

March 25, 2022

Truck Route Sub-Committee
Hamilton City Hall
71 Main Street West
Hamilton, Ontario, L8P4Y5

Delivered by: Email

Attention: Chair and Members of the Truck Route Sub-Committee

RE: Hamilton Truck Route Master Plan Review and Update

I am writing on behalf of Bunge to provide comments with respect to the Hamilton Truck Route Master Plan Update and the recommendations of the City's Transportation Planning and Parking Division, to the Truck Route Sub-Committee as contained in the staff report for February 28, 2022.

Originally known as CVOP, Bunge has been part of the Hamilton community and located at Pier 11 since 1942. Many of our employees and retirees are life-long residents of Hamilton. As part of the Hamilton community, we understand that issues such as truck routes are complex and affect many different stakeholders.

Bunge is a critical food processing facility and one of only three oilseed crushing facilities in eastern Canada. We purchase soybeans and canola grown on 2.3 million acres in Ontario and convert them into meal for animal feed and oil. Some of the most recognized names in the industry use our ingredients for products we all consume every day including salad dressings, baked goods and mayonnaise. Leading restaurants use our products as well.

Our location at the west end of the Port has always been strategic to Bunge's operations. Direct access to Hwy 403 using the Main St./Victoria and Wellington/York/Cannon truck route is crucial to our business.

Much of the material processed by Bunge comes from farmlands west and north of Hamilton. Most of the meal returns in those same trucks back to feed mills located west and north of Hamilton. Most if not all of these trucks have more than five axles. Cutting off direct access to and from the 403 will have negative effects on Bunge's competitiveness by increasing transportation costs, through increased fuel consumption and increased delivery route times. At a time when we are already experiencing supply chain issues due to reduced driver availability, the change would limit the capacity of the existing drivers as they would spend more time on the road for each load. The longer drive times would also result in increased greenhouse gas emissions and poorer air quality across Hamilton as a whole. In addition, cutting off access to Hwy 403 will

increase traffic across the Skyway Bridge and/or the Lincoln Alexander Parkway/Red Hill expressway especially as traffic flow increases post-Covid.

The economic unknowns are already impacting Bunge's potential growth in Hamilton. A proposed multi-million dollar project to expand one of our product lines is now delayed from 2023 to at least 2024. The engineering work continues, but pre-approval of long lead time equipment has been pushed back until the transportation and related economic consequences are better understood. The longer it takes to get the project approved, the more projects it must compete against internally for funds, which reduces the chances of getting the needed investment approved for the Hamilton facility.

We are committed to working with the city towards an equitable truck route network that balances the needs of industry with the safety and livability of neighbourhoods. We strongly recommend that the committee retain access from the 403 along Main Street to Victoria Avenue as well as access to the 403 along Wellington to Cannon to York for trucks of all sizes. This will eliminate many routes through downtown, including Queen and King Street, while maintaining access to Hwy 403.

We thank the Sub-Committee for its consideration.

Regards,



Rene Lemay
Plant Manager

Cc: Omar Shams, Project Manager, City of Hamilton
Rob Farr VP- industrial operations NA