MANITOBA TRUCKING ASSOCIATION

PLAN WINNIPEG VISION 2020 AMENDMENT:

NORTH-SOUTH TRANSCONA ROUTE ALIGNMENT

By-law No. 130/2004

Presentation to City of Winnipeg
Executive Policy Committee
November 25, 2004

The Manitoba Trucking Association (MTA) is an industry association that represents the interests of the trucking industry in Manitoba. Membership is comprised of carrier members, which include P.S.V. (for hire) fleets, private fleets, household mover fleets, heavy haul fleets, couriers, local cartage companies, and an Associated Trades Division, which includes companies that provide services to carrier members.

Carrier member companies range in size from one-truck operators to companies operating hundreds of trucks and employing thousands of employees. These companies are based in Winnipeg and many other Manitoba towns and cities. The Manitoba trucking industry and the thousands of Manitobans it employs are an integral part of the Manitoba and City of Winnipeg economies.

We are here today to speak to the issue of By-law No. 130/2004, a proposal to amend the Plan Winnipeg 2020 Vision By-law No. 7630/2000 by: realigning the North-South Transcona Route, as part of the Inner Ring/Loop Route identified on Policy Plate C to the Bradley Street Alignment as shown on Attachment 1 in the administrative report dated June 28, 2004

The Manitoba Trucking Association applauds the City of Winnipeg for developing and maintaining a long term, strategic transportation plan. However we do have concerns that this same plan seems to be continually under revision, particularly when the revisions appear to be politically driven and not driven by design or based on transportation needs. Additionally this particular proposed revision, in our view, is the result of the City's inability to maintain a consistent development policy. At the heart of this revision is a very small island of residences that are boarded by truck routes, regional streets and industrial parks. The irony of this situation is that the truck routes, regional streets and industrial areas were in place long before the City of Winnipeg allowed many, if not most, of these residences to be built.

The November 16, 2004 report to EPC indicated that the existing routing was determined in Plan Winnipeg 2020 Vision and *"although a review of transportation impacts was not completed, Plan Winnipeg 2020 Policy Plate C was adopted illustrating the revised alignment."* It is our contention that a review of transportation impacts has not been completed prior to this most recent proposed revision. As has been seen on many occasions in the past, the City of Winnipeg continues to put forward the perception of consultations, when in fact industries and businesses that are directly impacted by the City's decisions are never invited to participate in any such reviews. Such is the case in this instance.

It should be noted that in our opinion and contrary to Transplan 2010, Plan Winnipeg 2020 does not provide any specific recommendations regarding commercial vehicle movements and infrastructure planning and development, but instead only provides one very general statement. The concept of freight movement is almost non-existent within this document.

While we do not directly oppose the concept of the inner ring road, we do have concerns that certain portions of it are continually under revision, portions such as this particular one. This is at least the third revision for this portion of the roadway.

Such revisions are not enacted without impact. There will be companies that will be negatively impacted by this revision unless this committee takes preventative action. To eliminate the negative impact, this committee must maintain Plessis Road, from St. Boniface Road and extending north to Grassie Boulevard, as a full time truck route. Most certainly Dugald Road, Pandora and Regent Avenue must have truck access via Plessis Road.

While the Department's report states, *"the Bradley Street alignment offers the highest level of fuel efficiency, resulting in the lowest level of vehicle emissions"*, it does not speak to the negative impacts of truck traffic having to travel further to access Dugald Road, Pandora Avenue or Regent Avenue and therefore creating higher levels of vehicle emissions.

The November 16, 2004 report to this committee also stated, *"The Bradley Street alignment is a more direct alignment allowing for continuous high-speed travel for regional traffic..."* One only has to review the two comparative maps to see that the alignment change appears to be minimal and continuous high-speed travel on either route will only be possible if the City does not swamp the route with an excessive number of controlled intersections, but rather limits access. Although this same report identifies Bishop Grandin Boulevard as an example of continuous high-speed travel, we do not view or association Bishop Grandin Boulevard with continuous high-speed travel

Additionally this report states, *"The Bradley street alignment offers a significant advantage for reduced collision potential."* While the Department has made this statement, it provides no rationale or evidence to support it and is thus unsubstantiated.

Lastly the report states, *"The existing alignment would require significantly more acquisitions including a school, church, residential, commercial and industrial properties, a golf course and a driving range."* At the same time the report states the Bradley alignment option would result in less capital cost. We are perplexed as to how this can be.

The MTA has made previous submissions to the Standing Committee on Public Works and the Executive Policy Committee regarding Plessis Road and the need to maintain it as part of the City's truck route system. We have attached those submissions for the benefit of any current committee members who may not be familiar with them. Within those presentations is the rationale for maintaining Plessis Road as a truck route.

Of further concern is the fact that the Standing Policy Committee of Public Works at its meeting of June 8, 2004 directed that the Manitoba Trucking Association be notified when this matter [Plessis Road] will be reconsidered by the Standing Policy Committee on Pubic Works. However, in spite of this direction, it has been possible for the City's processes and systems to circumvent this direction and propose changes without notifying the Manitoba Trucking Association.

To develop an effective, mutually beneficial, interactive, and healthy relationship, we strongly recommend the City of Winnipeg implement a process through which industries and businesses can be effectively involved in consultations impacting their industry or business on a timely basis.

The Manitoba Trucking Association supports the concept of an inner ring road that truly provides efficient, continuous high-speed travel, limited access and controlled intersections, while supporting and enhancing the existing truck route system. In conjunction with our support for such an inner ring road system, we also support the retention the City's existing truck route system.

In closing we request that if this proposal is approved, this committee specifically retain Plessis Road within the City's truck route system and thus prevent any negative impacts as a result of the proposed change.

Respectfully submitted,

R.P. Dolyniuk

Bob Dolyniuk
General Manager

Attachment 1

The Winnipeg CN Intermodal Terminal

Manitoba Trucking Association Presentation
To the Standing Committee on Public Works

Tuesday, March 9, 2004

The Manitoba Trucking Association (MTA) is an industry association that represents the interests of the trucking industry in Manitoba. Membership comprises of carrier members, which includes P.S.V. (for hire) fleets, private fleets, household mover fleets, heavy haul fleets, couriers, local cartage companies, and an Associated Trades Division, which includes companies that provide services to carrier members.

Member companies range in size from one-truck operators to companies operating hundreds of trucks and employing thousands of employees. The trucking industry is an integral part of the Manitoba and City of Winnipeg economies.

The MTA has conducted a survey of its carrier members regarding the proposal from the "WIT Working Group"(WIT). The WIT proposal includes changing Plessis Road between Dugald Road and Camiel Sys Street to a non-truck route. Our survey results show that all MTA carrier members that responded reject this proposal. The Camiel Sys Street/Beghin Street/De Baets Street alternative is not suitable as a truck route. Increased truck traffic would be a detriment to the local companies located in this industrial park. Access to their properties would be would be greatly restricted by this increase in traffic on their streets. The emissions would also increase, as trucks would be required to stop and start much more frequently. The proposed route through the industrial park is not designed as a truck route or a thoroughfare.

While the CN Intermodal Terminal has only been at this location a short time, I would like to remind this committee that Plessis Road has been a truck route for decades. It makes one wonder how the approval of the move to this location of the CN Intermodal Terminal was granted. Certainly the City and CN would have conducted appropriate due diligence when the re-location was planned. Surely an increase of truck traffic would not have been a surprise to anyone. In fact, this should have been included as part of the "Development Application" as required by "The Development Procedures By-Law No. 5893/92" due to the change in the use or intensity of use of a building or land. We were unable to locate this application and the details that it should have contained. Was an application submitted?

Have we forgotten that CN Express was located at this same location many years ago? Truck traffic generated by that facility utilized Plessis Road and was extremely heavy back then too.

