PW-A2-1

Region of Peel
Working for you

REPORT
Regional Council

DATE: January 18, 2011

REPORT TITLE: **LONG COMBINATION VEHICLE (LCV) PRELIMINARY PILOT FINDINGS AND MINISTRY OF TRANSPORTATION PLAN FOR PROGRAM CONTINUATION**

FROM: Dan Labrecque, Commissioner of Public Works

RECOMMENDATION

That Regional Council continues to support the Ministry of Transportation Ontario (MTO) program for Long Combination Vehicles (LCV) within the Region of Peel;

And further, that staff report back to Regional Council upon completion of the Ministry of Transportation's review of operations during the pilot phase of the program and have received direction from the Minister on the next stage of LCV operations;

And further, that a copy of the report of the Commissioner of Public Works, dated January 18, 2011, titled "Long Combination Vehicle (LCV) Preliminary Pilot Findings and Ministry of Transportation Plan for Program Continuation" and resolution be forwarded to the Ministry of Transportation, City of Mississauga, City of Brampton and the Town of Caledon for information.

REPORT HIGHLIGHTS

- On April 16, 2009, Premier McGuinty approved a pilot program which would permit the use of Long Combination Vehicles within the Province of Ontario.
- The pilot program commenced in the Region of Peel in August 2009 for one year.
- A request to extend the Region of Peel's participation beyond August 2010 to the scheduled winter shutdown on November 30, 2010 was approved by Regional Council on March 4, 2010 (Resolution 2010-185).
- The Region of Peel's participation beyond November 30, 2010 is appreciated by the Ministry of Transportation to complete their review of operations during the pilot phase of the program and receive direction from the Minister on the next stage of LCV operations.
- A total of 21,315 trips account for 6,696,680 Long Combination Vehicle kilometers travelled in the Province of Ontario from August 2009 to November 30, 2010.

January 18, 2011

LONG COMBINATION VEHICLE (LCV) PRELIMINARY PILOT FINDINGS AND MINISTRY OF TRANSPORTATION PLAN FOR PROGRAM CONTINUATION

DISCUSSION

1. Background

On April 16, 2009, Premier Dalton McGuinty approved the Ministry of Transportation's Long Combination Vehicle pilot program to allow a limited number (100) of commercial trucks to pull two full-sized trailers.

The pilot program, for the purpose of gathering appropriate data for assessment and evaluation, was to run for one year (August 2009 to August 2010); the trucks are not permitted to operate during peak traffic hours or in the winter months of December, January and February. A request to extend the Region of Peel's participation beyond August 2010 to the scheduled winter shutdown on November 30, 2010 was approved by Regional Council on March 4, 2010 (Resolution 2010-185).

The Region of Peel has been receiving applications from the trucking industry that to date have been based in Mississauga and Brampton. Each company applies for a permit and each commercial trucking operator has to retain an engineering consultant to conduct an engineering assessment to assess each individual route inbound and outbound from their facility. Copies of the reports are reviewed by the Ministry of Transportation, the Region of Peel and the area municipalities - City of Mississauga and City of Brampton. Each route needs to be approved by all agencies (with affected roads) and generally be within two kilometers of a highway (primary network) or the route is rejected.

All Long Combination Vehicle's must adhere to the Ontario Long Combination Vehicle Pilot Program Conditions; failure to follow these conditions would result in the permit being revoked.

2. Findings

<u>Ministry of Transportation Ontario (MTO)</u>

MTO has monitored the pilot program and has released updates on the progress of the pilot since August 2009 to November 30, 2010.

