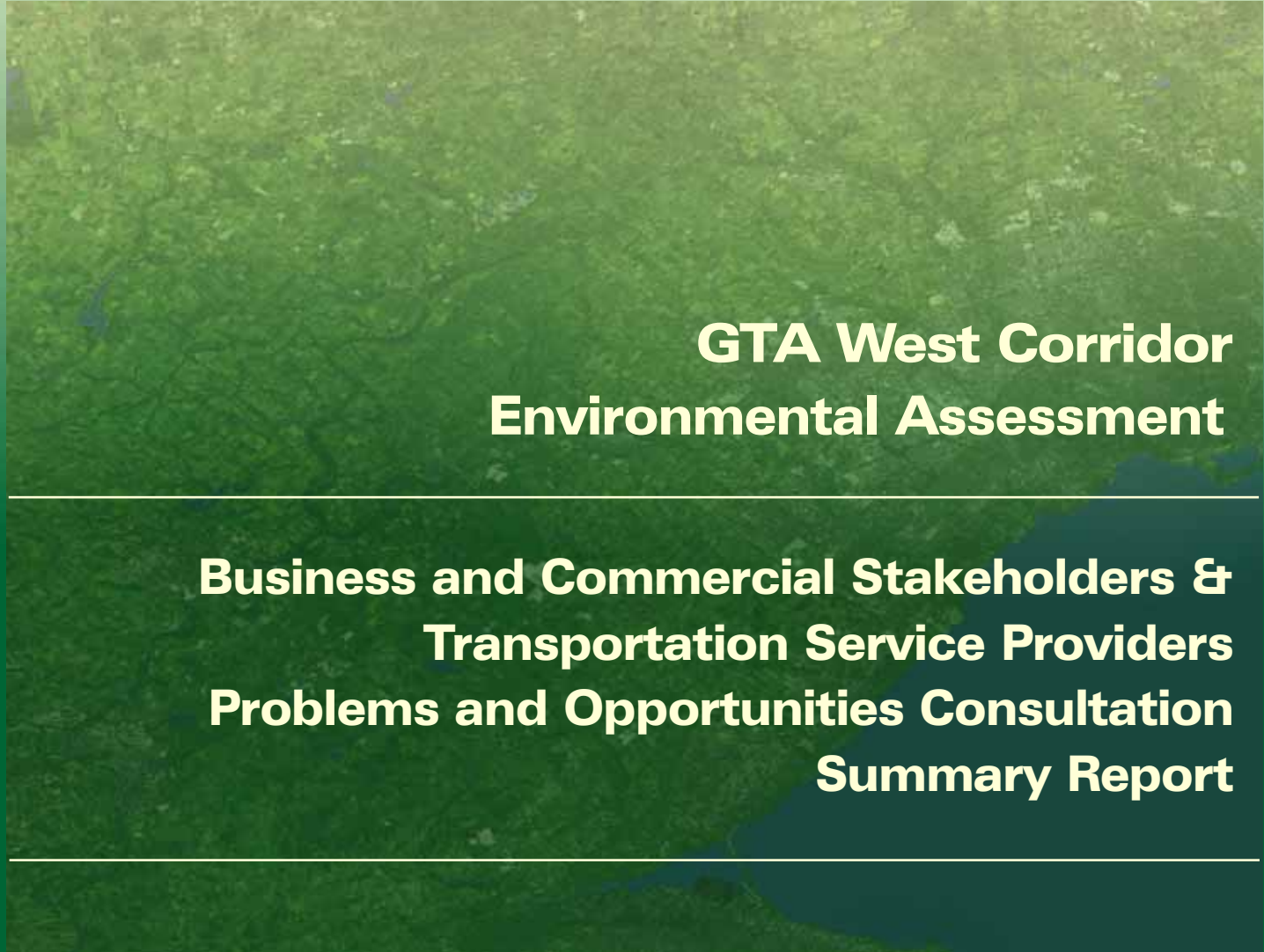




**GTA
West**

**GTA West Corridor
Environmental Assessment**



**GTA West Corridor
Environmental Assessment**

**Business and Commercial Stakeholders &
Transportation Service Providers
Problems and Opportunities Consultation
Summary Report**

January 2009



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As illustrated in Figure 2, the Area of Influence extends well beyond the Preliminary Study Area. This much larger geographic Area of Influence will be analyzed to understand the long-term transportation needs for the movement of people and goods in relation to the GTA West Corridor Preliminary Study Area.

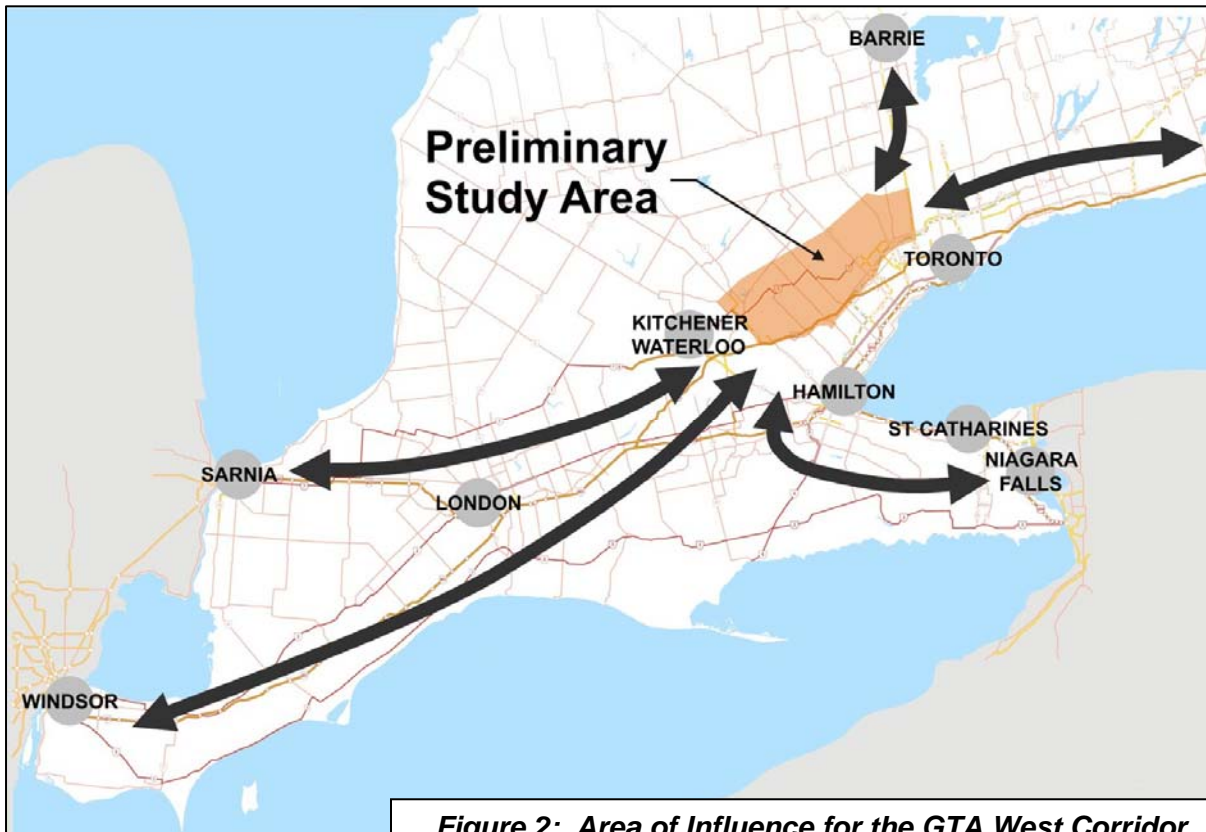


Figure 2: Area of Influence for the GTA West Corridor Planning & Environmental Assessment Study

1. Introduction

In March 2008, the Study Team developed a consultation plan for effectively and meaningfully engaging Business and Commercial Stakeholders (BCS) and Transportation Service Providers (TSP) to identify transportation Problems and Opportunities within the Preliminary Study Area.

It should be noted that numerous BCS and TSPs are represented within both the GTA West Corridor Preliminary Study Area and the Preliminary Study Area for the Niagara to GTA Corridor Planning and Environmental Assessment Study (herein referred to as the NGTA Study). BCS and TSPs that are relevant to both studies were consulted only once while all additional consultation undertaken as part of the GTA West Corridor Study was for the BCS and TSPs that are located strictly within the GTA West Corridor Preliminary Study Area. Between October 2007 and February 2008, the NGTA Study Team consulted with (via face-to-face interviews, telephone interviews, and electronic questionnaires) various BCS and TSPs, many of which operate within the GTA West Corridor Preliminary Study Area as well. As such, the consultation for the GTA West Corridor Planning and EA Study was developed to be consistent with, and build upon, the consultation completed as part of the NGTA Study. This streamlines the consultation process between the two studies and builds a consistent body of knowledge that can be referenced by both Study Teams.

The BCS stakeholders consulted during the Problems and Opportunities phase included:

- Large Corporations / Industries;
- Business Associations;
- Logistics Providers;
- Shipping Associations; and
- Universities / Colleges.

The TSP stakeholders consulted during the Problems and Opportunities phase included:

- Municipal transit;
- Interregional transit;
- Freight Rail service;
- Air service;
- Transportation Associations / Organizations; and
- Trucking Organizations.

Lists of the Business and Commercial Stakeholders and Transportation Service Providers contacted as part of this study are included in Appendix A.