.../2

The City and CN are responsible for the relocation of the Intermodal Terminal. During their deliberations, the MTA was never consulted. But now the onus is being placed on the trucking companies to fix and pay for their mistakes. Why should the trucking companies pay extra costs as a result of increased operating costs to patch this perceived problem? Who is going to reimburse those companies for these expenses? In fact, one MTA carrier member purchased property on Dugald Road just east of Plessis Road due to the proximity to the CN Intermodal Facility. They certainly would not have done so if Plessis Road were not to be a truck route or even if there had been any indication that Plessis Road would be discontinued as a truck route.

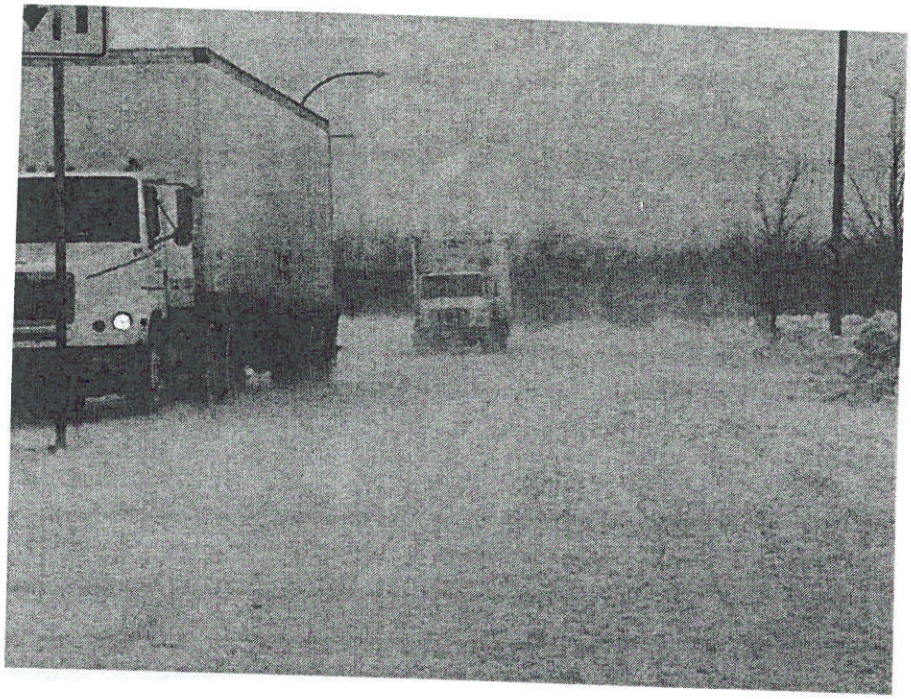
Plessis Road is a truck route as defined in by-law 1573/77 section 40 and per schedule 1. This by-law states that truck routes listed in schedule 1 "shall remain open as Truck Routes, Monday to Sunday, both days inclusive, at all times." It must be noted that Plessis Road also meets the criteria set out for truck routes by the City in its by-laws.

Truck routes in residential areas are not unusual in Winnipeg. Just look at Kenaston Blvd, Pandora Avenue, Grassie Blvd or Springfield Road to name a few. These residents have the same issues as the residents of Plessis Road. In fact, many homes on truck routes are located much closer to the street than those on Plessis Road. What will the City do? Stop trucks from running on all truck routes that have homes on them? We certainly hope not.

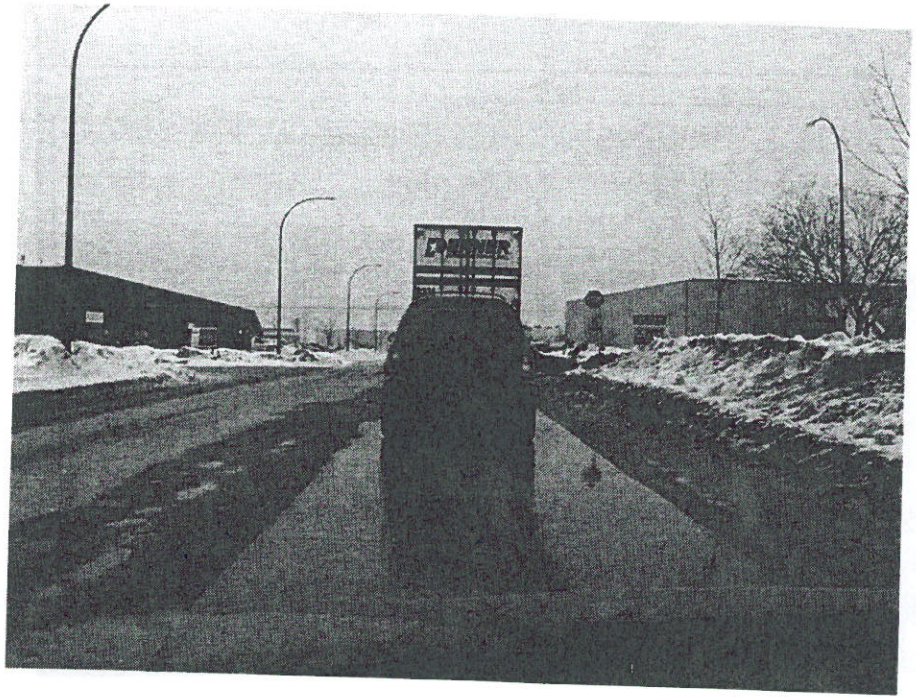
The WIT has other recommendations in their report of increased signage and reduced speed limits. We are supportive of these but we do not support changing Plessis Road from a truck route or diverting truck traffic through the St Boniface Industrial Park. In fact, we urge the City to continue to enforce all traffic laws and noise by-laws. We would support the City and the residents to work with our member companies that utilize the CN facility to remind them of the speed limits and noise restrictions.

The MTA urges this committee to say no to any truck route changes.

Camiel Sys is not a Truck Route



These trucks are travelling eastbound on Camiel Sys Street to Plessis Road. This route is not a truck route and is certainly not truck friendly. Below a truck waits minutes to turn north (right) onto De Baets Street.



De Baets Traffic Lights Cause Traffic Congestion



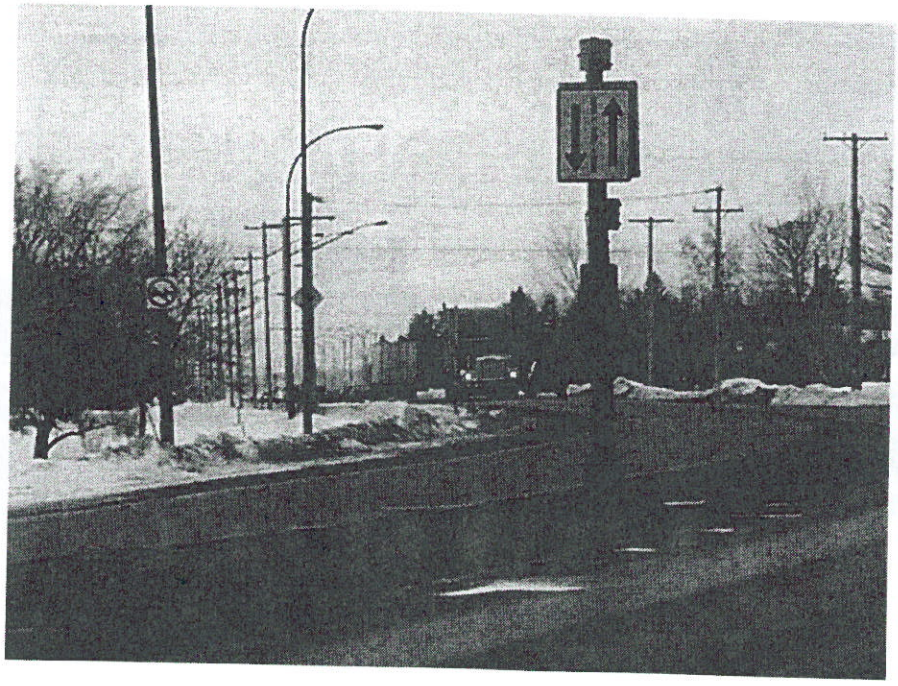
This truck above is attempting to turn west on Dugald Road. Only one truck per light cycle was able to proceed. Traffic is quite heavy at this intersection. Different view of the same intersection below.