The results of the Long Combination Vehicle pilot program, as reported by Ministry of Transportation, to the end of November 2010 are:

Permits issued to-date: 78 (of 100 allotted)
Participant carriers: 39 (of 50 allotted)
Approved freeway rest/emergency stop locations: 20
- 14 service centres
- 6 commercial truck stops

Approved origin/destination locations: 37
- 2 in Cornwall
- 1 in Leeds and Grenville County
- 1 in Prescott
- 2 in Kingston
- 6 in Toronto
- 3 in Vaughan

- 11 in Mississauga
- 5 in Brampton
- 4 in Cambridge
- 1 in Lakeshore (near Windsor)
- 1 at Peace Bridge (near Fort Erie)

LCV Trips:

August 2009	336 trips	51,749 km
September 2009	1,003 trips	300,756 km
October 2009	1,309 trips	421, 843 km
November 2009	1,474 trips	475, 162 km
March 2010	1,573 trips	497, 244 km
April 2010	1,694 trips	537,377 km
May 2010	1,818 trips	561,930 km
June 2010	1,716 trips	529,919 km
July 2010	1,947 trips	607,446 km
August 2010	1,993 trips	633,438 km
September 2010	2,096 trips	655,382 km
October 2010	2,176 trips	697,656 km
November 2010	2,180 trips	696,769 km
Total	**21,315 trips**	**6,696,680 km**

Reported collisions – 1 (deemed there was no fault associated with LCV)
Reported operational incidents - 1

Reduced number of tractor-trailer trips on Ontario highways – 21,315 (each LCV replaced two tractor-trailers)
Estimated reduction in fuel consumed – 1,312,725 litres

Region of Peel

Peel Traffic Engineering has reviewed 15 LCV engineering assessments reports requesting route approval to 15 origin/destination routes on Regional roads (Appendix I). All routes were approved for LCV use.

Traffic operations staff have monitored and observed 20 LCV trips during varying time periods, including daytime and overnight hours. The Long Combination Vehicles were able to negotiate safely and efficiently through Regional intersections. No operational issues or concerns have been identified. Peel Regional Police has also indicated they have not identified any concerns.

3. Program Support

As indicated in the letter provided by the MTO (Appendix II) the Minister will be assessing the LCV program early 2011 to decide on the scale of the program when operations resume after the end of the winter shutdown period. Due to the extensive program involvement of carriers and shippers located in the Region of Peel, the Ministry of Transportation appreciates the Region of Peel's participation and cooperation for Long Combination Vehicles to continue to access origin/destination locations within the boundaries beyond the previous November 30, 2010 extension.

This is to allow the MTO to complete a review of operations during the pilot phase of the program; and to receive direction from the Minister on the next phase of LCV operations. Region of Peel and the MTO staff will further review and take into considerations all comments received by the public on LCVs.

The Ontario Trucking Association along with representatives of the manufacturing sector in Ontario strongly supports the use of LCV in Ontario. (Appendix III)

The efficient movement of goods is critically important for the economies of Peel Region and the Province of Ontario. It is an important factor in attracting and retaining a range of industries and businesses and directly impacts the competitiveness of Peel's businesses and the availability of high-quality jobs. An indicator of its economic worth is that approximately $1.5 billion worth of goods move through Peel every day on the east-west highways. Regional Council has taken an active leadership role in improving how goods are moved in Ontario, such as through support of the LCV pilot program, establishment of the Peel Goods Movement Task Force, advocacy for improvements to the provincial highway system and support for ongoing improvements to the Regional road network. The LCV program contributes to a key objective of both the Task Force and the Region: improving the efficiency of the goods movement system.

The LCV Program benefits include:

- the ability to move light, bulky freight more efficiently
- supports the Region of Peel's Goods Movement initiative
- the ability to monitor route, hours of operation and number of trucks
- improving productivity of industries and local businesses
- the significant reduction in fuel consumption and related greenhouse gas emissions
- reduced load on the road infrastructure
- opportunity to address peak traffic congestion on Regional Roads by having LCVs limited to non-peak periods
- high level of experienced drivers (minimum five years)
- imposed special equipment requirements (ex. electronic stability control)
- one LCV replaces two standard tractor-trailers
- best safety record of all classes of trucks
- limited speed (90km/h)
- ability to revoke or suspend permits for non-compliance to the Program
- LCVs place less stress on roads and bridges than the two tractor-trailers they replace.

CONCLUSION

MTO is planning to continue with the LCV program commencing March 1, 2011 and would appreciate Peel's ongoing partnership into the next stage of the LCV program.