2. Consultation Goals and Objectives

The consultation goal for the BCS and TSP stakeholders during the Problems and Opportunities phase was to meaningfully engage and involve these stakeholders in order to:

- Better understand people and goods movements within the Preliminary Study Area; and
- Obtain anecdotal information on the following to further supplement the input received from the TSP and BCS sectors:
 - Nature of Business Operations;
 - Motivations for mode choices for moving goods;
 - Problems in the transportation network;
 - Opportunities to relieve those problems (transportation, economic etc.); and
 - Limitations/challenges to change transportation services (corporate policy, economic, operational etc.).

In order to achieve the above-noted goals, the following objectives were pursued:

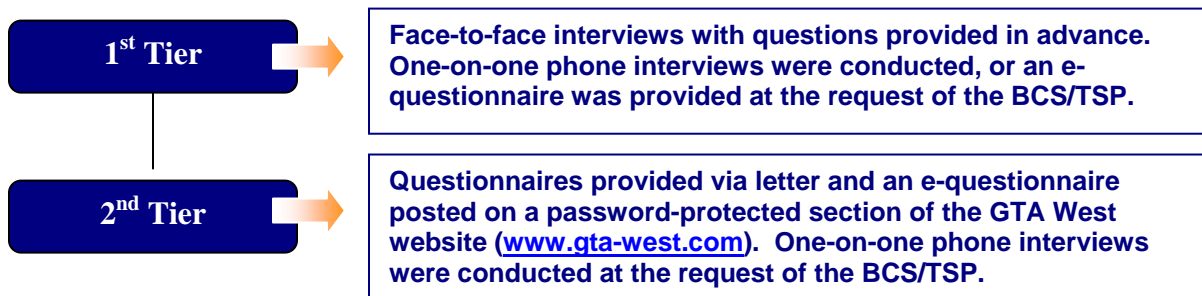
- Obtain current and relevant data and anecdotal information;
- Understand the core business/mandate of each BCS stakeholder in relation to the transportation system, market conditions and external forces;
- Gain the “business and economic perspective” on transportation issues, challenges and opportunities;
- Discuss future transportation trends/aspirations and potential opportunities for each BCS stakeholder;
- Understand how the current federal, provincial, municipal policy framework constrains or accommodates the movement of goods and people for BCS stakeholders; and
- Encourage continuous information exchange and participation in the study in addition to determining the preferred method of future consultation / communication.

3. Consultation Approach, Tools and Techniques

The consultation approach was the same for the BCS and TSP stakeholders and involved a two-tiered approach.

1. **Tier One BCS and TSP Stakeholders:** The strategy for consulting with the Tier One BCS stakeholders was to focus on obtaining insights from agencies/organizations which provide transportation service within the larger Preliminary Study Area, and those primarily business/organizations which have a broad knowledge of the business/sector, and trends and policy implications. These groups have the most comprehensive and consolidated information on various aspects of business operations and issues relative to the movement of people and goods. The input received from these groups is critical to developing freight and passenger profiles and understanding transportation problems, opportunities, trends, and limitations.
2. **Tier Two BCS and TSP Stakeholders:** Organizations/agencies that provide locally based transportation services, and those businesses/organizations that can provide a more localized context on various aspects of business operations and issues relative to the movement of people and goods were consulted to better understand the transportation problems, opportunities, trends, and limitations within the Preliminary Study Area.

The following outlines the consultation tools and techniques that were employed for each of the above-noted BCS and TSP stakeholder groupings:



Letters dated April 30, 2008 were sent to each Tier 1 BCS and TSP stakeholder noting that a Study Team representative would be in contact with them shortly to arrange a meeting to discuss issues and to gather information in support of the identification of transportation Problems and Opportunities within the study area. Letters dated April 30, 2008 were also sent to each Tier 2 BCS and TSP stakeholder which provided a link to an online questionnaire that was prepared to gather information in support of the identification of transportation Problems and Opportunities within the GTA West Corridor Preliminary Study Area.

Initial phone calls to every Tier 1 and Tier 2 BCS and TSP stakeholder were made in May 2008 to confirm that they were in receipt of the April 30, 2008 letter, and to confirm if they had any questions regarding the study. These phone calls also provided an opportunity to set up a meeting with the Tier 1 stakeholders.

Between May 2008 and August 2008, follow-up phone calls were made to stakeholders that had either not returned a questionnaire or who had not yet met with representatives of the Study Team in person or been interviewed by phone.

4. Summary of Consultation Effort

As part of the NGTA Study, the following GTA West stakeholders were consulted regarding the problems and opportunities within the GTA West Corridor Preliminary Study Area:

- BCS Tier 1:
 - CAMI Automotive Inc.;
 - Daimler Chrysler Canada Inc.;
 - Canadian Automobile Association - South Central;
 - Home Depot;
 - Canadian Industrial Transportation Association; and
 - Canadian Retail Shippers Association.
- BCS Tier 2:
 - Blair Blanchard Stapleton Ltd.; and
 - Cement Association of Canada.

- TSP Tier 1:
 - GO Transit;
 - CP Rail and Intermodal Operations;
 - Canadian Urban Transit Association;
 - Ontario Motor Coach Association;
 - Railway Association of Canada; and
 - Southern Ontario Gateway Council.

As part of the GTA West Corridor Study, the following additional stakeholders were consulted (via face-to-face interview, telephone interview, or submitting a completed questionnaire):

- BCS Tier 1:
 - Canadian Tire;
 - Automotive Parts Manufacturers' Association of Canada;
 - Canadian Vehicle Manufacturers' Association;
 - Brampton Downtown Development Corporation;
 - Ontario Agri Business Association; and
 - Ontario Chamber of Commerce.
- BCS Tier 2:
 - Armtec (Iron and Steel Pipes and Tubes Manufacturing);
 - Can Art Aluminum Extrusion Inc. (Metal Manufacturing);
 - Concord Steel Centre Limited (Metal Service Centres);
 - Fischer Canada Stainless Steel Tubing (Iron and Steel Pipes and Tubes Manufacturing);
 - Hammond Manufacturing Company Ltd. – Enclosure Group (Switchgear and Switchboard, and Relay and Industrial Control Apparatus Manufacturing);
 - Karmax Heavy Stamping;
 - Mitchell Plastics (Motor Vehicle Plastic Parts Manufacturing);
 - Satie North America Inc. (Miscellaneous Fabricated Metal Product Manufacturing);
 - Denso Manufacturing Canada Inc. (Miscellaneous Chemical Product Manufacturing);
 - Solmar Development Corp.;
 - Georgetown Central Business Improvement Area;
 - Ontario Home Builders Association;
 - Canadian Supply Chain Sector Council;
 - Nexus Freight Systems;
 - Transpro Freight Systems;
 - Caledon Chamber of Commerce;
 - Halton Hills Chamber of Commerce; and
 - Brampton Board of Trade.

- TSP Tier 1:
 - John C. Munro Hamilton International Airport;
 - York Region Transit;
 - CN Rail;
 - CP Intermodal Operations;
 - Orangeville Brampton Railway;
 - Guelph Junction Railway;
 - Goderich-Exeter Railway;
 - Ontario Public Transit Association; and
 - Ontario Trucking Association.

- TSP Tier 2:
 - Brampton Transit;
 - Guelph Transit;
 - Milton Transit Services;
 - Red Cross- Milton Branch; and
 - Town of Halton Hills ActiVan Service.

Table 1 contains specific details of the above noted stakeholders views on the existing and future transportation Problems and Opportunities within the GTA West corridor. The following is a list of the conclusions from the consultation with the BCS' and TSPs as can be drawn from information received through both studies:

- **Insufficient and inefficient public transportation results in low transit ridership:**
 - *Improve connections between transit providers/regions;*
 - *Construct dedicated transit lanes; and*
 - *Provide funding/support for improvements (e.g. higher order transit, more routes and vehicles).*

- **Existing roadways are at capacity which causes delays, decreases productivity and costs money:**
 - *Widen existing roadways (e.g. Highway 401) and designate the new lanes as truck lanes to increase the capacity of the existing infrastructure;*
 - *Convert existing east-west roadways to controlled access to improve operations;*
 - *Improve connections to highways to reduce traffic on local roads;*
 - *Approve new technologies to increase the capacity on existing roadways (e.g. combination vehicles, longer trailers);*
 - *Focus on transportation demand management (e.g. flexible working hours, restricting hours for shipping via truck, etc) to relieve congestion on existing roadways;*
 - *Install changeable message signs at the interface of all major highways to provide updates on traffic and alternate routes; and*
 - *Provide a traffic update system (like GIS) to truckers so they can obtain instantaneous updates on traffic.*

- **Limitations to making intermodal transportation a viable mode:**
 - *Provide better roadway access to intermodal facilities since you still need trucks to transport goods to the rail/marine facilities;*
 - *Reduce the congestion at the intermodal facilities;*
 - *Allow flexibility in the transportation schedules of each mode since they are dependent on one another and need to accommodate the “just-in-time” deliveries;*
 - *Provide more rail infrastructure to accommodate shorter hauls;*
 - *Expand the type of goods that can be shipped via rail and marine (weight, size, materials); and*
 - *Provide funding/support for rail/marine improvements (e.g. expansion of existing rail yards and lines, expansion existing ports and construction of new ports).*
- **Lack of alternate routes in the GTA West Corridor:**
 - *Construct a new multi-use corridor for transit, automobiles, and trucks. Or construct a new corridor dedicated to truck traffic - this corridor should not be a toll highway (e.g. Highway 407 ETR) since the cost is prohibitive.*
- **Land Use Planning Can Positively or Negatively Impact Transportation:**
 - *Intensity development to make transit more efficient and supportable;*
 - *Restrict residential development in the vicinity of existing or future intermodal facilities; and*
 - *Situate industrial areas near rail lines.*
- **Other:**
 - *Centralize transportation governing bodies to streamline approval processes;*
 - *Integrate major, related transportation environmental assessments (e.g. NGTA, GTA West)*