Plessis Road has been a truck route for decades.



Traffic on Plessis Road just south of Dugald Road. It is a major north-south route for trucks. The next north-south route to the west is Lagimodiere Blvd. Please refer to the map enclosed and you will see the extra distance this represents.



Many other truck routes have heavy traffic and residential homes. Kenaston Blvd is one example as illustrated below.





Attachment 2

MANITOBA TRUCKING ASSOCIATION

WINNIPEG INTERMODAL TERMINAL

OPPOSITION TO TRUCK ROUTE CHANGES

Presentation to the Standing Policy Committee on Public Works

May 4, 2004

WINNIPEG INTERMODAL TERMINAL

OPPOSITION TO TRUCK ROUTE CHANGES

BACKGROUND

Under the City of Winnipeg By-laws, a truck route is determined based on the following criteria [The City of Winnipeg Streets and Transportation Department, "Traffic Management Policy 11 on Designation of Truck Routes", January, 1990]:

- A Regional Street providing a reasonably direct and continuous route connecting the Central Business District with Provincial Trunk Highways or important Provincial Roads outside the city limits.

- A Regional Street providing a reasonably direct and continuous route connecting the Central Business District with one of more suburban communities.

- A Regional Street connecting two or more communities or two or more other Regional Streets.

- A Regional Street providing a crossing of the Red or Assiniboine Rivers or a grade separation of a major railway barrier.

- A street or section of street that provides for trucking movements within an industrial park or other industrial/commercial area.

- A street or section of street adjacent to an industrial park or other industrial/commercial are that if designated as a Truck Route would make unlawful the use of residential streets adjacent thereto by trucks

Under the guidelines provided by the City of Winnipeg, Plessis Road satisfies the majority of these criteria, which supports the fact that it is a Full-Time Truck Route and should remain so.

In all quadrants of the City, a significant number of the other truck routes have residential properties adjacent to them (e.g. Concordia, Dunkirk Drive, Grant, Hespeller, Johnson, Kenaston, McGregor, Mountain, Munroe, Nairn, Ness, Osborne, Pandora, Pembina, Regent, Roblin, Saskatchewan, Shaftsbury, Springfield, St. Anne's, St. Mary's, Sturgeon, Taylor, University Cres.) Would it make any sense for the City to ban trucks from these and the rest of the truck routes that have residences adjacent to them? Consider the precedent that you would be setting with this truck route change. Any residential group from an existing truck route will be able to argue the same issues and demand the same result.

In must be recognized that Plessis Road was a full time truck route before most of the residents adjacent to this street were even built. Many of the current residences have been built within recent years. It has been indicated that the reason for the proposed change to this truck route is on the basis of safety. If this is the case, why did the City allow construction of residences along this truck route and directly adjacent to an industrial park in the first place? What rationale can the City provide for allowing this? Certainly it must have realized that eventually there would be a conflict between the residents and the businesses? Does the City conduct any planning or research is such circumstances? What evidence can the City provide regarding the planning and research that was conducted prior to permitting the construction of these residents?

The records show that Councillor Wyatt requested a traffic Study on December 3, 2002 as he and the residents of this area were concerned that there would be an increase in traffic due to the relocation of WIT. The motion was carried on December 3, 2002 but the traffic study was not done until March 2003. In fact, Councillor Lubosch moved at the January 13 committee meeting that the traffic study be expanded to include a subsequent study measuring truck impact after the relocation of the WIT. Why didn't this committee do proper due diligence prior to the relocation of the WIT. Shouldn't this committee have ordered proper reports to ensure that the fears of the residents were unfounded?

The trucking companies that utilize this and other truck routes in Winnipeg provide the services the citizens of Winnipeg demand, while at the same time they are also contributors to the City of Winnipeg. These companies pay Winnipeg taxes, purchase goods in Winnipeg, and employ Winnipeg residents, who in turn contribute to Winnipeg's well being. They are corporate citizens of Winnipeg and should be treated with the same consideration and respect as all other Winnipeg taxpayers and voters.

Winnipeg puts itself forward as a multi-modal transportation hub. Clearly the proposal to restrict truck traffic from Plessis Road is just another clear sign from the City of Winnipeg that it does not want to be a transportation hub. Rather it would stifle the trucking industry, confront it with unnecessary operating costs, and send it a clear message that Winnipeg does not want truck traffic within its boundaries and is not supportive of being a multi-modal transportation hub.

"Plan Winnipeg 2020 Vision" recognizes a requirement for responsible government. It includes a commitment to the reduction of greenhouse gas emissions. Adding additional distances for hundreds of trucks every day will certainly increase greenhouse gas emissions in Winnipeg. Shouldn't this committee be working towards meeting our environmental goals? This same document stated that the City will support inter-modal transportation strategy. Closing truck routes does not support inter-modal transportation. The transportation sector requires the support of the City in order to increase economic development.

In the Director of Public Works Report dated August 30, 2002, it is stated, *"CN has indicated that the majority of truck traffic will utilize Fermor Avenue (Trans-Canada Highway) to access Plessis Road and the relocated WIT. Therefore the impact on the residential area of Plessis Road north of Camiel Sys Street will be minimal."* It would appear that the City's determination of the impact on the

flow of truck traffic as a result of this relocation was based on this one fact. This could be likened to the fox in the chicken coop telling the farmer everything is "A" OK. There is no apparent documentation or evidence to determine how CN arrived at their conclusion. Logic should dictate that traffic coming to and from a location in the southeastern quadrant of Winnipeg would, in all likelihood, tend to flow north and west. When one considers where the industrial parks are in Winnipeg, it becomes that much more evident. While the City of Winnipeg relied on CN for this critical information, the trucking industry, including trucking companies and the Manitoba Trucking Association were not consulted nor asked to provide their input. Today we have an issue and we wonder why? But there is a thought that there is a quick and simple fix to the problem by resolving it on the back of the trucking industry.

The City's decision to support the relocate of WIT to Plessis Road was also based on the rationale that *"the relocated WIT is zoned for heavy industrial use (M3) and is designated industrial in Plan Winnipeg"*, and that, *"Significant benefits to the City of Winnipeg will result with the relocation of the Winnipeg Intermodal Terminal from Kenaston Boulevard to Plessis Road." (Report from the Director of Public Works, K.A. Rosin 2002/08/30)*

PROCESS

The trucking industry was never consulted or requested to provide its input during any "investigation" or due process prior to the re-location.

There was a WIT Working Group meeting held on February 9, 2004, which could not be described as a transparent and thorough public consultation, but could be best described as a kangaroo court. Each resident present (14 of them) represented one vote each, while the trucking industry, in its entirety, had but one vote. During these meeting there were eleven motions moved by one individual, MLA Bdhu Jha, and not one motion moved by a single local resident. Based on the speed at which the motions were moved, seconded and carried, one could quickly arrive at the conclusion that all motions adopted were pre-rehearsed and prepared prior to the meeting. To an observer to the process, this meeting can only be viewed as a pre-orchestrated and poorly veiled attempt to provide evidence of a consultation between residents and the trucking industry. In reality it was anything else but that.

The City did not conduct any research to determine the impact of the relocation of the WIT on truck traffic. In fact, the City based its determination of the impact solely on a statement from CN and in turn, according to the records available, CN has not provided any documentation or evidence as to how it arrived at its conclusion.

If in fact the City actually had conducted any research on this street prior to the re-location it could have consulted with the trucking industry, which would have provided better insight into the potential impact on truck traffic. Considering the trucking industry is directly impacted by any traffic decisions related to the location of WIT we were flabbergasted when we were not consulted on this matter.

During a meeting on October 16, 2003 there were undertakings on the part of CN regarding the development and use of Mazenod Road as an Alternative Access, and the verification of

their data on what percentage of trucks use Plessis north to Dugald Road vs. Plessis Road south to Fermor Avenue to access WIT. To date it would appear that CN has not provided any further information on these undertakings. In consideration that the existing truck traffic is the primary focus of this issue, and the City's decision to support the WIT relocation was based, in part, on CN's indication to the City that "*the majority of truck traffic will utilize Fermor Avenue (Trans-Canada Highway) to access Plessis Road and the relocated WIT*", one would think that the verification and validation of this information should be of paramount importance. Or were these undertakings just window dressing?