MTO will continue to supply Regional staff with detailed information regarding the number of LCV trips and kilometers travelled per month. MTO will also continue to submit information on any operational or collision incidents.

Region of Peel staff support the Ministry of Transportation's work plan and will continue to monitor LCV operations in Peel.

LONG COMBINATION VEHICLE (LCV) PRELIMINARY PILOT FINDINGS AND MINISTRY OF TRANSPORTATION PLAN FOR PROGRAM CONTINUATION

Region of Peel staff plan to report back to Regional Council upon completion of the Ministry of Transportation review of operations during the pilot phase of the program and have received direction from the Minister in the next stage of LCV operations.

Dan Labrecque
Commissioner of Public Works

Approved for Submission:

D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Neal Smith *at extension* 7866 *or via email at* neal.smith@peelregion.ca

Authored By: Neal Smith, Project Manager / Joe Avsec, Manager of Traffic Engineering

c. Legislative Services

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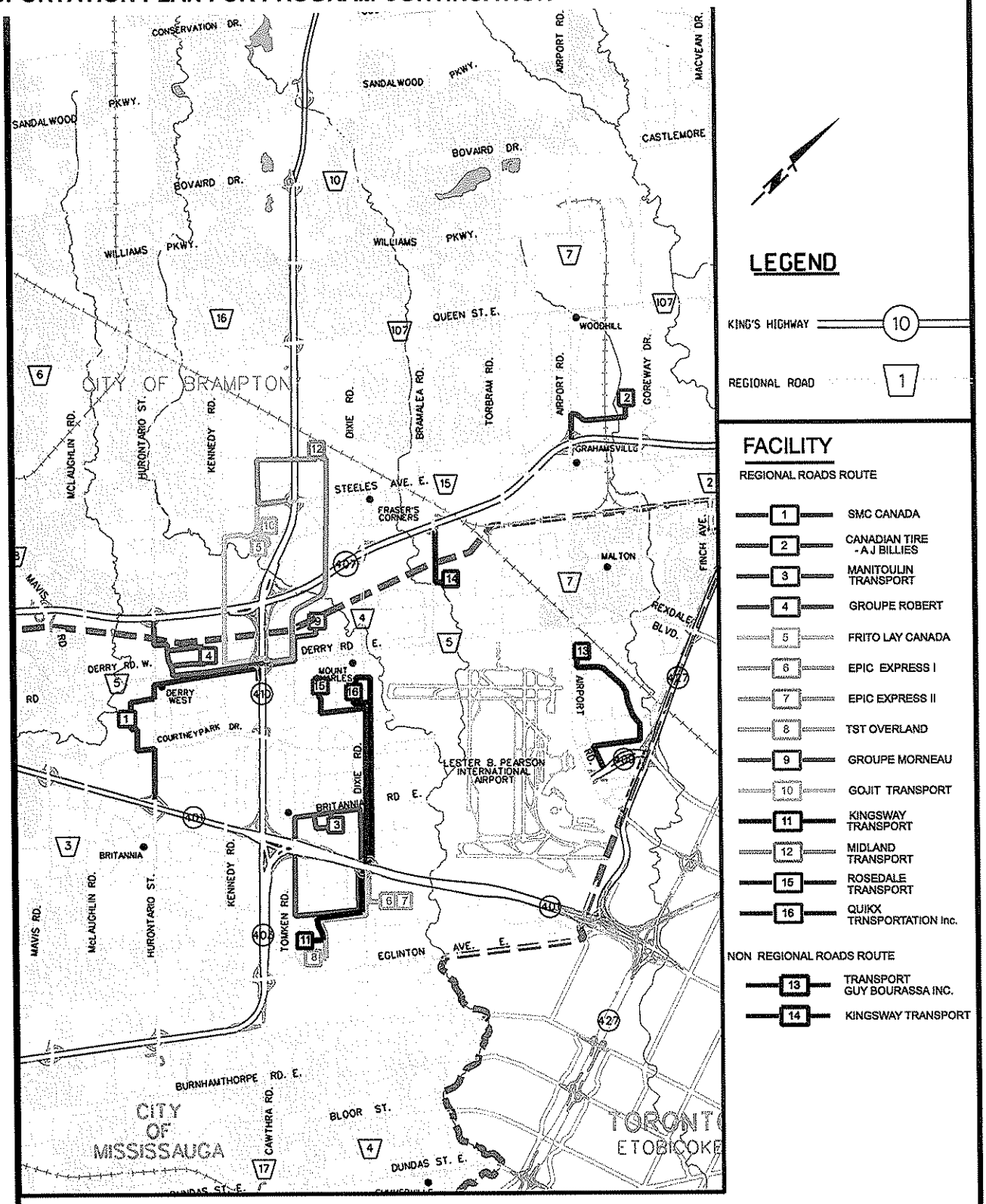

