



# Climate Change Action Town Hall

Hamilton, Ontario

March 3, 2011 – 1 to 5pm

Liuna Station (360 James Street North)



## FACT SHEET: MOVING GOODS & SUPPLIES

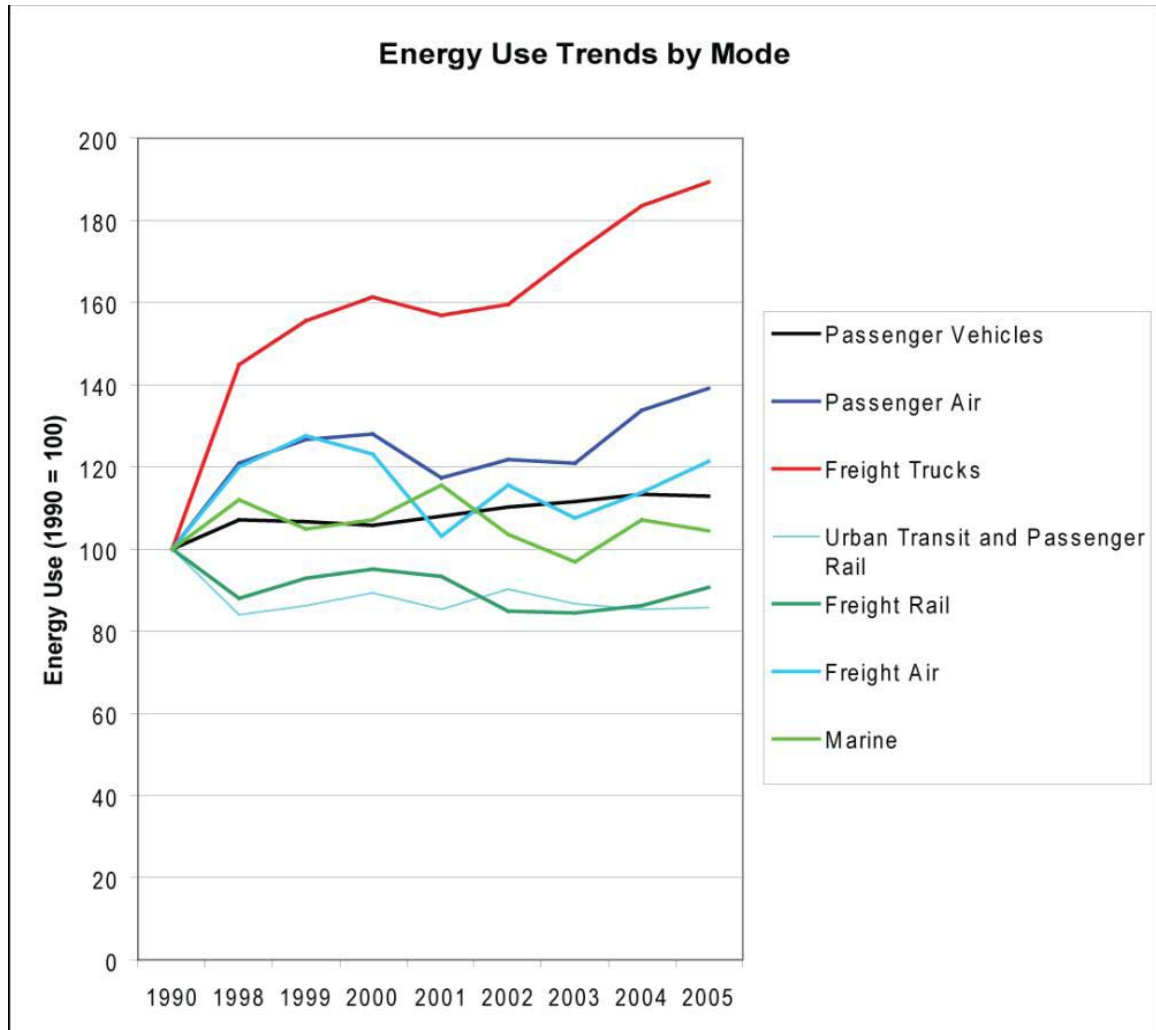
### Discussion Points

- What do you think we, as a community could do to deal with moving goods & supplies and climate change?
- What is happening in Hamilton on moving goods & supplies and climate change?
- How should we move forward and what do we need to have in place?

### Facts

- Goods movement is responsible for keeping our economy going and keeping us moving as a society - it gets us the "stuff" we want when we want it.
- The Hamilton GHG Inventory did not examine the movement of goods and supplies as rail, air and marine are considered outside the scope of traditional GHG inventories.
- Hamilton offers four modes of goods transportation - rail, road, air and port. Hamilton is proximity to the US by water, air, rail and road and a large population within a 500-mile radius.
- Businesses are employing just-in-time and other precision-based inventory management approaches that place greater and greater pressure on the goods and services transportation system; consequently regional mobility and productivity are becoming key contributors to economic development.
- Hamilton can be a Gateway City - The term "Gateway" refers to a city, or to some transport and logistics-oriented area in a city, which is particularly associated with goods movement in, out and through the area. While the definition of a gateway is typically focused on goods movement, we focus also on the movements of people and the environmental implications of all movements.
- The public perception of goods movement often summons up noisy trucks on highways; rail, marine, and other logistics activities disturbing the daily lives of people in new residential developments built near logistics hubs or transfer points; and vehicles of all sizes and descriptions stopping up local traffic and spewing diesel fuel while they load and unload their wares - even more wares in the wave of small and frequent e-commerce and just-in-time deliveries.
- In terms of tonnes of intercity goods serving the GTA and the city of Hamilton area, trucking dominates with 70% of the total tonnes. Marine and Rail are close with 15% and 14% respectively. Air has a 1% share (Hamilton Goods Movement Study, 2005).

- There is insufficient information on the many smaller and sometimes "invisible" goods movements in a city, for example, smaller trucks, taxi cabs, cycle and walking couriers. For example, 20% of the car trips in Toronto are for transporting food. There are thousands of bike and foot deliveries per day in most major cities.



- The largest percentage of energy use from freight transportation is from trucks, accounting for about 81 per cent of total freight transportation energy use in Canada and likely a much higher proportion for freight transportation in the GTHA. Energy use by trucks has increased by about 90 per cent since 1990 and truck traffic in the GTHA has been growing at a significantly greater rate than the region's population or employment (Metrolinx, 2008)
- Volatility in fuel prices on a global basis presents a threat that could alter the manner in which transportation distribution is carried out. Trends in fuel and energy prices increase transportation costs, multi-modal transportation may gain extra value as a result. Conversion to alternative fuels may be taken into consideration.