The City and CN must publicly recognize that in their zeal to resolve the issue of traffic congestion on Kenaston Blvd due to the CN railway crossing at Kenaston and Wilks, they have only created another problem on Plessis Road. Now there is an attempt to foist the blame for the problem on the trucking industry, while CN sits quietly by, watching this all unravel.

The Standing Committee on Public Works has proposed that with a mere stroke of a pen Camiel Sys Street, DeBaets Street, Beghin Avenue can become full time truck routes. This route has speed restrictions as low as 20kph, is currently not a designated truck route, is not a regional street and cannot be considered a major thoroughfare. What criteria were used to determine that these streets meet the City's criteria to become a truck route? If these streets do meet the criteria, why were these streets not designated as a truck route previously? Does the criteria to determine a truck only apply when the City feels it is appropriate to apply, or does this criteria apply in all instances?

No consideration has been given to the impact to the trucking industry as a result of this proposed change. While the City has clearly focused and repeatedly commented on its cost impact and cost savings, it has given no consideration to the cost impact to the trucking industry. In fact, some members of the Standing Policy Committee on Public Works reportedly even questioned why the trucking industry was always concerned about cost. It is almost as if the City has the sole right to be concerned about cost, but it is wrong for business to be concerned about cost. While the City is anticipating an approximate $1 million cost reduction due to the re-location of WIT, the proposed change will cause the trucking industry to incur additional costs of at least $400,000 per year. Over a five-year period this will result in approximately a $2 million impact to the trucking industry.

SAFETY

The only safety concern indicated in the "Report of the Executive Policy Committee dated September 18, 2002", was in regards to the elimination of truck activity entering and exiting the Kenaston site. There is no indication of safety concerns regarding the residential properties adjacent to Kenaston Boulevard. However, there were numerous references to costs relative to the City of Winnipeg.

The only concern indicated in the "Executive Policy committee September 18, 2002

Disposition of Items", was in regards to reducing truck activity on Kenaston Boulevard, reduce train activity and vehicular delay. No residential safety concerns were indicated. However within this report were continual references to costs relative to the City of Winnipeg.

It has been suggested that Plessis Road is a safety issue. If this is the case then why was Kenaston not a safety issue? Plessis Road has approximately 20 residences adjacent to it. Kenaston has hundreds. The suggestion that Plessis Road is a safety issue, while this was not a documented rationale for the relocation of WIT from its Kenaston site to its current site, can only be viewed as a red herring.

While some Councillors voted in favour of the WIT re-location, some of these same councillors are now in apparent agreement that the situation is a safety issue? If the appropriate research and investigation was conducted, how can this be?

The MTA has been advised that the City Councillor for the area advised a business owner that Plessis Road would remain a truck route and property was purchased as a result of that assurance. Had this Councillor raised any concerns this company would not have purchased property where he did.

During the Public Works Committee meeting on March 9, 2004 there were comments made suggesting that the trucking industry is always worried about cost. We ask if there is something wrong with businesses being concerned about costs? After all, what business, household or individual is not worried about cost? In fact throughout this whole process on the relocation of WIT the one common and constant issue with the City of Winnipeg, The Standing Policy Committee on Public Works, EPC and Council was cost. The City actually based its decision on the relocation on the fact that it will result in a cost savings of $600,000 in 1994 dollars. If there were comments and possible concerns about the trucking industry's concerns for cost increases, is the City ashamed of the fact that they will save money as a result of this relocation?

We are not aware that the City of Winnipeg has provided any statistics or evidence to validate the perceived safety concern. What statistics can the City provide to validate this perceived notion of a safety issue? What number of reportable traffic accidents involving heavy trucks has occurred along this particular portion of Plessis Road in the last five years? How do these statistics compare to similar statistics on other truck routes with similar truck traffic volumes in Winnipeg? If these statistics are not available, what rationale has been used to make the allegation that there is a safety issue?

The trucking industry is a safe industry. As a group, truck drivers and commercial trucks are the safest drivers and vehicles on our roadways. According to the Manitoba Department of Highways, commercial trucks represent 3.1% of all vehicles registered in Manitoba and commercial vehicles are involved in only 2.1% of all collisions. Moreover, analysis of the causes of truck-car collisions shows that the truck driver was driving properly, in other words not at fault, in the vast majority of collisions involving trucks. Our industry recognizes that safety is good business and while it exhibits an enviable safety performance, it is seeking further improvements and is currently working with government regulators and safety experts on numerous important initiatives.

We know that while conducting our business, we are continually interacting with other motorists, cyclists, pedestrians and residents. Therefore, safety is critical. Driver orientation, which generally includes many topics related to safety and safe operations, is commonplace within our industry for new drivers and employees. As well, many companies employ various safety awareness programs and training on a continuous basis throughout the year. We also recognize safe operators. Many companies have award or recognition programs for safe drivers. Annually our industry, through the Manitoba Trucking Association, recognizes twelve drivers of the month and a driver of the year. The selection criteria are based largely on their safety performance. We are proud of the fact that we are never at a loss for recipients, and in fact many of our recipients individually have accumulated millions of collision free miles.

OPTICS

CN received a minimum of $200,000 in tax credits from the City to move from one of their owned locations to another owned location.

CN may possibly have received or may receive further financial support or relief from the Province of Manitoba.

The City of Winnipeg saved $600,000 in 1994 dollars (approx. $1 mil in today's dollars) in construction costs of the Kenaston overpass as a result.

CN has an opportunity to sell its Kenaston site at a profit, as it is a prime commercial/industrial site.

Part of the traffic and perceived truck problem is foisted from Kenaston Boulevard to Plessis Road.

The City of Winnipeg and the residents of Plessis Road expect the trucking industry to resolve the problem by incurring additional and on-going expenses.

CN operates its own trucks to move containers to and from WIT, yet CN has not indicated that it will direct any or all of its own trucks to access WIT via Trans-Canada Highway (Fermor Avenue) only.

Instead of dealing with the cause of the problem there is an attempt to address the symptom.

TRUCKING INDUSTRY

The truck transportation industry spends approximately $2.25 billion annually in Manitoba of which approximately 50% is wages and benefits.

Winnipeg-based truck transportation companies generate the majority of activity and expenditures.

The value of urban trucking has been estimated at $500 to $1,000 per capita.

Winnipeg presents itself as a transportation hub. To place regressive restrictions on truck traffic within the City is contrary to this stated position. Rather, the City should be supporting, maintaining, enhancing and developing the existing and future infrastructure needs.

Our city is attempting to attract businesses and services to locate here. Such regressive policies or by-law amendments, which restricts the movement of commercial goods will not attract new businesses but rather discourage them.

We recognize that there is a desire from some quarters within our city to reduce, eliminate or prevent truck movements within our city. It has been seen as desirable by some residents or businesses to re-route or detour truck traffic from their streets and neighbourhoods. Yet at the same time, the citizens and businesses of Winnipeg want and need the services and products that trucks provide. The reality of the situation is that within the City of Winnipeg industrial, commercial, business and residential areas have not always been developed in isolation from one-another. Throughout all quadrants of our city there are mixtures of these area types. To provide the demanded services and products, truck transportation must have reasonable, economical and safe access to all areas within our city.