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LCV FACILITY ROUTE MAP

JANUARY. 2011

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LONG COMBINATION VEHICLE (LCV) PRELIMINARY PILOT FINDINGS AND MINISTRY OF TRANSPORTATION PLAN FOR PROGRAM CONTINUATION

APPENDIX II

Ministry of Transportation | Ministère des Transports

Ontario

Transportation Policy Branch
777 Bay Street, Suite 3000, 30th Floor
Toronto, Ontario M7A 2J8
Tel: (416) 585-7177
Fax: (416) 585-7204

December 9, 2010

Damian Albanese, P. Eng
Director, Transportation Division
Region of Peel
9445 Airport Road, 3rd Floor
Brampton, Ontario
L6T 3Y3

Dear Mr. Albanese:

I am writing to update you on the progress of the Ontario Long Combination Vehicle (LCV) pilot program, and to provide further information to aid you in the preparation of your staff report to Peel Regional Council on the program. At this point, we are working to finalize our review of operations during the pilot phase of the program, and have not yet received direction from our Minister on the next stage in LCV operations.

While we are not yet able to provide you our full review of the program, I believe the importance of LCV operations for Peel Region can be accurately framed based on the program's safety record, the potential economic impact for shipper and carriers based in Peel, and the available trip record data.

In August 2009, the province of Ontario launched the one year LCV pilot program with the intention of issuing 100 permits to 50 qualified carriers over the course of this period. The pilot was extended until November 30, 2010 to allow further monitoring and analysis of LCV operations. To date, 39 permits have been issued to 78 carriers. All permits are for province-wide operations, and permit numbers do not vary from one participating municipality to another. Operations during the pilot period have resulted in over 21,000 trips totalling approximately 6.5 million kilometres of travel.

We have supplied Peel Region staff with detailed information regarding the number of LCV trips and kilometres travelled per month, most common origins and destinations, and popular routes of travel. This information provides a strong basis for our analysis of the program, and provides insight into potential future travel patterns for LCVs. We will send you a final summary of these travel patterns and data after we receive all the carrier trip records for November.

.../2

A comprehensive study of the safety of LCV operations in Alberta determined they are, by far, the safest of any class of vehicle including passenger, truck and other tractor-trailers. This is consistent with information from all other provinces and states that allow LCVs. Although Ontario's experience is limited, operational safety during the pilot was also consistent with the Alberta results. MTO intends to maintain controls on LCV operations that are currently the strictest of any jurisdiction in North America, and ensure that any future expansion will be gradual, controlled and very carefully monitored.

LCV operations have resulted in a number of benefits. As a result of the introduction of LCVs in Ontario, some truck traffic has been moved out of morning and evening rush hour periods in the Greater Toronto Area. Carriers and shippers are seeing savings in fuel and driver costs. This also results in positive environmental impacts through reduced greenhouse gas emissions.

The Region of Peel is home to a substantial number of the carriers and shippers involved in the LCV program. Their use of LCVs contributes to the economic prosperity of both the individual firms and the region as a whole. As an integral part of the LCV network in Ontario, Peel Region's consent is essential for these carriers and shippers to continue their operations.

At the recent Peel Region Goods Movement conference, Minister Wynne indicated that LCVs will continue to operate in Ontario. Our Minister will be assessing the LCV program early next year, to decide on the scale of the program when operations resume after the end of the winter shut-down period. The Ontario Trucking Association has requested that the number of permits be increased to four permits each for up to 80 carriers in 2011. Other options are also being considered.

