and Logistics has researched regional freight GHG emissions on an economic region level (17 in Ontario). They have not been able to connect this data in regards to municipal implications.
* The Resource “The State of Freight” does not consider life cycle assessments, total distance traveled is not considered in scope. MTO has a commercial vehicle inventory that would provide intercity distance data at the national level.
* London has been having difficulty in identifying major freight operators and the location of facilities to start reaching out—There is interest in spreading awareness and mechanisms as to how to access this information and building relationships with the private sector.

# Elizabeth Band, Region of Peele: The Experience of Developing the Region of Peel’s Goods Movement Strategy

* Goods Movement definition: is the movement of raw material at a system level: by air, truck or rail
* Through an Economic Impact Analysis used for planning, goods movement is responsible for 4/9 jobs in Peel Region, which generates $49 billion dollars in GDP.
* Peel is dependent on goods movement as it has CN rail, Pearson Airport, CP intermodal Yard, and has several 400 series highways.
* Actions taken to develop Peel Goods Movement Strategic Plan: Create a baseline, provide recommendations, get a task force together to advocate for a Strategic Plan to complete action items; the strategic plan highlighted 24 actions.

## 1st Strategic Plan:

* Research and exploratory based
* Highlighted both the hubs and networks which made the Strategic Goods Movement Network (SGMN) a planning tool.
* Action Item: Truck-friendly infrastructure led to a truck-restricted lane pilot.
* All action items were implemented and finished last year.
* There are 6 challenges/Stressors on the Goods Movement:
  + E-commerce is demanding shorter delivery times
  + Expectations of customers are increasing as ‘premium programs’ allow for the prioritization of items over others
  + Congestion is increasing, which increases delivery costs that get passed down to the consumer
  + Declining workforce and the demand for this labour is increasing—there is a very strong need for data analytics skills because companies have a lot of data collected from their drivers, there is a limited supply.
  + Emissions from this sector is increasing, there is a lack of corporate awareness regarding emerging fuel technologies
  + Technological changes/robotics have caused changes in the use of land; distribution is not matching with industry needs this forces companies to relocate to Hamilton and Milton.
  + Population growth pressures make it difficult for move goods into urban regions, usually, a change in fleet composition has to occur to get into Toronto.
* Adoption of the SGMN began with a Term of Council Priorities. This led to off-peak deliveries andLCV (Long Combination Vehicle) Pilots. This increased efficiency as it decreased the amount of trucks required and the amount of truck trips--overall reliability increased.
* In this document, resources are highlighted in order for companies to apply for grants.

## 2nd Strategic Plan

* Action-oriented
* Implemented 2017 and will be approved by council in May.
* It is still considered a planning tool—it classifies different types of arterial roads and also indicates the implications of the Growth Plan.
* Tools—Plan in which the goods movement is directly mentioned: The Official Plan, The Long Range Transportation Plan (which also includes stating the ‘sustainable transportation’), and the Long-term Plan (forecasting Resource developed that highlights what the Region of Peel would look like in 2041).
* Internal pressured led to updating the Growth Plan.
* The SGMN is updated every 5 years.

# Lessons Learned

* Access to data has lead to the successful development of Peel Region’s Good Movement Strategic Plan and the Long-term Goods Movement Plan. There have been challenges with confidentiality since freight companies are very protective over their data. There needs to be a stronger messaging effort from municipalities to companies that would increase the credibility for access.
* The business engagement was limited regarding time—company personnel are busy.
* A limited amount of Case Studies (primarily from the USA and Europe), there has not been as much recognition within Canada.
* There is an overall negative perception of the industries involved with the goods movement, this makes it difficult to engage the public. Awareness of the goods movement industry is needed.
* Mapping technologies have been essential in analyzing the resiliency of the system.
* Success was possible due to using the Long Term Plan as a resource, having a diverse data-set from various support groups (UofT, York, and McMaster), leadership from the council, providing space for the industry (needed to build trust) to have partnerships with the transportation department.

# Resources:

* Boards of Trade (Municipalities should consider partnership opportunities)
* Municipal Employment Surveys (tracks 3 of employees and provides a brief description of what the company does)
* CDS data from the MTO (Commodities tracking that can provide information regarding delivery locations)
* Metrolinx Freight Forum (based on how to improve on data gathering)

# Lindsay Wiginton, Pembina Institute: Results of Recent Survey of Municipalities on Local Goods Movement Planning.

* The purpose of the survey was to identify if there was an interest in local goods movement Planning. If so, why? And identify areas for support.
* Drivers for LGM planning: combating congestion that lead to $6 billion in productivity losses. Improve the quality of life (noise, road space, and aggregate concerns), Health as it relates to the effects of bad air quality around major roads, environment, and sustainability (from 1920-2014, the number of freights have doubled), and PPS, Growth Plan, Metrolinx Transportation, Multimodal Transportation Plan for the GGH all mention notions relating to LGM planning.
* Resource: [Freight-Supportive Guidelines](http://www.mto.gov.on.ca/english/publications/pdfs/freight-supportive-guidelines-english.pdf)—learn more about what municipalities can do.
* Context: most of the participants were lower-tier municipalities, although there were some representations from all three types.

## Results:

* Upper Tiered municipalities had existing goods movement policies, there was greater representation from the lower-tier and single-tier that did not have existing goods movement policies.
* Main drivers for adopting were relating to infrastructure management and planning, and economic development/support.
* Most common freight management practices were truck restrictions on local roads and operational measures on roads to accommodate trucks. Not far off, was developing a site design guideline to accommodate trucks.

## Group Discussions:

What should freight-supportive initiatives be focused on?

* Political support and alignment
* Understanding the needs of the sector
* Funding for in-house support/ staff
* Access to data (unified effort with the Province)
* Generate standard methods for freight GHG scope
* Terms and definitions
* Provincial/federal policy (anti-tampering an issue)
* Internal collaboration to build business case\*\*increase awareness
* External partnerships with universities i.e. data
* Increase pilot projects
* Supporting local businesses—there needs to be a stronger regional role

What can municipalities do now?

* Harmonized bylaws across municipalities/ region to enable programs
* Access toFreight-based logistical data
* Basic policy development—routes and LU
* Building trust between municipalities and private sectors (how to start conversations, differentiation between equipping and regulating is very important to communicate appropriately as it would lead to trust issues)
* Raise LGM profile within the municipality/council
* Conversations to start discussing: Variable Speed Limit (Germany) to tackle the issue with congestion
* Consider a fleet management survey.

**Next Steps**

* MTO is willing to reach out and demonstrate their state of the art modeling techniques to those interested.
* Report from Pembina survey will come out early October
* Start increasing awareness within departments—start talking to the health representatives and consider also getting their support for LGM planning.
* It would be beneficial to start looking into the Freight-supportive guidelines mentioned above.