The study, Profile of Urban Goods Movement in Winnipeg, stated " . . . *the geographic scope of the truck route network, and the general intent of the By-law to focus truck traffic operations on this network to the extent possible, is appropriate.*" Additionally, the Winnipeg Chamber of Commerce, in a past resolution presented to the City of Winnipeg, supports the principle that Winnipeg, "*at a minimum, must maintain its present system of designated truck routes.*"

The TransPlan 2010 report further states, "*The detailed information on trucking and goods movement, obtained for the first time as a result of the study* [Profile of Urban Goods Movement in Winnipeg], *demonstrates the significance of trucking to the economic viability of the Winnipeg Region and the importance of the truck route system in providing a network for moving goods effectively and safely.*"

Our industry plays a vital role in the economies of both our city and province. Additionally, a significant number of Manitoba-based trucking companies are based in Winnipeg and/or provide a service to the residents and businesses of Winnipeg. "*The total operating cost of truck movement on truck routes in Winnipeg in 1995 is estimated as a minimum total of $130.7 million to a maximum total of $259.7 million.*" [Profile of Urban Goods Movement in Winnipeg]. Any increase in truck transportation operating costs through inefficiencies in the truck route network will have a negative impact on the shipping community, businesses overall and the residents of Winnipeg, as these increased costs must and will be passed on to the shipping community and ultimately the businesses and residents of Winnipeg.

Attachment 3

MANITOBA TRUCKING ASSOCIATION

WINNIPEG INTERMODAL TERMINAL

OPPOSITION TO TRUCK ROUTE CHANGES

Presentation to Executive Policy Committee

May 12, 2004

EXECUTIVE SUMMARY

The Manitoba Trucking Association (MTA) feels the process has been flawed from the outset. Our industry has not been involved in any meaningful consultation during the whole process of relocating the Winnipeg Intermodal Terminal (WIT) that has spanned approximately 2 years.

The February 8, 2004 WIT Working Group meeting of CN representatives, Councillor Wyatt, MLA Bidhu Jha, residents from the area, and a representative from the MTA was nothing more than window dressing and tokenism. In fact, the meeting appeared orchestrated with every motion prepared in advance and moved by MLA Jha, who does not even live in this area.

At the Standing Policy Committee (SPC) on Public Works meeting on May 4, Councillor Wyatt, chair of the WIT Working Group, and the residents' delegation were in possession of a City of Winnipeg Administration Report dated May 4, 2004, that had not been distributed to the MTA as part of the WIT Working Group. In fact, a copy of this report has not been received from Councillor Wyatt to date.

In spite of the fact that the Chair of the Standing Policy Committee on Public Works, twice recommended that the businesses within the St. Boniface Industrial Park that will be impacted by the proposed change be contacted and consulted, to this date, they have not been contacted by Councillor Wyatt or MLA Bidhu Jha, the representatives for this area.

EPC and City Council approved the re-location of the WIT after it had reviewed and deliberated this matter, knowing full well that Plessis Road has been a truck route for decades and there were residences adjacent to it.

Many of the residents have purchased their property in the last number of years. When their property was purchased they had to know that their property was adjacent to a truck route and backing onto an industrial park. No doubt the purchase value of the property would have been reflected by these facts.

In spite of suggestions heard at previous meetings, the resident's group represents residents that reside on Plessis Road; they do not represent the residents of eastern Winnipeg.

We have been told that there is a safety issue on Plessis Road. What has made this perceived safety issue? Councillor Wyatt and the residents group have suggested that there is an issue with truck traffic. However one must recognize what percentage of the total volumes of traffic on this road is actually semi-truck traffic.

Councillor Wyatt at a previous SPC on Public Works meeting repeatedly referred to the truck traffic change on Plessis Road going from 6 trucks per day to 600 per day. In fact there were 483 trucks of all types in a twelve-hour period on that road prior to WIT and 571 after WIT. During this same meeting Councillor Wyatt also failed to mention that there are also approximately 6200 automobiles on that road during the same period of time and that the semi trailers only represent 4-5% of the total traffic on that road.

The specific statistics according to the City's report are:

NORTH OF WIT – SOUTH OF DUGALD

	Before WIT	% of TTL	After WIT	% of TTL	Change In #'s By %	Change In #'s By Count
Automobiles	6233	93%	6154	92%	-1	-79
Trucks (incl. Semis)	483	07%	571	08%	+1	+88
Semis	262	04%	315	05%	+1	+53
Total Vehicles	6716	100%	6725	100%		+9

SOUTH OF WIT – FERMOR AVENUE

	Before WIT	% of TTL	After WIT	% of TTL	Change In #'s By %	Change In #'s By Count
Automobiles	8627	97%	9732	91%	+6	+1105
Trucks (incl. Semis)	286	3%	925	09%	+6	+639
Semis	82	1%	509	05%	+4	+417
Total Vehicles	8913	100%	10657	100%		

In spite of these statistics Councillor Wyatt, MLA Bidhu Jha, and the residents have attempted to paint a different picture and have also failed to provide any quantitative evidence of safety issues regarding this truck traffic. They would have everybody believe that semi-trucks have taken over this roadway when that is anything but the truth. This is a fact substantiated by the City's statistics. It is our view that their presentations to date have been based on emotions, speculations, unsubstantiated assumptions and in some cases unsubstantiated allegations.

The residents have stated they have safety concerns, yet we have not been provided with any evidence that they have taken any steps on their own properties to mitigate or minimize any of these perceived safety risks. As an example, there was a stated concern regarding the traffic on Plessis, yet we have not been advised of any residents that have erected a fence in an effort to ensure their children do not wander off their property.

In their previous presentations MLA Jha and Councillor Wyatt have indicated that safety out-weights cost, yet neither have been prepared to offer or provide provincial or city dollars to help address this issue. However it would appear that it is totally acceptable in their eyes for industry to bear the costs as a result of any changes.

In consideration that the semi-truck traffic is only 5% of the total traffic on this portion of road, we cannot accept the suggestion that these vehicles are the sole cause of any safety issues, real or perceived. As stated previously, semi-trucks are only 5% of the traffic on this roadway, while automobiles are 92% of the traffic.

In an effort to address the resident's concerns the City of Winnipeg has (or will shortly) reduce the speed limit on this section of roadway to 50 kph and has posted or will be posting "Children-At-Play" signs.

Councillor Wyatt has previously stated that a reasonable compromise would be to have the trucks re-routed. His proposed "reasonable solution" places all costs and demands on the trucking industry while CN, the City of Winnipeg and the residents would have no such demands or additional costs placed on them. In fact, CN received from the City forgiven property taxes of over $200,000 and received paid street improvements at their new WIT site.

It has been suggested that there is a problem on this road due to traffic and the "reasonable compromise" would eliminate all truck traffic from this portion of Plessis Road. While truck traffic is only 8% of the total traffic on this road, the remaining 92% or more than 6,100 automobiles per twelve hour period will still be operating on this road. How can a suggestion to remove 8% of the traffic be considered as a "reasonable compromise" when 92% of the traffic on that road has been ignored by Councillor Wyatt and the residents?

Through these various presentations CN has been noticeably absent, yet the City of Winnipeg based its decision on traffic impacts solely on the statement from CN and in turn, according to the records available, CN has not provided any documentation or evidence as to how it arrived at its conclusion. Why has this not been pursued?

The MTA was advised that Councillor Wyatt had advised a business owner that there was no move to change truck routes and property was purchased, at significant cost, as a result of that assurance. As the property purchase decision was based on the existing truck routes, had Councillor Wyatt raised **any** concerns this company would not have purchased property where it did.

CN operates its own trucks to move containers to and from WIT. In spite of the concerns voiced by the residents and Councillor Wyatt, CN has not indicated that it will direct any or all of its trucks to access WIT via Trans-Canada Highway only. In fact as late as last week their trucks were observed operating on Plessis south of Dugald Road.

In the spirit of reasonable compromise and in an effort to reduce risk of entering and exiting properties, we recommend the City of Winnipeg allow only right hand turns on the section of Plessis where residences are adjacent. This will further mitigate any potential risk to the local residents and road users.

Alternately the residents and the City should consider the development of an access road to minimize the access to this section of the roadway as further risk mitigation.

In spite of the City's existing policy on criteria for determining and establishing truck routes, the Standing Policy Committee on Public Works has proposed that a portion of Plessis Road be deleted from the truck route system. Additionally, this committee has proposed, in spite of that same policy, that a truck route be added to the system, regardless of whether or not it meets the established criteria. Through its proposals this committee has thrown aside the City's policy and criteria on determining truck routes. If this is allowed to pass then the City's policy and criteria on truck routes will become meaningless.