I appreciate Peel's cooperation in helping make the pilot program a success and look forward to an ongoing partnership in the next phase of the program.

Sincerely,

Linda McAusland
Director

LONG COMBINATION VEHICLE (LCV) PRELIMINARY PILOT FINDINGS AND MINISTRY OF TRANSPORTATION PLAN FOR PROGRAM CONTINUATION

APPENDIX III

Canadian Manufacturers & Exporters — Canada's Leading Business Network
Manufacturiers et Exportateurs du Canada — Le réseau d'affaires par excellence du Canada
Canadian Industrial Transportation Association — Association Canadienne de Transport Industriel
Canadian Vehicle Manufacturers' Association — Association canadienne des constructeurs de véhicules
APMA
Canadian Council of Grocery Distributors — Conseil canadien des distributeurs en alimentation
RCC the voice of retail — Retail Council of Canada
Ontario Trucking Association
Canadian Trucking Alliance — Alliance Canadienne du Camionnage
AIAMC

May 28 2008

Honourable Dalton McGuinty
Premier of Ontario
Room 281, Legislative Bldg,
Queen's Park
Toronto ON
M7A1A1

Honourable Jean Charest
Premier of Quebec
Édifice Honoré-Mercier, 3e étage
835, boulevard René-Lévesque Est
Québec (Québec)
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RE: Limited Trial of LCVs in Ontario

Dear Premiers:

Next Monday you and your cabinet colleagues will be meeting to discuss way in which Ontario and Quebec can work together to improve the economic conditions.

As representatives of the majority of the manufacturing sector in Ontario and Quebec, we congratulate you both for taking the initiative to seek ways to enhance the competitiveness of this vital economic region of the country. We would also like to indicate our strong support for one specific measure, in the freight transportation area, which we believe would be of great value to a number of our members, specifically, a limited trial of more productive trucks commonly referred to as a longer combination vehicles or LCVs.

Quebec, and almost every other jurisdiction in Canada and many states in the US, has allowed the controlled use of LCVs for many years. Ontario's continued refusal to allow the use of LCVs on its highways is in fact one of the greatest barriers to the efficient movement of goods between Ontario and Quebec and we believe its time that the Ontario Ministry of Transportation agreed to, at the very

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least, issue a limited number of permits to operate these vehicles for the purposes of a practical trial of these more productive vehicles.

We believe that such a practical trial would not only confirm the productivity enhancements LCVs offer, an increase in carrying capacity of between 90% and 100% compared to existing configurations, but would also confirm the safety, environmental and infrastructure benefits of LCVs.

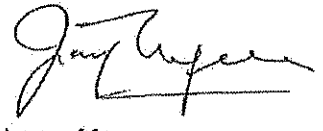
Study after study has shown that LCVs have a safety record that is superior to any standard truck configuration used in general operations. For example, one Alberta study estimated that LCVs account for a reduction of 67 collisions a year, when compared to the number of collisions that would be realized by using single-trailer configurations for the same operations.

In terms of the environment, LCVs can achieve total fuel savings of about 30% over some existing equipment and there is an equal reduction in Greenhouse Gas (GHG) emissions. In fact a recent study sponsored by Natural Resources Canada estimated that for freight movements in Ontario alone, the annual savings would be 54 million litres of fuel leading to a reduction of some 151 kilotonnes of GHG.

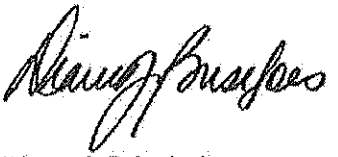
As for road congestion, studies have estimated that LCVs would account for about 10% of total truck traffic, reducing the total number of trucks on the highways by the same amount, eliminating the need for up to 750,000 trips per year on Ontario's already heavily congested roads and highways. This would mean up to 2,800 fewer trucks per day on Toronto area freeways.