Table 1: Detailed BCS and TSP Views on the Existing and Future Transportation Problems and Opportunities Within the GTA West Corridor

Stakeholder	BCS or TSP	Problems	Opportunities
CAMI Automotive Inc.	BCS	<ul style="list-style-type: none"> • Congestion on roadways impedes productivity which costs the industry money; • Due to congestion, additional time is required to travel through the GTA; • There is a lack of alternate routes through the GTA in the case of accidents; and • Supplier base is affected when trucks arrive late due to traffic. 	<ul style="list-style-type: none"> • Commuting systems such as buses, carpools, and commuter trains are required to relieve the congestion on the major routes.
Daimler Chrysler Canada Inc.	BCS	/	<ul style="list-style-type: none"> • Bypass the GTA, including Toronto.
Canadian Automobile Association - South Central	BCS	<ul style="list-style-type: none"> • There is a lack of urgency to put infrastructure in place that is capable of meeting today's transportation demands; • The number of trucks on the roads is a concern to CAA members; • There are poor transportation links between communities; • Inherent problems exist in retrofitting communities (communities have been built around the car); and • Transit use has decreased due to the affordability of vehicles and the ongoing suburban-style development that separates residential and commercial communities. 	<ul style="list-style-type: none"> • Consider long-range land use planning implications as related to Provincial (e.g. Greenbelt) and Municipal policies for development along road corridors; and • There is a mindset that we can achieve a modal shift (i.e. use transit and leave the cars at home), but really you should look to solutions that would make driving cars more environmentally sustainable (i.e. HOV lanes).
Home Depot	BCS	<ul style="list-style-type: none"> • Home Depot looks for the shortest, cheapest transportation route; • There are capacity limitations that impact transportation times such as port congestion (China to Vancouver); • Short cross-lake shipping has enormous potential but nothing has been initiated yet; 	<p><i>General Notes</i></p> <ul style="list-style-type: none"> • 35 stores are serviced by GTA West and NGTA transportation corridors – important transportation corridors. • 75% of receiving and unloading is done overnight (off peak hours) due to congestion in the stores and consideration for safety of customers and associates;

Stakeholder	BCS or TSP	Problems	Opportunities
		<ul style="list-style-type: none"> • Rail is seen to be erratic in terms of reliability and timing – not designed for quick delivery; and • Greatest concern of Home Depot is east-west freight connections, particularly to offshore ports – potential for growth in freight to the east. 	<ul style="list-style-type: none"> • Third party distributors experience the added benefit of traffic avoidance and increased efficiency of shipping (truck deliveries increased from 2 to 3 at night); <p><i>Opportunities</i></p> <ul style="list-style-type: none"> • Home Depot believes that transportation via rail, seaway, and highways from the east coast (and eastern part of Ontario) could be very important to Ontario businesses - feed the central Ontario market as well as central Canada; <ul style="list-style-type: none"> ○ Long-term solution - use seaways to get containers from the Panama Canal; ○ Seattle/Prince Rupert port may be a better alternative to the Vancouver port. Prince Rupert is primarily being used by CN Rail to run shipments through Chicago; and ○ It may become economical to direct more containers to the Port of Halifax, as it is running at 45% capacity.
Canadian Industrial Transportation Association	BCS	<ul style="list-style-type: none"> • Continued growth of the world economy is putting a strain on many transportation links; • Environmental assessments are too time-consuming; • External forces such as increasing security, environmental requirements, regulation, taxation and the railway industry dual monopoly hinder expansion of operations; • Highway and border infrastructure need maintenance and repairs; • There is too much intermodal terminal congestion, terminal scheduling conflicts, and truck/rail car shortages; and • Transportation responsibilities are split between 3 levels on government. 	/

Stakeholder	BCS or TSP	Problems	Opportunities
Canadian Retail Shippers Association	BCS	<ul style="list-style-type: none"> • Air freight not relied on because of the expense; and • St. Lawrence Seaway is not relied upon because of the importance of on-time deliveries in the retail market. 	<ul style="list-style-type: none"> • The trend is to receive goods from emerging areas (i.e. China, India, Vietnam, etc.) which means we need to increase the efficiency of marine and rail services supplying these goods to Toronto.
Blair Blanchard Stapleton Ltd.	BCS	<ul style="list-style-type: none"> • Multimodal transportation system involves higher costs, over-crowding, and gridlock. 	<ul style="list-style-type: none"> • Need alternate routes; • Need flexible time tables; and • Need rapid transit with designated corridors.
Cement Association of Canada	BCS	<ul style="list-style-type: none"> • As cement is delivered in large trucks over long distances, we are unable to use alternative routes to by-pass congestion; • Congestion makes delivery of product to construction sites more costly because one truck cannot deliver as many loads per day; and • During periods of heavy congestion, product can be lost or made much more expensive by the need for chemical additives. 	<ul style="list-style-type: none"> • Need to expand all modes of transportation (ship, train, trucks, etc.).
Canadian Tire	BCS	<ul style="list-style-type: none"> • Traffic and border crossing issues (e.g. congestion, long travel times, late deliveries, cost of fuel); • Highway 407 is cost prohibitive; and • Fuel prices are impacting the disposable incomes of the average Canadian, which results in fewer visits to stores. 	<ul style="list-style-type: none"> • Combination vehicles (which are not yet approved) are the key to fixing the trucking problems in the GTA West corridor. Combination vehicles would require qualified drivers and hours would need to be limited to non-rush hour times. This wouldn't be cheaper than intermodal, but for travel via road it would be cheaper and combination vehicles would have a larger distribution area and would use less fuel than two trucks on the road. In addition, combination vehicles would respond to the shrinking driver workforce, capacity issues and environmental issues; and • Additional capacity on the roads through combination vehicles and truck-only lanes or a truck-only corridor would benefit Canadian Tire.

Stakeholder	BCS or TSP	Problems	Opportunities
Automotive Parts Manufacturers' Association of Canada	BCS	<ul style="list-style-type: none"> Members like Magna have customers and plants worldwide. If parts are not transportable, then plants are opened up close to the customer. In addition, if travel time from point X to point Y takes more than 8-10 hours, then it is more economically viable to open a plant closer to the customer to avoid the shipping time and associated costs; The major expressways (e.g. 400 series highway) are inadequate due to congestion. Congestion does not lend well to “just-in-time” deliveries, and customers may give their business to other shippers/producers that don’t have such transportation issues; If a problem arises on a major highway (like Highway 401 between Windsor and Montreal) there are very little/no alternate routes for truckers; The increase in fuel price is catastrophic. There are no margins left in this business. Shippers are protesting; Marine does not play a big role in the automotive industry because you still need trucks to get goods to/from the ports. In addition, marine takes too long; and Rail does not make a lot of sense for the automotive industry because you still need trucks to get goods to/from the rail terminals and yards. This also complicates trucking logistics because you have to organize drivers at each end. Rail is too slow for a “just-in-time” market. In addition, parts are usually transported to multiple locations for processing before a product is ready. There is not enough industrial track to support this industry. In addition, rail requires predictable schedules. The automotive parts manufacturing industry is unpredictable and needs flexibility. 	<ul style="list-style-type: none"> Widening does not provide the benefit of an alternate route. An alternate route is vital to keeping Ontario as a competitive place to run a business; Commuter traffic should use transit and leave the highways for commercial traffic; HOV lanes are underused. These HOV lanes should be converted to dedicated truck lanes so that trucks can travel at higher speeds and not have to slow down and navigate around commuter and tourist traffic. This would also prevent trucks blocking entrances and exits on the highways, and queues of cars wouldn’t form behind the trucks. Moving trucks over to the dedicated trucks lanes may pose a safety issue given that the trucks would have to navigate through high speed traffic to reach the lanes, however more infrastructure could be built to accommodate these movements; Changeable message signing that provides instantaneous updates to truckers should be provided well in advance of any problem, and at the interface of all major highways (e.g. 401, 407, 400, 427, QEW, etc) so that truckers can make an informed decision about the route they can take. This initiative should be fast tracked and undertaken as a separate study; The government should provide a traffic update system that (GIS) that truckers can subscribe to so they can get instant updates on traffic. Subscribing to this would be cheaper than the \$100/hr you have to pay a trucker to sit in traffic. Currently, shippers put buffer trucks on the road to increase the chance that at least one shipment will arrive at the destination on time (i.e. avoid paying penalties). This information system would result in less trucks being on the road, which in turn reduces the emissions released from the vehicles; and