Winnipeg was once the distribution center for Western Canada. Today Calgary has become this centre. If the City of Winnipeg cannot provide assurances to businesses that its policies are those that are thoughtful, meaningful and consistently abided by, what assurance do these same businesses have that anything is secure in Winnipeg. Business decisions cannot be made based on City policies that are not meaningful or consistently applied.

To accept the recommendations of the Standing Policy Committee on Public Works relative to this matter will send the wrong message to businesses. If the City cannot stand by its policies or chooses to make exceptions to its policies then these policies will be meaningless. In fact they will no longer be policies.

In the past the Executive Policy Committee and City Council have shown leadership on issues of urban freight movement and its many related issues. The City has consistently respected and abided by its own policies. We hope we will be able to say the same about the outcome of this specific issue.

WINNIPEG INTERMODAL TERMINAL

OPPOSITION TO TRUCK ROUTE CHANGES

BACKGROUND

Under the City of Winnipeg By-laws, a truck route is determined based on the following criteria [The City of Winnipeg Streets and Transportation Department, "Traffic Management Policy 11 on Designation of Truck Routes", January, 1990]:

- A Regional Street providing a reasonably direct and continuous route connecting the Central Business District with Provincial Trunk Highways or important Provincial Roads outside the city limits.

- A Regional Street providing a reasonably direct and continuous route connecting the Central Business District with one of more suburban communities.

- A Regional Street connecting two or more communities or two or more other Regional Streets.

- A Regional Street providing a crossing of the Red or Assiniboine Rivers or a grade separation of a major railway barrier.

- A street or section of street that provides for trucking movements within an industrial park or other industrial/commercial area.

- A street or section of street adjacent to an industrial park or other industrial/commercial are that if designated as a Truck Route would make unlawful the use of residential streets adjacent thereto by trucks

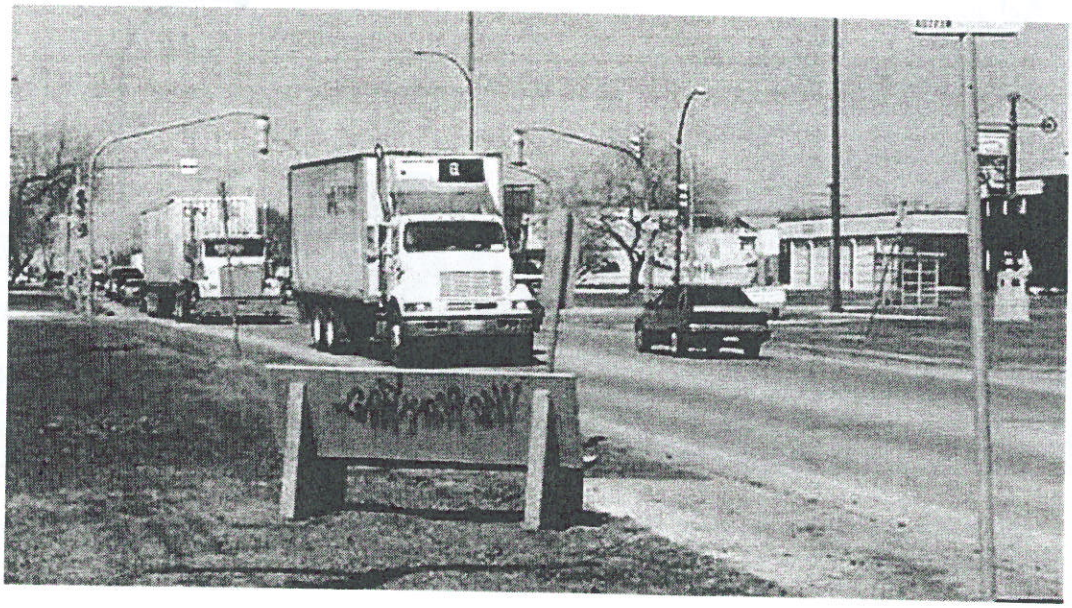
Under the guidelines provided by the City of Winnipeg, Plessis Road satisfies the majority of these criteria, which supports the fact that it is a Full-Time Truck Route and should remain so.

In all quadrants of the City, a significant number of the other truck routes have residential properties adjacent to them (e.g. Concordia, Dunkirk Drive, Grant, Hespeller, Johnson, Kenaston, McGregor, Mountain, Munroe, Nairn, Ness, Osborne, Pandora, Pembina, Regent, Roblin, Saskatchewan, Shaftsbury, Springfield, St. Anne's, St. Mary's, Sturgeon, Taylor, University Cres.) Would it make any sense for the City to ban trucks from these and the rest of the truck routes that have residences adjacent to them? Consider the precedent that you would be setting with this truck route change. Any residential group from an existing truck route will be able to argue the same issues and demand the same result.

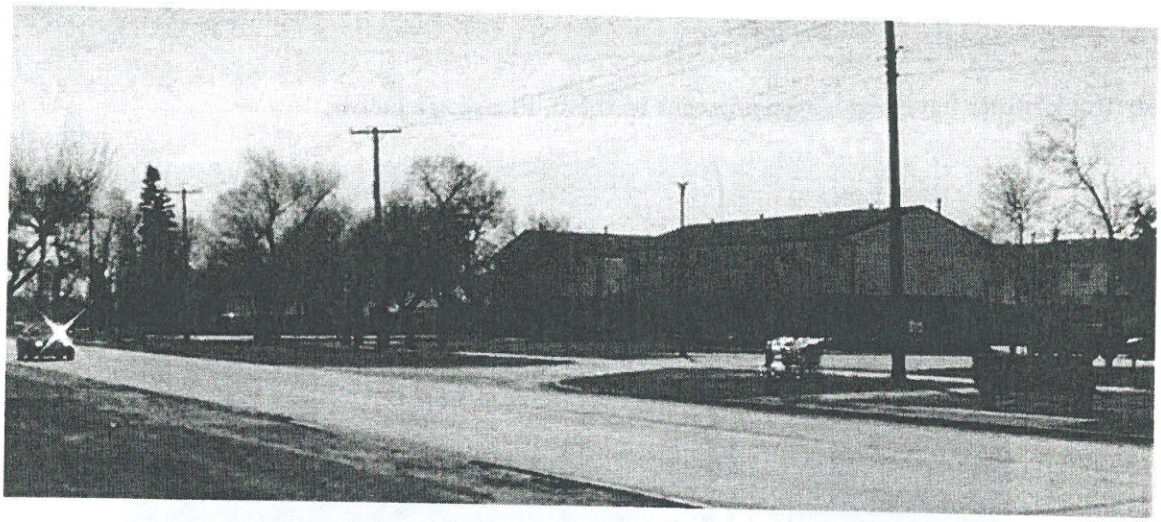
Many truck routes have residences adjacent to them. Please see below.



The photo above shows Plessis Road south of Dugald Road.



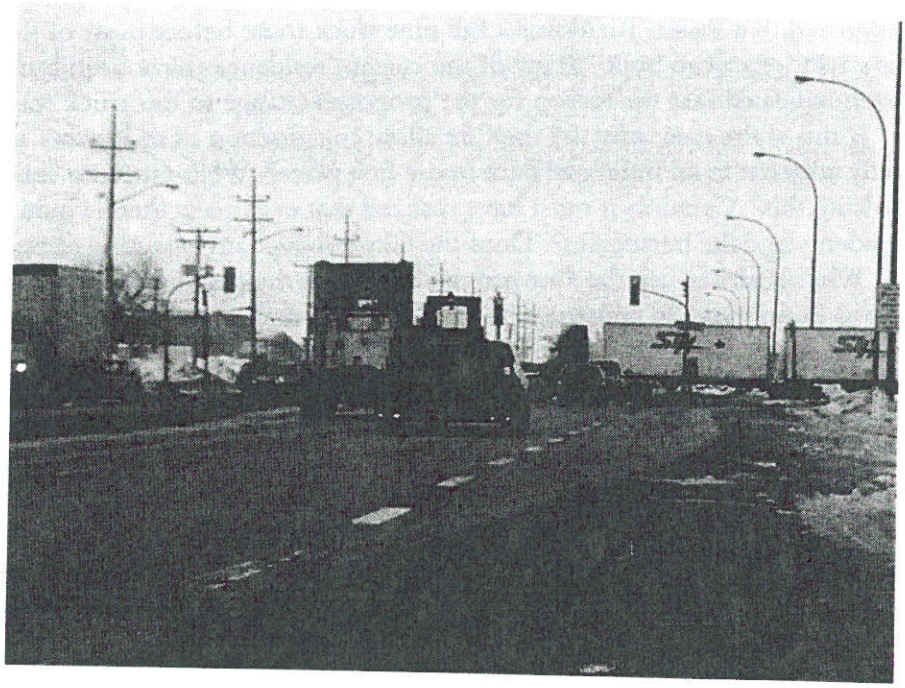
The photo above is Plessis Road north of Dugald Road. This street is also a truck route with residences adjacent along the west side of this street.



