

Good Afternoon Mr. Chair and members of the truck route subcommittee. Thanks for giving me the opportunity to talk with you today on behalf of Bunge.

Bunge has operated at Pier 11 and been part of the community for almost 80 years. So maybe a different perspective than the newer agricultural investment at the port. Bunge has invested 100's of Millions of dollars upgrading and expanding the facility over the years

The Hamilton location is 1 of only 3 crushing facilities in all of eastern Canada and employs 125 employees directly and supports much more employment in the local/regional food industry

As Canadian we constantly complain about the lack of processing capabilities in Canada and shipping out Canadian raw material along with the jobs to convert them around the world to be manufactured, to then import final products that we then consume and pay for.

Bunge is a key processing facility in the food industry. A processing facility that is a critical supplier to the food supply chain by converting farmed goods Soybean and Canola seed into useable food product as both animal feed proteins and vegetable oils a base ingredient used in a multitude of food production for human consumptions.

Bunge operate 24/7 and loads and unloads trucks around the clock to minimize traffic of trucks at busy road times and to allow product to get to customer facilities just in time for their daily production – trucks that come to our site to deliver Soyabean or Canola seed are somewhat likely to take a load back to customers. Vegetable oil trucks tend to come in empty and take a load out.

The largest portion of Ontario farmland is west and North -North/west of Hamilton and the Bunge location making it critical that we maintain

west access to the 403 to bring in Soybean and Canola seed as well as ship out meal as animal protein for farmers. Vegetable oil tends to head back up Burlington street with a smaller volume than meal moves to the west.

Being at the west end of the Port we are the most affected by this proposed change given the location of the majority of suppliers and customers

Adding 15 to 45 minutes (2 way) per route as the perimeter ring road was never completed in Hamilton will result in the following

- an increase in GHG emissions, which contradicts the Climate Change Emergency that Hamilton city council declared in March of 2019
- increased transportation costs making it more expensive for Soybeans or Canola seed to be bought into Bunge Hamilton making the facility less competitive and or increasing food costs. At least 16 to 20\$ each way per truck based on the info on page 65 of the report and that is more likely a low number.
- Negatively affecting multiple supply chains as trucking resources which are already in shortage , reducing the ability to make full use of their work hours turning 2 runs into 1 or 3 runs into 2, including the downtime of the truck and trailer
- Add more traffic to the Lincoln Alexander / Red Hill and or Burlington Skyway with poor options to truckers in cases of accidents and or construction delays

As a Processor Bunge is a base use tonnage for oilseeds and reduce overall production risk for farmers. Without local processors the risk of producing specific crops increases greatly as shipping internationally is hit and miss. Great some years and almost non existent at other times adding pressure on the farmers decision on what crop to produce while properly taking care of the land.

These recommendations will result in the Ontario farmer/grower to be less competitive and or profitable as these decision disproportionately affect Ontario farmers vs the US farmer that simply comes up the QEW as a result of geography and not hard work or investment.

Bunge has 2 asks of the committee

- 1) the recommendation to eliminate larger trucks to the west be removed to allow this traffic to and from the 403 to continue as it is critical to a facility such as Bunge and the industrial base at the port.
- 2) that the committee look at how this can be done while improving road safety within the city by reducing turns and potentially keeping traffic off of Queen and King yet keep the flow westward from Burlington to Wellington to Cannon to York (can the old York road overpass on Hwy 6 be used to then go west on the 403) and in an easterly direction Hwy 8 or Main st to Victoria to Burlington which would remove the turns in the city

Thank you for your time and would be open to answer any questions