Stakeholder	BCS or TSP	Problems	Opportunities
			<ul style="list-style-type: none"> • Longer truck trailer lengths should also be considered. This would reduce the number of trucks on the roads and use less fuel.
Canadian Vehicle Manufacturers' Association	BCS	<ul style="list-style-type: none"> • Congestion is the single biggest issue due to the locations of the manufacturers and auto parts suppliers within the study area; • \$2.0 – \$2.5 million dollars per hour is lost if there is a plant shutdown due to lack of just in time delivery of parts; and • Hwy 401/403/407 do not provide enough east-west links. 	<ul style="list-style-type: none"> • East–west transportation improvements are extremely important; • Improvements to Highway 401 is key through the Kitchener-Waterloo area; and • Prefer non-toll highway facilities.
Brampton Downtown Development Corporation	BCS	<ul style="list-style-type: none"> • Members are mostly retailers so they are concerned with moving people into downtown Brampton. Downtown Brampton is at least 3 km away from any major expressway (i.e. 407 or 410) and there is no efficient public transit or bike lanes to move people downtown. • Trucks don't know the designated truck routes and cut through downtown to save time. • The traffic jams downtown are an impediment to attracting business to downtown Brampton. 	<ul style="list-style-type: none"> • Would like connections made to the major freeways, in order to clear Queen Street and Hurontario. • Need public transit or other alternative modes of transportation between Mississauga and Brampton. Brampton already has a GO Station, VIA and the Brampton Transit Hub, and rapid transit is potentially coming to Brampton from Port Credit which would help to revitalize downtown Brampton.
Ontario Agri Business Association	BCS	<ul style="list-style-type: none"> • The OABA represents the interests of country grain elevators, feed manufacturing facilities and crop input supply business, operating out of 406 business locations throughout Ontario. Members have adapted to the congested highways by limiting east-west movement; and • Toronto acts as transportation wall. 	<ul style="list-style-type: none"> • Decreasing the congestion on the existing east-west expressways or opening up new corridors would open up opportunities for east-west movement and in turn help to expand businesses.
Ontario Chamber of Commerce	BCS	<ul style="list-style-type: none"> • EA process takes too long. 	<ul style="list-style-type: none"> • The Ontario Chamber of Commerce is in the process of creating a taskforce to deal with this issue, and will speak to Stuart Johnson, VP of Policy and Government Relations at the Ontario Chamber of Commerce and MTO representatives.

GTA West Corridor Planning & Environmental Assessment Study – Stage 1
Business and Commercial Stakeholders & Transportation Service Providers
Problems and Opportunities Consultation Summary Report, January 2009



Stakeholder	BCS or TSP	Problems	Opportunities
Caledon Chamber of Commerce	BCS	<ul style="list-style-type: none"> The Preliminary Study Area is too extensive. In Caledon, the municipal planning process is not moving forward because the City is waiting for the results of this study. Members are losing business on a daily basis due to the delays caused by this study. 	<ul style="list-style-type: none"> How are pinch points determined? Being able to identify where pinch points are located within the Study Area would be beneficial to the members. For people looking at investing in Caledon, being able to show them where within the Study Area the pinch points are located would be a tremendous advantage.
Armtec	BCS	<ul style="list-style-type: none"> Poorly maintained roads (rough pavement, potholes) and traffic congestion hinder shipping; We will be facing shorter lead times from customers. 	<ul style="list-style-type: none"> Remove the traffic congestion and speed our goods to the customers; Remove collector lanes on Highway 401; Implement truck lanes; Implement over/underpasses on Highway 6 (Hanlon) instead of installing traffic lights; and Raise the speed on Highway 6 (Hanlon) since 70 km/hr is not appropriate for an expressway.
Can Art Aluminum Extrusion Inc.	BCS	<ul style="list-style-type: none"> Heavily congested roads in the GTA West corridor increase the time our delivery vehicles spend in traffic, thus increasing our delivery costs; When congested roads are avoided by using the toll highway alternative, our delivery costs increase; Employees face longer commute times than necessary, or face higher commuting costs, should they choose the toll road alternative; and Existing transportation limitations and constraints are a disincentive to expanding our business in the GTA. 	<ul style="list-style-type: none"> Truck transportation remains the most efficient method for moving goods in our industry. Removing traffic bottlenecks will improve efficiency making us more competitive by reducing costs.
Concord Steel Centre Limited	BCS	<ul style="list-style-type: none"> The traffic on the QEW and Highway 427 has grown to the point where there are always bottlenecks, which increases travel time; and We must move goods by trucks due to the weight of the goods. Rail travel is too time consuming and it is difficult to find rail access to the rail lines. 	<ul style="list-style-type: none"> Providing access to rail may help.

Stakeholder	BCS or TSP	Problems	Opportunities
Fischer Canada Stainless Steel Tubing	BCS	<ul style="list-style-type: none"> No substantial limitations other than the cost of energy; and No capacity issue. 	/
Hammond Manufacturing Company Ltd. – Enclosure Group	BCS	<ul style="list-style-type: none"> Travel limitations are east to Ajax, north to Newmarket, southwest to Niagara Falls, and west to Woodstock; and Highway 401 congestion makes it very difficult to provide good service and increases the number of buffer trucks on the road (i.e. duplicate loads). 	<ul style="list-style-type: none"> A new corridor will alleviate the congestion along Highway 401 and provide an alternate route between Guelph and Brampton and Concord; and More businesses will locate on the outskirts of the city (Toronto) and we will need to service all regions effectively.
Karmax Heavy Stamping	BCS	<ul style="list-style-type: none"> There are some congestion issues on Highway 401 at Regional Road 25 between 8:00 a.m. until about 10:00 a.m. The carriers we use will utilize alternative routes to avoid this congestion, and in turn deliver material on time. 	/
Mitchell Plastics	BCS	<ul style="list-style-type: none"> Congestion makes shipping from our areas (Kitchener and Waterloo) more expensive and we will become less attractive as a potential supplier to our customers; and There is poor access to Highway 401 for both of our facilities because of congestion on Highway 85, Highway 8 and Homer Watson Boulevard. 	<ul style="list-style-type: none"> Improve congestion on Highway 401; and Make Highway 7 a controlled access highway between Kitchener-Waterloo to Guelph, and then connect to Highway 401.
Satie North America Inc	BCS	/	<ul style="list-style-type: none"> Construct another highway to cross through the GTA.
Denso Manufacturing Canada Inc.	BCS	<ul style="list-style-type: none"> Smooth flow of traffic is critical to our operations. Greater traffic volumes will impede the efficiency of movement; and Most significant issue is gas prices/cost control 	<ul style="list-style-type: none"> Improvements to the Hanlon Expressway access to Highway 401 will greatly improve routing.
Solmar Development Corp.	BCS	<ul style="list-style-type: none"> Currently, the proposed Highway 427 extension stops at Major Mackenzie Drive which limits the potential movement of goods into Simcoe County and other areas; and Transportation limitations for the development industry include the need for further transit development to service commuters. 	<ul style="list-style-type: none"> The proposed Highway 427 extension should be to Highway 9 for an effective and proper long-term transportation system to service western GTA. The same holds true if a new highway corridor is recommended; Improved rail and transit; and Improved pedestrian walkways.

Stakeholder	BCS or TSP	Problems	Opportunities
Georgetown Central Business Improvement Area	BCS	<ul style="list-style-type: none"> There is no public transportation connecting Milton, Mississauga, Oakville or Burlington to Georgetown. If you want to take the GO to Mississauga, you would have to take the Brampton Line through to Union Station and then go out to Milton, Mississauga, Oakville or Burlington; and There is also no public transportation within Halton Hills. 	<ul style="list-style-type: none"> Extend Highway 407 through Brampton and Halton Hills; and Implement better public transit between Peel Region and Halton.
Ontario Home Builders Association	BCS	<ul style="list-style-type: none"> Increasing gridlock in the GTA and in the GTA West Corridor Preliminary Study Area is increasing. This frustrates the ability of home builders to successfully market new development opportunities to the public. Consumers are becoming increasingly frustrated with lengthy commutes in both automobiles and public transit. 	<ul style="list-style-type: none"> By enhancing mobility, additional opportunities to add value to lands through development are afforded to home builders; and OHBA is very supportive of both road/highway expansion as well as the expansion of public transportation systems to accommodate a growing economy and population.
Canadian Supply Chain Sector Council	BCS	/	<ul style="list-style-type: none"> Suggest that you contact Metro Retail Supply Chain Solutions Inc., Paltainer Freight Forwarders Ltd., and the Canadian International Freight Forwarders Association.
Nexus Freight Systems	BCS	<ul style="list-style-type: none"> Construction and accident delays along Highway 401 between Windsor and Quebec and into the USA can add 1-2 hours to a drivers day. During construction on Highway 401, not enough truck routes are provided to accommodate the truck volumes. 	<ul style="list-style-type: none"> Construct extra lanes on Highway 401 as well have the collector lanes extend past Milton because there are a lot of people commuting from the Kitchener-Waterloo area.
Transpro Freight Systems	BCS	<ul style="list-style-type: none"> The Highway 401 corridor is the only gateway to the borders in Windsor and Sarnia, and the QEW is the only route to the Niagara Region. If any delays or closures occur on these roads, then productivity and ability to deliver on time is affected; and High fuel costs associated with idling in traffic. 	<ul style="list-style-type: none"> "Truck only" lanes should be implemented for rush hour periods; and Limit travelling hours for trucks with "sleeper berths" on the GTA highway between noon and rush hour.
GO Transit	TSP	<ul style="list-style-type: none"> The Lakeshore West and Milton GO lines are not operating at capacity. Existing service issues need to be improved before expansion can occur; and 	<ul style="list-style-type: none"> GO owns/holds long-term leases for approx. one third of their trackage, providing greater control and flexibility for service operations;