The photo above is Plessis Road north of Dugald Road. As you can see there are townhouses and apartments adjacent to this truck route. Yet this area is not perceived as a "safety" issue.



This photo above shows homes adjacent to Kenaston Blvd. You will notice that some homeowners have fenced their front yards.



The photo above is the intersection on Dugald Road eastbound at Beghin Avenue. This is an existing truck route that also has residences adjacent to it. The proposed truck route change through the St. Boniface Industrial Park will increase the truck traffic for these residences substantially.



The photo above is Pandora Avenue just east of Plessis Road. This is also a truck route. Again you will notice that many residents have erected fences in their front yards.

In must be recognized that Plessis Road was a full time truck route before most of the residents adjacent to this street were even built. Many of the current residences have been built within recent years. It has been indicated that the reason for the proposed change to this truck route is on the basis of safety. If this is the case, why did the City allow construction of residences along this truck route and directly adjacent to an industrial park in the first place? What rationale can the City provide for allowing this? Certainly it must have realized that eventually there would be a conflict between the residents and the businesses? Does the City conduct any planning or research is such circumstances? What evidence can the City provide regarding the planning and research that was conducted prior to permitting the construction of these residents?

The records show that Councillor Wyatt requested a traffic Study on December 3, 2002 as he and the residents of this area were concerned that there would be an increase in traffic due to the relocation of WIT. The motion was carried on December 3, 2002 but the traffic study was not done until March 2003. In fact, Councillor Lubosch moved at the January 13 committee meeting that the traffic study be expanded to include a subsequent study measuring truck impact after the relocation of the WIT. Why didn't this committee do proper due diligence prior to the relocation of the WIT? Shouldn't this committee have ordered proper reports to ensure that the fears of the residents were unfounded?

The trucking companies that utilize this and other truck routes in Winnipeg provide the services the citizens of Winnipeg demand, while at the same time they are also contributors to the City of Winnipeg. These companies pay Winnipeg taxes, purchase goods in Winnipeg, and employ Winnipeg residents, who in turn contribute to Winnipeg's well being. They are corporate citizens of Winnipeg and should be treated with the same consideration and respect as all other Winnipeg taxpayers and voters.

Winnipeg puts itself forward as a multi-modal transportation hub. Clearly the proposal to restrict truck traffic from Plessis Road is just another clear sign from the City of Winnipeg that it does not want to be a transportation hub. Rather it would stifle the trucking industry, confront it with unnecessary operating costs, and send it a clear message that Winnipeg does not want truck traffic within its boundaries and is not supportive of being a multi-modal transportation hub.

"Plan Winnipeg 2020 Vision" recognizes a requirement for responsible government. It includes a commitment to the reduction of greenhouse gas emissions. Adding additional distances for hundreds of trucks every day will certainly increase greenhouse gas emissions in Winnipeg. Shouldn't this committee be working towards meeting our environmental goals? This same document stated that the City would support inter-modal transportation strategy. Closing truck routes does not support inter-modal transportation. The transportation sector requires the support of the City in order to increase economic development.

In the Director of Public Works Report dated August 30, 2002, it is stated, *"CN has indicated that the majority of truck traffic will utilize Fermor Avenue (Trans-Canada Highway) to access Plessis Road and the relocated WIT. Therefore the impact on the residential area of Plessis Road north of Camiel Sys Street will be minimal."* It would appear that the City's determination of the impact on the flow of truck traffic as a result of this relocation was based on this one fact. This could be likened to the fox in the chicken coop telling the farmer everything is "A" OK. There is no apparent documentation or evidence to

determine how CN arrived at their conclusion. Logic should dictate that traffic coming to and from a location in the southeastern quadrant of Winnipeg would, in all likelihood, tend to flow north and west. When one considers where the industrial parks are in Winnipeg, it becomes that much more evident. While the City of Winnipeg relied on CN for this critical information, the trucking industry, including trucking companies and the Manitoba Trucking Association were not consulted nor asked to provide their input. Today we have an issue and we wonder why? But there is a thought that there is a quick and simple fix to the problem by resolving it on the back of the trucking industry.

The City's decision to support the relocate of WIT to Plessis Road was also based on the rationale that *"the relocated WIT is zoned for heavy industrial use (M3) and is designated industrial in Plan Winnipeg"*, and that, *"Significant benefits to the City of Winnipeg will result with the relocation of the Winnipeg Intermodal Terminal from Kenaston Boulevard to Plessis Road." (Report from the Director of Public Works, K.A. Rosin 2002/08/30)*

PROCESS

The trucking industry was never consulted or requested to provide its input during any "investigation" or due process prior to the re-location.

There was a WIT Working Group meeting held on February 9, 2004, which could not be described as a transparent and thorough public consultation, but could be best described as a kangaroo court. Each resident present (14 of them) represented one vote each, while the trucking industry, in its entirety, had but one vote. During these meeting there were eleven motions moved by one individual, MLA Bdhu Jha, and not one motion moved by a single local resident. Based on the speed at which the motions were moved, seconded and carried, one could quickly arrive at the conclusion that all motions adopted were pre-rehearsed and prepared prior to the meeting. To an observer to the process, this meeting can only be viewed as a pre-orchestrated and poorly veiled attempt to provide evidence of a consultation between residents and the trucking industry. In reality it was anything else but that.

The City did not conduct any research to determine the impact of the relocation of the WIT on truck traffic. In fact, the City based its determination of the impact solely on a statement from CN and in turn, according to the records available, CN has not provided any documentation or evidence as to how it arrived at its conclusion.

If in fact the City actually had conducted any research on this street prior to the re-location it could have consulted with the trucking industry, which would have provided better insight into the potential impact on truck traffic. Considering the trucking industry is directly impacted by any traffic decisions related to the location of WIT we were flabbergasted when we were not consulted on this matter.

During a meeting on October 16, 2003 there were undertakings on the part of CN regarding the development and use of Mazenod Road as an Alternative Access, and the verification of their data on what percentage of trucks use Plessis north to Dugald Road vs. Plessis Road south to Fermor Avenue to access WIT. To date it would appear that CN has not provided any further information on these undertakings. In consideration that the existing truck traffic is the primary focus of this issue, and the City's decision to support the WIT relocation was based, in part, on CN's indication to the City that "*the majority of truck traffic will utilize Fermor Avenue (Trans-Canada Highway) to access Plessis*

Road and the relocated WIT", one would think that the verification and validation of this information should be of paramount importance. Or were these undertakings just window dressing?

The City and CN must publicly recognize that in their zeal to resolve the issue of traffic congestion on Kenaston Blvd due to the CN railway crossing at Kenaston and Wilks, they have only created another problem on Plessis Road. Now there is an attempt to foist the blame for the problem on the trucking industry, while CN sits quietly by, watching this all unravel.