Premiers, given the current economic climate in Ontario and Quebec, this is the sort of initiative that we simply cannot overlook. Back in January you jointly called on the federal government to "take immediate action to help key industries and workers that face tough challenges due to the high Canadian dollar, increasing global competition, high energy prices and a weakening U.S. economy". You clearly understand the problem and the urgent need for action. Today we are jointly urging you to step up and take an action that will be of tremendous benefit to the Ontario and Quebec economies.

Yours truly,



Jason Myers
President
Canadian Exporters and Manufactures Association



Diane J. Brisebois
President and CEO
Retail Council of Canada

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APPENDIX III

IMPROVING EFFICIENCY AND REDUCING GHG IN THE SUPPLY CHAIN

Issue:

In order to position Ontario's businesses, particularly those in the manufacturing sector, to take advantage of the global recovery, we need to ensure that they have access to the most productive and efficient freight transportation system possible. The use of Longer Combination Vehicles (LCVs) in Ontario will significantly enhance the ability of the trucking industry to play its role in supporting the economic recovery and ongoing competitiveness of the Ontario economy.

At the same time, allowing using LCVs will also contribute to reducing the carbon *footprint of the freight transportation sector by eliminating an estimated 151 kilotons of* GHG emissions annually.

The Ontario Government can therefore help improve efficiency in the supply chain, and help reduce GHG emissions by allowing the use of LCVs.

Background:

In August 2009, the Ontario Government began allowing the use of a truck configuration where two regular (up to 53') trailers are pulled by one tractor. This configuration, called an LCV, is currently allowed in the majority of US states as well as every other Canadian province, except PEI and Newfoundland.

In Ontario, as in every other jurisdiction, LCVs can only be operated through the granting of a permit by the Ministry of Transportation. In order to be eligible for a permit, both the carrier and the drivers who will actually operate the LCVs must meet safety criteria as well as operate under very strict restrictions. For example, LCVs cannot be operated in inclement weather, during peak traffic periods in the GTA, during the winter months at all, only on 400 series highways (except for a few kilometers to get into a terminal), etc. It is important to note that LCVs cannot carry more weight than a regular truck configuration. They are simply longer, but cannot be any heavier, than a regular truck.

Because of these safety regulations, in every jurisdiction where LCVs operate, study after study has shown that they actually have a better safety record than regular truck configurations. For example, one Alberta study estimated that LCVs account for a reduction of 67 collisions a year in that province, when compared to the number of collisions that would be realized by using single-trailer configurations for the same operations. In Ontario, during the period from June to December (when the winter restriction stopped all LCV operations) the LCVs operating in Ontario completed 4,114 trips, covering 1,281,268 kilometers, with zero collisions or incidents. There is no foundation in fact for an argument that LCVs pose any threat to the motoring public.

The primary benefits of LCVs are as follows:

LONG COMBINATION VEHICLE (LCV) PRELIMINARY PILOT FINDINGS AND MINISTRY OF TRANSPORTATION PLAN FOR PROGRAM CONTINUATION

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1. Increased productivity and efficiency in goods movement, LCVs offer an increase in carrying capacity of between 90% and 100% compared to existing configurations.
2. LCVs can achieve total fuel savings of over 30% over existing configuration, resulting in an equal reduction in Greenhouse Gas (GHG) emissions. A recent study sponsored by Natural Resources Canada estimated that for freight movements in Ontario alone, the annual savings would be 54 million liters of fuel leading to a reduction of some 151 kilotons of GHG.
3. Studies estimated that LCVs could account for only about 10% of total truck traffic (because of the weight limitations). However, this would still reduce the total number of trucks on the highways, eliminating the need for up to 750,000 trips per year on Ontario's already heavily congested roads and highways. This would mean up to 2,800 fewer trucks per day on Toronto area freeways.

Ontario has taken a tentative approach to the introduction of LCVs, allowing a maximum of 50 carriers to participate in the program during the first year and limiting those 50 carriers to only 2 LCV permits.

RECOMMENDATION:

The Ontario Chamber of Commerce urges the Government of Ontario to:

1. Fully remove the limits on the number of companies eligible for the program, as well as on the number of LCV permits per company, as soon as is prudent and practical once the success of the program in terms of safety and performance are proven.