Stakeholder	BCS or TSP	Problems	Opportunities
		<ul style="list-style-type: none"> Provincial legislation or an agreement from a host municipality is required to change the existing GO service limit - service area legislation and Section 28 of the Financial Admin Act are constraints to short and long-term transit expansion. 	<ul style="list-style-type: none"> Guelph is within current GO service area; and Introduce a secondary “transit hub” at Hamilton, serving Niagara to Hamilton trips, with potential for further connection to the GTA.
CP Rail and Intermodal Operations	TSP	<p><i>Discussed As Part of the NGTA Study</i></p> <ul style="list-style-type: none"> A grid pattern of one mile spacing between roads results in train sets of approximately 7,000 feet effectively blocking two intersecting roadways; Concept of several short haul intermodal terminals is not viable (CP considers southern Ontario as one region); and Train stations and rail yards established several years ago were not constructed to accommodate the longer train sets of today. <p><i>Discussed As Part of the GTA West Study</i></p> <ul style="list-style-type: none"> Highway 401 between Toronto to Windsor is a very efficient corridor for truck movement. Rail is not efficient for such short haul trips; Rail typically moves heavier loads over long distances. Trucks typically move lighter or more time sensitive loads over shorter distances; 	<p><i>Discussed As Part of the NGTA Study</i></p> <ul style="list-style-type: none"> Current rail corridor rights-of-way range from 66 feet to 100 feet and can be expanded to accommodate new rail lines. <p><i>Discussed As Part of the GTA West Study</i></p> <ul style="list-style-type: none"> Operations at the Vaughan Terminal can be increased by over 100% if Highway 427 is improved (i.e. new interchanges in the vicinity of the terminal). They can expand their operations by building more infrastructure and changing how they use the infrastructure (i.e. operational changes); CP typically owns a 100 ft mainline right of way. Since a rail line occupies only 14 feet, there is flexibility to add more track in the right of way as the business increases; Our economy is going to be increasing the goods that are brought in from other countries (especially the Pacific), so more long haul freight will be required to move these goods to distribution centers and retail points. CP will be in a good position to respond to this demand; CP sees a lot of growth west of Milton. Therefore, a new east-west corridor would help to link the rail service to the new businesses in this area; Intermodal operations would be improved with a new corridor/freeway. Customers (i.e. trucking companies) like to pick up their goods from terminals, so access to these terminals via an efficient freeway is critical to growing the operations;

Stakeholder	BCS or TSP	Problems	Opportunities
			<ul style="list-style-type: none"> • CP wants the flexibility for modal choice to be preserved for the future. For example, do not plan residential or big box land uses in intermodal locations. You can get more out the existing transportation infrastructure if transportation customers have modal choices.
Canadian Urban Transit Association	TSP	<ul style="list-style-type: none"> • HOV lanes on expressways have limited benefit to municipal transit service. 	<ul style="list-style-type: none"> • Need to increase incentives to encourage both expanded transit service and ridership; • Need to better integrate GO Transit, Municipal and private operator services; • Need more of a Provincial commitment to Municipal transit and a fare card; and • Need service standards that maintain and control transit schedules and time tables.
Ontario Motor Coach Association	TSP	<ul style="list-style-type: none"> • Congestion increases travel time. 	/
Railway Association of Canada	TSP	<ul style="list-style-type: none"> • Growth opportunities for short line railways are limited as owners are more concerned about maintaining service rather than expansion; • Increased passenger rail train service will impact freight operations as Canada has a disproportionately high volume of freight rail to passenger rail; • Infrastructure improvements to facilitate the movement of 286,000 lb railcars are required at an estimated cost of approximately \$150 million for all of Ontario's short lines. There is limited financial capacity to invest in upgrading rail lines to accommodate these North American standard rail cars. Ontario does not have a funding program to assist with short line infrastructure improvements – no public funds for rail infrastructure; • There is poor road access to intermodal facilities; • Railways (particularly short lines) must compete 	<ul style="list-style-type: none"> • Improved intermodal facilities will decrease the time required to move freight between transportation modes; • There is slow growth within the short line industry, however the construction of ethanol plants would provide growth opportunities for these lines (i.e. import corn and export byproducts by rail); • Quebec has funding programs to assist with infrastructure improvements for short lines. The Province of Ontario should review these funding programs; • A low density rail line property tax credit would allow operators to reinvest in the existing rail line; and • The City of Barrie recently purchased the former CN Newmarket subdivision from Barrie to Brantford – a rail infrastructure upgrade is currently underway and GO Transit will extend service from the terminus at Bradford, north to Barrie.

Stakeholder	BCS or TSP	Problems	Opportunities
		<p>with trucks that operate on publicly funded roads and highways;</p> <ul style="list-style-type: none"> • Short line railways pay property taxes to the Province and Municipalities on the linear corridor. These taxes represent a major expense and hurt the ability to grow the business; • There is uncertainty in the growth in traffic, which impacts the ability of short line railways to borrow funds for capital investment and expansion; • There are constraints to enhancing intermodal operations: <ul style="list-style-type: none"> ○ Timely transfer of freight – there is a need for better coordination between transportation modes; and ○ Nature of goods being moved - some products, such as alcohol, are not easily transferred from one mode to another. 	
Southern Ontario Gateway Council	TSP	<ul style="list-style-type: none"> • A better understanding of freight movement on roads other than 400 series highways is needed as there is a substantial amount of freight moving between and within cities in smaller trucks; • All modal systems will be maxed out to accommodate 20-30% growth; • There is a lack of intermodal facilities and poor road access to the existing intermodal facilities; • Modal choice for customers is lacking; • Relief is needed for bottleneck areas – the current system cannot handle disruption as it is already at capacity; • Shippers’ number one concern is reliability, not cost or time; and • Very difficult for Port Authorities to borrow the amount of money needed for improvements (sovereignty and security issues – Federal Marine Act is dated). 	<ul style="list-style-type: none"> • CN and CP Rail are starting to share parallel facilities to increase efficiency (i.e. one track for east bound, one for west bound); • Integrate three major transportation projects – Highway 24, NGTA, and GTA West; • Properly utilize marine transport; and • The shortage in truck drivers may lead to an increase in freight movement by rail.

Stakeholder	BCS or TSP	Problems	Opportunities
Hamilton International Airport	TSP	<ul style="list-style-type: none"> • Difficulty in moving goods and passengers due to indirect routing and congestion - causes delays to/from the airport. • Timelines are too long – need to adjust the EA process to ensure shorter timelines. This project will freeze the development in the community for too long. • Question whether Metrolinx has incorporated the GTA West Study into their projections. 	<ul style="list-style-type: none"> • Connection of the GTA West corridor to the Niagara to GTA corridor would provide a link from the US border to Hamilton, Kitchener, Guelph and the north side of Toronto.
York Region Transit	TSP	<ul style="list-style-type: none"> • Numerous north-south and east-west arterial roads are congested during peak periods, resulting in service delays and increasing travel times for customers; • There is not enough ridership to justify converting BRT (VIVA) to LRT. YRT believes that they cannot compete with vehicle travel times along their service routes with current transportation infrastructure; • Historically there has been north-south travel to/from and within York Region, however new patterns are being observed for east-west travel. YRT finds challenges in meeting this increasing e-w demand due to the simultaneously increasing travel time due to congestion; • Lack of dedicated transit lanes poses challenges. Submitting an EA as a transit EA is not possible because York Region's policy states that any third lane must be an HOV lane combined with transit; • Concern about the congestion between Highway 400 and Highway 404. There is currently no east-west freeway north of Highway 407; • Slow planning process, resulting in lost opportunities, as population and congestion continue; • Adoption and implementation of higher order transit infrastructure (rapid transit, HOV lanes and RBL) 	<ul style="list-style-type: none"> • Interregional transit is expected to improve travel time through YRT local routes. YRT serves a local market, whereas the 407 Transitway would serve longer trips. It is important to have good connectivity between YRT and the 407 Transitway; • Develop a transit corridor similar to the proposed 407 Transitway to improve connectivity between northern and western York Region and the Region of Peel and regions west of Peel; • HOV lanes and rapid transit in the GTA West are beneficial to York Region Transit; and • Should consider corridor protection at the earliest opportunity.