The Standing Committee on Public Works has proposed that with a mere stroke of a pen Camiel Sys Street, DeBaets Street, Beghin Avenue can become full time truck routes. This route has speed restrictions as low as 20kph, is currently not a designated truck route, is not a regional street and cannot be considered a major thoroughfare. What criteria were used to determine that these streets meet the City's criteria to become a truck route? If these streets do meet the criteria, why were these streets not designated as a truck route previously? Does the criteria to determine a truck only apply when the City feels it is appropriate to apply, or does this criteria apply in all instances?

No consideration has been given to the impact to the trucking industry as a result of this proposed change. While the City has clearly focused and repeatedly commented on its cost impact and cost savings, it has given no consideration to the cost impact to the trucking industry. In fact, some members of the Standing Policy Committee on Public Works reportedly even questioned why the trucking industry was always concerned about cost. It is almost as if the City has the sole right to be concerned about cost, but it is wrong for business to be concerned about cost. While the City is anticipating an approximate $1 million cost reduction due to the re-location of WIT, the proposed change will cause the trucking industry to incur additional costs of at least $400,000 per year. Over a five-year period this will result in approximately a $2 million impact to the trucking industry.

SAFETY

The only safety concern indicated in the "Report of the Executive Policy Committee dated September 18, 2002", was in regards to the elimination of truck activity entering and exiting the Kenaston site. There is no indication of safety concerns regarding the residential properties adjacent to Kenaston Boulevard. However, there were numerous references to costs relative to the City of Winnipeg.

The only concern indicated in the "Executive Policy committee September 18, 2002 Disposition of Items", was in regards to reducing truck activity on Kenaston Boulevard, reduce train activity and vehicular delay. No residential safety concerns were indicated. However within this report were continual references to costs relative to the City of Winnipeg.

It has been suggested that Plessis Road is a safety issue. If this is the case then why was Kenaston not a safety issue? Plessis Road has approximately 20 residences adjacent to it. Kenaston has hundreds. The suggestion that Plessis Road is a safety issue, while this was not a documented rationale for the relocation of WIT from its Kenaston site to its current site, can only be viewed as a red herring.

While some Councillors voted in favour of the WIT re-location, some of these same councillors are now in apparent agreement that the situation is a safety issue? If the appropriate research and investigation was conducted, how can this be?

The MTA has been advised that the City Councillor for the area advised a business owner that there would be no changes to truck routes in the area and property was purchased as a result of that assurance. Had this Councillor raised any concerns this company would not have purchased property where he did.

During the Public Works Committee meeting on March 9, 2004 there were comments made suggesting that the trucking industry is always worried about cost. We ask if there is something wrong with businesses being concerned about costs? After all, what business, household or individual is not worried about cost? In fact throughout this whole process on the relocation of WIT the one common and constant issue with the City of Winnipeg, The Standing Policy Committee on Public Works, EPC and Council was cost. The City actually based its decision on the relocation on the fact that it will result in a cost savings of $600,000 in 1994 dollars. If there were comments and possible concerns about the trucking industry's concerns for cost increases, is the City ashamed of the fact that they will save money as a result of this relocation?

We are not aware that the City of Winnipeg has provided any statistics or evidence to validate the perceived safety concern. What statistics can the City provide to validate this perceived notion of a safety issue? What number of reportable traffic accidents involving heavy trucks has occurred along this particular portion of Plessis Road in the last five years? How do these statistics compare to similar statistics on other truck routes with similar truck traffic volumes in Winnipeg? If these statistics are not available, what rationale has been used to make the allegation that there is a safety issue?

The trucking industry is a safe industry. As a group, truck drivers and commercial trucks are the safest drivers and vehicles on our roadways. According to the Manitoba Department of Highways, commercial trucks represent 3.1% of all vehicles registered in Manitoba and commercial vehicles are involved in only 2.1% of all collisions. Moreover, analysis of the causes of truck-car collisions shows that the truck driver was driving properly, in other words not at fault, in the vast majority of collisions involving trucks. Our industry recognizes that safety is good business and while it exhibits an enviable safety performance, it is seeking further improvements and is currently working with government regulators and safety experts on numerous important initiatives.

We know that while conducting our business, we are continually interacting with other motorists, cyclists, pedestrians and residents. Therefore, safety is critical. Driver orientation, which generally includes many topics related to safety and safe operations, is commonplace within our industry for new drivers and employees. As well, many companies employ various safety awareness programs and training on a continuous basis throughout the year. We also recognize safe operators. Many companies have award or recognition programs for safe drivers. Annually our industry, through the Manitoba Trucking Association, recognizes twelve drivers of the month and a driver of the year. The selection criteria are based largely on their safety performance. We are proud of the fact that we are never at a loss for recipients, and in fact many of our recipients individually have accumulated millions of collision free miles.

OPTICS

CN received a minimum of $200,000 in tax credits from the City to move from one of their owned locations to another owned location.

CN may possibly have received or may receive further financial support or relief from the Province of Manitoba.

The City of Winnipeg saved $600,000 in 1994 dollars (approx. $1 mil in today's dollars) in construction costs of the Kenaston overpass as a result.

The property at Kenaston and Wilkes is now available for development. This site is a prime piece of property that will certainly be developed at a profit.

Part of the traffic and perceived truck problem is foisted from Kenaston Boulevard to Plessis Road.

The City of Winnipeg and the residents of Plessis Road expect the trucking industry to resolve the problem by incurring additional and on-going expenses.

CN operates its own trucks to move containers to and from WIT, yet CN has not indicated that it will direct any or all of its own trucks to access WIT via Trans-Canada Highway (Fermor Avenue) only.

Instead of dealing with the cause of the problem there is an attempt to address the symptom.

TRUCKING INDUSTRY

The truck transportation industry contributes approximately $1.18 billion annually to the Manitoba GDP, of which approximately 50% is wages and benefits.

Winnipeg-based truck transportation companies generate the majority of activity and expenditures.

The value of urban trucking has been estimated at $500 to $1,000 per capita.

Winnipeg presents itself as a transportation hub. To place regressive restrictions on truck traffic within the City is contrary to this stated position. Rather, the City should be supporting, maintaining, enhancing and developing the existing and future infrastructure needs.

Our city is attempting to attract businesses and services to locate here. Such regressive policies or by-law amendments, which restricts the movement of commercial goods will not attract new businesses but rather discourage them.

We recognize that there is a desire from some quarters within our city to reduce, eliminate or prevent truck movements within our city. It has been seen as desirable by some residents or businesses to re-

route or detour truck traffic from their streets and neighbourhoods. Yet at the same time, the citizens and businesses of Winnipeg want and need the services and products that trucks provide. The reality of the situation is that within the City of Winnipeg industrial, commercial, business and residential areas have not always been developed in isolation from one-another. Throughout all quadrants of our city there are mixtures of these area types. To provide the demanded services and products, truck transportation must have reasonable, economical and safe access to all areas within our city.

The study, Profile of Urban Goods Movement in Winnipeg, stated " . . . *the geographic scope of the truck route network, and the general intent of the By-law to focus truck traffic operations on this network to the extent possible, is appropriate.*" Additionally, the Winnipeg Chamber of Commerce, in a past resolution presented to the City of Winnipeg, supports the principle that Winnipeg, "*at a minimum, must maintain its present system of designated truck routes.*"

The TransPlan 2010 report further states, "*The detailed information on trucking and goods movement, obtained for the first time as a result of the study* [Profile of Urban Goods Movement in Winnipeg], *demonstrates the significance of trucking to the economic viability of the Winnipeg Region and the importance of the truck route system in providing a network for moving goods effectively and safely.*"

Our industry plays a vital role in the economies of both our city and province. Additionally, a significant number of Manitoba-based trucking companies are based in Winnipeg and/or provide a service to the residents and businesses of Winnipeg. "*The total operating cost of truck movement on truck routes in Winnipeg in 1995 is estimated as a minimum total of $130.7 million to a maximum total of $259.7 million.*" [Profile of Urban Goods Movement in Winnipeg]. Any increase in truck transportation operating costs through inefficiencies in the truck route network will have a negative impact on the shipping community, businesses overall and the residents of Winnipeg, as these increased costs must and will be passed on to the shipping community and ultimately the businesses and residents of Winnipeg.