Stakeholder	BCS or TSP	Problems	Opportunities
		<p>will be a challenge;</p> <ul style="list-style-type: none"> • GTA West study area does not extend to the Highway 404 corridor, therefore preventing connectivity opportunities; • Transportation assumptions and modeling may act as constraints against growth of transit; • Constraints to enhancing intermodal aspects: <ul style="list-style-type: none"> ○ Insufficient infrastructure; ○ Unpredictable/unsustainable funding; ○ Jurisdictional regulations affecting fares; and ○ Absence of HOV lanes and RBL. • External forces that affect business include: <ul style="list-style-type: none"> ○ Fuel prices; ○ Population growth; ○ Land-use planning - influence of the development industry; and ○ Technology. 	
CN Rail	TSP	<ul style="list-style-type: none"> • Outside of that established industrial area (Brampton east of Kennedy and the airport there are miles of spur lines north and south) it is difficult to compete with trucks for short hauls. 	<ul style="list-style-type: none"> • Municipalities need to situate industrial areas so that they can utilize rail instead of truck transport. Otherwise, rail is good for long hauls only.
Orangeville Brampton Railway	TSP	<ul style="list-style-type: none"> • Road congestion and delays around the GTA impede our operations and transit times; • The overall economy and the exchange rate can adversely carloads and customer production volumes; and • MTO appears to be very "road-centric" – the Orangeville Brampton railway is not even shown on the GTA West Preliminary Study Area map. ! 	<ul style="list-style-type: none"> • The OBR can provide freight service to any industry located adjacent to the rail corridor. There is the potential to provide future passenger service between Orangeville and the GTA.
Guelph Junction Railway	TSP	<ul style="list-style-type: none"> • The cost of infrastructure is a barrier to expansion; • Local access to rail infrastructure is a constraint to enhancing the intermodal aspects of our operation; • Land planning and approvals are costly and time consuming; 	/

Stakeholder	BCS or TSP	Problems	Opportunities
Goderich-Exeter Railway	TSP	<ul style="list-style-type: none"> • Certain infrastructure improvements would be helpful. Currently, the GEXR can handle 286,000 pounds on the rail lines. At the present time, there is no real barrier stopping the GEXR from expanding; • An on-going problem within the rail industry is that customers sometimes use rail yards as warehouses. This results in loss of space in the rail yard and loss of profits as assets are tied up; • External constraints for the GEXR include legislation, accidents and taxes; 	<ul style="list-style-type: none"> • If the GEXR added passengers, it could operate sufficiently, however it would introduce a problem into the current train schedule. To accommodate passengers, the GEXR would need a larger yard; • Storage on rail is a good idea and/or a possible future solution as it is critical that trains run on time; • Intermodal does interest the GEXR at the moment. However if CN never becomes interested, it would affect GEXR. GEXR cannot run an intermodal railway if CN does not agree; • GEXR is looking for new fuel options; and • GEXR is looking to transload steel (if another rail company cannot handle a load of steel, it could be shipped into the GEXR station where it would be transloaded and shipped out).
Ontario Public Transit Association	TSP	<ul style="list-style-type: none"> • Small transit providers are still struggling due to new legislations, such as the Disabilities Act, which places constraints on expanding; • Cross-boundary travel is a constraint. There is a desire among municipal politicians to look at cross-boundary transit. However, this is ignored by studies (including Metrolinx); and • Another constraint is public education. The public cannot justify large-scale spending on long-term transit goals, therefore politicians do not approve funding. To get support, you must spread the word. 	<ul style="list-style-type: none"> • The GTA West Study Team could give a presentation at the OPTA regional and provincial wide meetings and distribute information to managers who can then share the information with their councilors, in hopes of getting funding.
Ontario Trucking Association	TSP	<ul style="list-style-type: none"> • Metrolinx is too transit-oriented and needs a better balance between the modes. Roads and highways are not necessarily a problem. There needs to be a shift in what highways are used for. For example, Highway 401 was built as an economic link for the automotive industry, not as a commuter corridor; • People rarely choose transit, unless transit is more convenient (e.g. TTC to downtown core). The 	<ul style="list-style-type: none"> • A new highway corridor in the GTA West and NGTA study areas is not needed, but the industry will use it if you build it; • With respect to a lake crossing, there will be time lost loading and unloading the ferry, and extra time is needed to connect to the highway. A lake crossing could work if there is a niche market - such as the Detroit River hazardous goods ferry, which

Stakeholder	BCS or TSP	Problems	Opportunities
		<p>convenience of the TTC system to the downtown core is difficult to duplicate in non-core areas;</p> <ul style="list-style-type: none"> • U.S trade is a problem. U.S. carriers are taking southbound freight for 50% of what it's worth to cover the costs of traveling back with empty hauls. Canadian truckers cannot compete with the U.S. back haul; • There is a general diminishment of trade with the U.S. partly due to security issues delaying border crossings, the Canadian dollar, and U.S. manufacturers will not deal with Canadian companies; • U.S. consumers are purchasing less; so, there is less to sell and consequently less to haul; • Time is not money in the trucking industry. Truck drivers are paid by the mile; whether it takes 2 hours or 5 hours to deliver a haul, the pay rate has been set. The lifestyle of drivers is affected by congestion, but not the economics; and • Tolls are a disincentive for trucking businesses who prefer to use a free alternative. By tolling a road, you force trucks back onto the remaining existing transportation system. 	<p>has been successfully running for years; and</p> <ul style="list-style-type: none"> • The trucking industry would be very happy with dedicated truck lanes or highways. Trucks do not enjoy driving with cars (e.g. following distance used as passing lanes). If “truck-ways” were a real option, trucking companies would use them and even pay for them, but they would want a guarantee that the money that goes to tolls would be re-invested in transportation infrastructure.
Brampton Transit	TSP	<ul style="list-style-type: none"> • Sufficient travel demand for a particular travel pattern needs to be there before expansion plans are considered; • Expansion of intermodal operations is dependent on GO Transit's rail services on the Georgetown corridor; and • An economic downturn generally translates into lower public transit usage. 	<ul style="list-style-type: none"> • Potential to expand Brampton Transit independently or in conjunction with GO Transit.
Guelph Transit	TSP	<ul style="list-style-type: none"> • Barriers to expansion include inter-operability agreements, funding, and infrastructure improvements; • Infrastructure limitations make inter-regional transit 	<ul style="list-style-type: none"> • Long-term plans include the establishment of an inter-regional transit transfer point at the existing rail station to enable local transit to better interface with inter-regional bus (GO/Greyhound) and inter-

Stakeholder	BCS or TSP	Problems	Opportunities
		service slower than it could be; <ul style="list-style-type: none"> Existing freight rail traffic on North Mainline limits expansion opportunities of passenger rail on current track facilities; Lack of HOV lanes limit speed of bus transit; and Lack of parking facilities at proposed intermodal transfer point, particularly with regards to GO Rail (needs assessment part of ongoing EA). 	regional rail (VIA/GO); and <ul style="list-style-type: none"> Smaller planned transfer points at edge commercial locations can accommodate inter-regional bus service to Fergus, Rockwood, and Aberfoyle.
Milton Transit Services	TSP	<ul style="list-style-type: none"> Market need/support and funding are barriers to expansion of transit services. 	<ul style="list-style-type: none"> Potential expansion of transit within the Milton municipal boundaries at this time. Any expansion outside the Milton boundary would be a long-term goal.
Red Cross- Milton Branch	TSP	<ul style="list-style-type: none"> Lack of volunteers and the price of fuel are barriers to expansion. 	/
Town of Halton Hills ActiVan Service	TSP	<ul style="list-style-type: none"> The existing 2 buses cannot keep up with the current demand for service. Staff will turn down several requests for trips each week because of the lack of capacity; Increased service for ActiVan is subject to budgets and is only increased when there is no additional impact on the property tax base; and Local residents do not want a full transit service with regular bus routes. This service is seen as expensive and an added tax burden. 	<ul style="list-style-type: none"> As demand for the service grows, the Town may purchase additional buses to provide the service. There is also an opportunity to expand the service using taxis for additional scheduled trips and a taxi scrip service (which provides discounted coupons for use with any taxi company) for registered users to use at their convenience; and There is legislation to improve the mobility of persons with disabilities and there are funding programs available for expanding transit services.

In addition, stakeholders suggested that the following reports and studies be reviewed to help the Study Team become more familiar with the existing conditions, constraints and future trends in the Preliminary Study Area:

- City of Brampton - Official Plan;
- City of Brampton - Transportation and Transit Master Plan;
- City of Brampton - AcceleRide Strategic Implementation Plan;
- City of Brampton - Transit Ridership Growth Strategy;
- York Region - Transportation Master Plan Update;
- York Region Transit - 2006-2010 5-Year Service Plan;
- York Region Transit - 2008 Service Plan;
- York Region Transit - Draft 2009 Service Plan;
- York Region - Official Plan;
- York Region – Vision 2026;
- Transportation Tomorrow Survey;
- Guelph-Wellington Transportation Study (2005);
- City of Guelph - Route Planning, Service Design and Downtown Transfer Point Relocation Study (2002);
- City of Guelph - Inter-Regional Transportation Terminal Feasibility Study (2004);
- City of Guelph - Growth Management Strategy (ongoing)
- City of Guelph - Community Energy Plan (2006);
- Town of Milton - Transit-Oriented Development Policy Review (2005);
- Town of Halton Hills Ridership Growth Strategy and Asset Management Plan;
- Railway Association of Canada and in-house marketing studies conducted by the Goderich-Exeter Railway;
- North Mainline Rail Alliance Business Case Development (2006)
- GO Transit - Environmental Assessments (several ongoing);
- Metrolinx White and Green Papers;
- Places to Grow: Better Choices, Brighter Future produced by the Ministry of Public Infrastructure Renewal;
- Ministry of Transportation's minutes of the Sustainable Transportation Forum;
- Smart Commute Initiative - Effective Congestion Relief (August 2007);
- Ontario Professional Planners Institute Publications and Submissions, such as the Healthy Communities, Sustainable Communities Position Paper;
- Tube and Pipe Journal;
- Transportation Study prepared by Cole Engineering for Solmar Development Corp. providing extensive background data, analysis and recommendations in support of a proposed Community Plan located within the South Albion Community of the Town of Caledon. The study has been submitted to the Region of Peel and Town of Caledon for comment;
- Canada Mortgage and Housing Corporation monthly and quarterly reports which track residential construction activity and forecasts;
- Ontario Home Builders Association Status Reports which contain details on existing conditions, constraints and future trends in the industry as well as all the current

legislative issues that impact the industry. It is available at www.ohba.ca or by e-mailing/calling OHBA;

- Canadian Industrial Transportation Association (CITA) studies on transportation patterns;
- Gateway Initiatives (Ontario-Quebec) reports;
- Ontario Chamber of Commerce Ontario-U.S. Border Policies; and
- Ontario Chamber of Commerce Transportation and Infrastructure Policies.

Appendix A

Business and Commercial Stakeholders & Transportation Service Providers Contact Lists

Group	1 st Tier	2 nd Tier	Organization	Name	Title	Phone	Fax	Email
LARGE INDUSTRIES		X	Armtec					
LARGE INDUSTRIES		X	Can Art Aluminum Extrusio Inc.					
LARGE INDUSTRIES		X	Concord Steel Centre Limited					
LARGE INDUSTRIES		X	Fischer Canada Stainless Steel Tubing					
LARGE INDUSTRIES		X	Hammond Manufacturing Company Ltd. – Enclosure Group					
LARGE INDUSTRIES		X	Karmax Heavy Stamping					
LARGE INDUSTRIES		X	Mitchell Plastics					
LARGE INDUSTRIES		X	Satie North America Inc.					
LARGE CORPORATIONS		X	Denso Manufacturing Canada Inc.					
LARGE CORPORATIONS		X	Solmar Development Corp.					
BUSINESS ASSOCIATIONS (Business Improvement)		X	Georgetown Central Business Improvement Are					
BUSINESS ASSOCIATIONS (Home Builders)		X	Ontario Home Builders Association					
LOGISTICS PROVIDERS		X	Canadian Supply Chain Sector Council					

Group	1 st Tier	2 nd Tier	Organization	Name	Title	Phone	Fax	Email
<i>LOGISTICS PROVIDERS</i>		X	Nexus Freight Systems					
<i>LOGISTICS PROVIDERS</i>		X	Transpro Freight Systems					
<i>BUSINESS ASSOCIATIONS (Automotive)</i>	X		Automotive Parts Manufacturers' Association of Canada					
<i>LARGE CORPORATIONS</i>	X		Canadian Tire					
<i>BUSINESS ASSOCIATIONS (Automotive)</i>	X		Canadian Vehicle Manufacturers' Association					
<i>BUSINESS ASSOCIATIONS (Automotive)</i>	X		Canadian Vehicle Manufacturers' Association					

Group	1 st Tier	2 nd Tier	Organization	Name	Title	Phone	Fax	Email
<i>BUSINESS ASSOCIATIONS (Boards of Trade)</i>	X		Brampton Downtown Development Corporation					
<i>BUSINESS ASSOCIATIONS (Chamber of Commerce)</i>	X		Ontario Chamber of Commerce					
<i>BUSINESS ASSOCIATIONS (Chamber of Commerce)</i>	X		Ontario Chamber of Commerce					
<i>BUSINESS ASSOCIATIONS (Chamber of Commerce)</i>	X		Ontario Chamber of Commerce					
<i>BUSINESS ASSOCIATIONS (Chamber of Commerce)</i>		X	Caledon Chamber of Commerce					

Group	1 st Tier	2 nd Tier	Organization	Name	Title	Phone	Fax	Email
<i>BUSINESS ASSOCIATIONS (Chamber of Commerce)</i>		X	Halton Hills Chamber of Commerce					
<i>BUSINESS ASSOCIATIONS (Chamber of Commerce)</i>	X		Canadian Chamber of Commerce					
<i>BUSINESS ASSOCIATIONS (Boards of Trade)</i>		X	Brampton Board of Trade					
<i>BUSINESS ASSOCIATIONS (Agricultural)</i>	X		Ontario Agri Business Association					
The following BCS organizations were interviewed as part of the NGTA Study and discussed the GTA West Study:	CAMI Automotive Inc.	Diamler Chrysler Canada Inc.	Canadian Automobile Association - South Central	Home Depot	Canadian Retail Shippers Association	Cement Association of Canada		

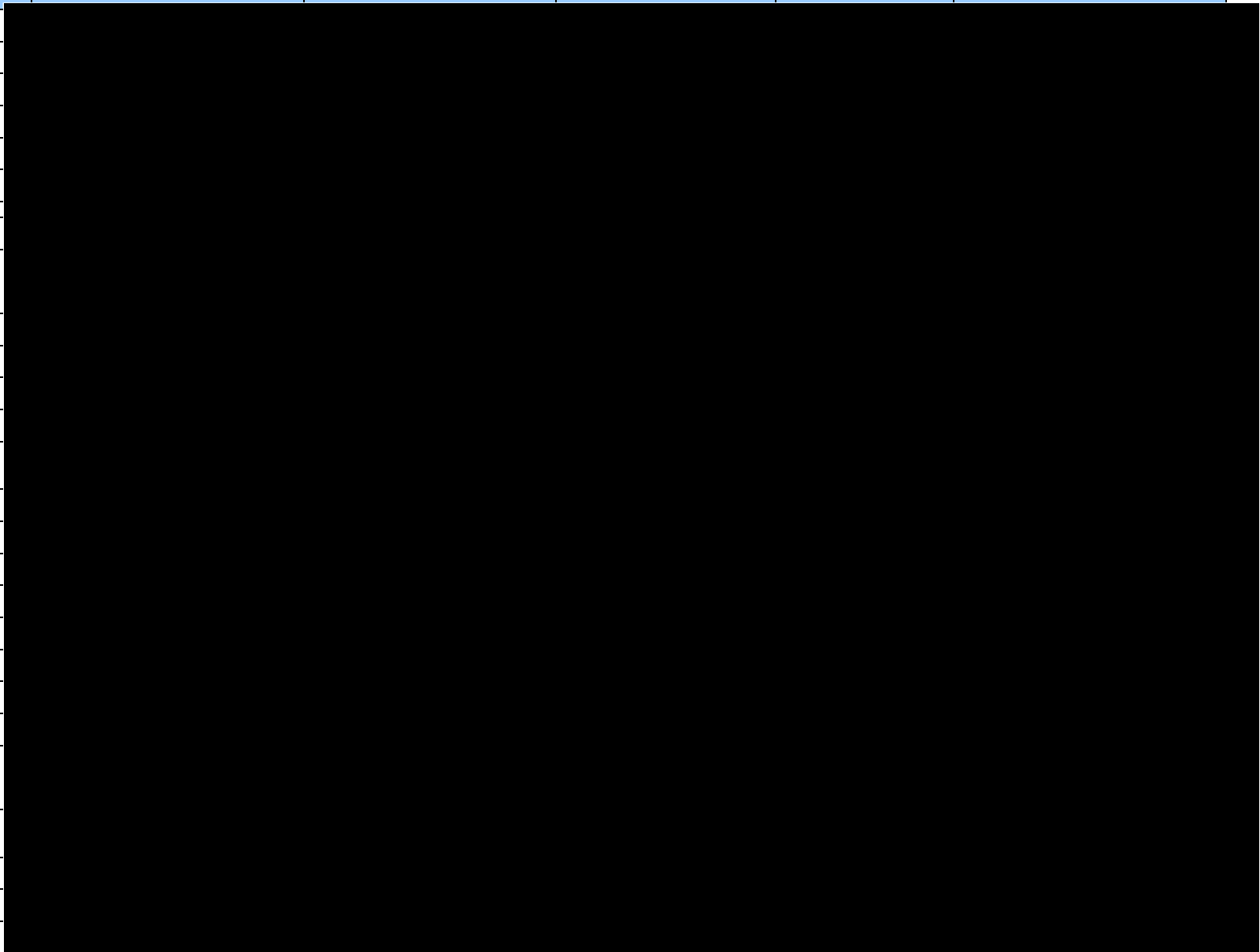
Group	1st Tier	2nd Tier	Organization	Name	Title	Phone	Fax	Email
ACADEMIC		X	University of Guelph					
ACADEMIC		X	University of Toronto - Mississauga Campus					
ACADEMIC		X	University of Waterloo					
ACADEMIC		X	Wilfred Laurier University					
LARGE INDUSTRIES		X	ABC Tool & Die Ltd.					
LARGE INDUSTRIES		X	ABI Ltd.					
LARGE INDUSTRIES		X	Acclaim Design & Profiles Inc.					
LARGE INDUSTRIES		X	Aclo Compounders Inc.					
LARGE INDUSTRIES		X	Acrow Limited					
LARGE INDUSTRIES		X	Agile Systems					
LARGE INDUSTRIES		X	All Team Glass & Mirror Ltd.					
LARGE INDUSTRIES		X	Alpha Marathon Technologies Group Inc.					
LARGE INDUSTRIES		X	AMI Semiconductor Canada					
LARGE INDUSTRIES		X	Anker-Holth Ltd. Div. of Magnum Integrated Technologies Inc.					
LARGE INDUSTRIES		X	Applied Automation Canada Inc.					
LARGE INDUSTRIES		X	Arjune Engineering & Manufacturing Inc.					
LARGE INDUSTRIES		X	Arminius Telecom Inc.					
LARGE INDUSTRIES		X	ATS Automation Tooling Systems Inc.					
LARGE INDUSTRIES		X	Automation Project Group					
LARGE INDUSTRIES		X	Avvida Systems Inc.					
LARGE INDUSTRIES		X	Ball Service Group Inc.					
LARGE INDUSTRIES		X	Ben Machine Products Company Incorporated					
LARGE INDUSTRIES		X	Bendtech Inc.					

Group	1st Tier	2nd Tier	Organization	Name	Title	Phone	Fax	Email
LARGE INDUSTRIES		X	Bioinformatics Solutions Inc.					
LARGE INDUSTRIES		X	Biomedical Photometrics Inc					
LARGE INDUSTRIES		X	Blue Giant Equipment Corporation					
LARGE INDUSTRIES		X	BMP Metals Inc.					
LARGE INDUSTRIES		X	Brampton Engineering Inc.					
LARGE INDUSTRIES		X	Breslau Electric Limited					
LARGE INDUSTRIES		X	C.C.W. Inc.					
LARGE INDUSTRIES		X	Cadsoft Corporation					
LARGE INDUSTRIES		X	Caledon Laboratories Ltd.					
LARGE INDUSTRIES		X	Centra Industries Inc.					
LARGE INDUSTRIES		X	Champion Sample Cards					
LARGE INDUSTRIES		X	Chicopee Manufacturing Limited					
LARGE INDUSTRIES		X	Clemmer Steelcraft Technologies Inc.					
LARGE INDUSTRIES		X	COM DEV					
LARGE INDUSTRIES		X	Communications & Medical Products Division					
LARGE INDUSTRIES		X	CRT International Resources Group					
LARGE INDUSTRIES		X	Cyanide Destruct Systems Inc.					
LARGE INDUSTRIES		X	DALSA Corporation					
LARGE INDUSTRIES		X	Décor Rest Furniture LTD					
LARGE INDUSTRIES		X	Deepfreeze Refrigerants Inc.					
LARGE INDUSTRIES		X	Die Trim International					
LARGE INDUSTRIES		X	Diva International Inc.					
LARGE INDUSTRIES		X	Dynac Inc.					
LARGE INDUSTRIES		X	Eclipse Automation Inc.					
LARGE INDUSTRIES		X	Eldorado Tool & Manufacturing Co. Ltd.					
LARGE INDUSTRIES		X	Elster Canadian Meter					

Group	1st Tier	2nd Tier	Organization	Name	Title	Phone	Fax	Email
LARGE INDUSTRIES		X	Empack					
LARGE INDUSTRIES		X	Enersol Solar Products Inc.					
LARGE INDUSTRIES		X	EnerSys Canada Inc.					
LARGE INDUSTRIES		X	Enervac Corporation					
LARGE INDUSTRIES		X	Exact Furniture Limited					
LARGE INDUSTRIES		X	Federal Elevator Systems Inc.					
LARGE INDUSTRIES		X	FiberTech Optica Inc.					
LARGE INDUSTRIES		X	Formex Metal Industries Inc.					
LARGE INDUSTRIES		X	Fractec					
LARGE INDUSTRIES		X	GMA					
LARGE INDUSTRIES		X	Gordon Food Services					
LARGE INDUSTRIES		X	Graff Diamond Products Limited					
LARGE INDUSTRIES		X	Green Valley Woodworking Ltd.					
LARGE INDUSTRIES		X	H&S Autoshot Mfg. Co. Ltd.					
LARGE INDUSTRIES		X	Halink RSB Inc.					
LARGE INDUSTRIES		X	Heidt Products Inc.					
LARGE INDUSTRIES		X	Heroux Devtek – Kitchener Facility					
LARGE INDUSTRIES		X	Hood Chemical					
LARGE INDUSTRIES		X	Howmet Georgetown Casting					
LARGE INDUSTRIES		X	Husky Injection Molding Systems					
LARGE INDUSTRIES		X	Industrial Plastics Fabricators Ltd.					
LARGE INDUSTRIES		X	Industrial Power & Control Inc.					

Group	1st Tier	2nd Tier	Organization	Name	Title	Phone	Fax	Email
LARGE INDUSTRIES		X	Industrial Thermo Polymers Limited					
LARGE INDUSTRIES		X	Innovative Security Solutions Inc. - Milton					
LARGE INDUSTRIES		X	Innovative Security Solutions Inc. – Georgetown					
LARGE INDUSTRIES		X	Innovative Steam Technologies					
LARGE INDUSTRIES		X	Intellitactics Inc.					
LARGE INDUSTRIES		X	Iron Concepts Ltd. (Boss Truck Accessories)					
LARGE INDUSTRIES		X	J. Sterling Industries Ltd.					
LARGE INDUSTRIES		X	Janpath Metal Fabrication LTD					
LARGE INDUSTRIES		X	Johnson Controls Ltd.					
LARGE INDUSTRIES		X	Kuntz Electroplating Inc.					
LARGE INDUSTRIES		X	Labtronics Inc.					
LARGE INDUSTRIES		X	Linamar Corporation					
LARGE INDUSTRIES		X	Maccaferri Canada Ltd.					
LARGE INDUSTRIES		X	Magnum Integrated Technologies					
LARGE INDUSTRIES		X	Main Plastics Div. Of Main Prototypes Ltd.					
LARGE INDUSTRIES		X	Manitex Lifting ULC.					
LARGE INDUSTRIES		X	Maxtech Consumer Products Limited					
LARGE INDUSTRIES		X	Meikle Automation Inc.					
LARGE INDUSTRIES		X	Minus Forty Technologies Corp.					
LARGE INDUSTRIES		X	Mold-Masters Ltd.					
LARGE INDUSTRIES		X	Multicyl Inc.					
LARGE INDUSTRIES		X	Natura World Inc.					
LARGE INDUSTRIES		X	Hanson Hardscape Products					
LARGE INDUSTRIES		X	NDI					
LARGE INDUSTRIES		X	NODMAN Automation Systems					

Group	1st Tier	2nd Tier	Organization	Name	Title	Phone	Fax	Email
LARGE INDUSTRIES		X	Nopak Canada Inc.					
LARGE INDUSTRIES		X	Northstar Aerospace – Milton					
LARGE INDUSTRIES			P&P Optica Inc.					
LARGE INDUSTRIES		X	Pano Cap (Canada) Ltd.					
LARGE INDUSTRIES		X	Park Thermal International (1996) Corp.					
LARGE INDUSTRIES		X	Par-Pak Ltd.					
LARGE INDUSTRIES		X	Pentalift Equipment Corporation					
LARGE INDUSTRIES		X	Piller Sausages & Delicatessens Ltd.					
LARGE INDUSTRIES		X	Plextec Inc.					
LARGE INDUSTRIES		X	Polyfab Industrial Services Inc.					
LARGE INDUSTRIES		X	Precision-Tech Limited					
LARGE INDUSTRIES		X	Proform Custom Machine Inc.					
LARGE INDUSTRIES		X	QPharm Inc.					
LARGE INDUSTRIES		X	Quadro Engineering Corp.					
LARGE INDUSTRIES		X	Quality Air Management Inc. div. of ULTRA-FLOW Inc.					
LARGE INDUSTRIES		X	Rapid Prototypes Inc.					
LARGE INDUSTRIES		X	Raytheon Canada Limited - Waterloo Facility					
LARGE INDUSTRIES		X	Recovery Technologies					
LARGE INDUSTRIES		X	Rockwell Automation Canada Ltd.					
LARGE INDUSTRIES		X	Rolmaster Conveyors (1993) Inc.					
LARGE INDUSTRIES		X	Royal Pipe Systems					
LARGE INDUSTRIES		X	Schulz Control Designs Inc.					
LARGE INDUSTRIES		X	Septimatech Group Inc.					
LARGE INDUSTRIES		X	Shred-Tech					
LARGE INDUSTRIES		X	Sierra Automation Inc.					
LARGE INDUSTRIES		X	Silgan Plastics Canada Inc.					



Group	1st Tier	2nd Tier	Organization	Name	Title	Phone	Fax	Email
LARGE INDUSTRIES		X	Skyjack Inc.					
LARGE INDUSTRIES		X	Softcare Innovations Inc.					
LARGE INDUSTRIES		X	Software Innovation Inc.					
LARGE INDUSTRIES		X	Solinst Canada Ltd.					
LARGE INDUSTRIES		X	Space-Flite Industries Inc.					
LARGE INDUSTRIES		X	Spiral Horizon Paper Canada Inc.					
LARGE INDUSTRIES		X	Strite Industries Limited					
LARGE INDUSTRIES		X	Super Seal Mfg Ltd.					
LARGE INDUSTRIES		X	Teleline Canada Ltd.					
LARGE INDUSTRIES		X	Teutech Industries Inc.					
LARGE INDUSTRIES		X	The Bracket Company Inc.					
LARGE INDUSTRIES		X	The Goldstar Machine Tools Inc.					
LARGE INDUSTRIES		X	The Right Solutions Corporation					
LARGE INDUSTRIES		X	Transchem Inc.					
LARGE INDUSTRIES		X	TurboSonic Inc.					
LARGE INDUSTRIES		X	Two Stage Innovation Inc.					
LARGE INDUSTRIES		X	Unitron Hearing Ltd.					
LARGE INDUSTRIES		X	V. Mance Mfg. Limited					
LARGE INDUSTRIES		X	Valcom Manufacturing Group Inc.					
LARGE INDUSTRIES		X	Video Effects Canada Inc.					
LARGE INDUSTRIES		X	Vinyl Window Designs Ltd.					
LARGE INDUSTRIES		X	Virtek Vision International Inc.					
LARGE INDUSTRIES		X	Virtek Vision International Inc.					
LARGE INDUSTRIES		X	Waterloo Biofilter Systems Inc.					
LARGE INDUSTRIES		X	Waterloo Biofilter Systems Inc.					
LARGE INDUSTRIES		X	Xakt Komponenten Inc.					

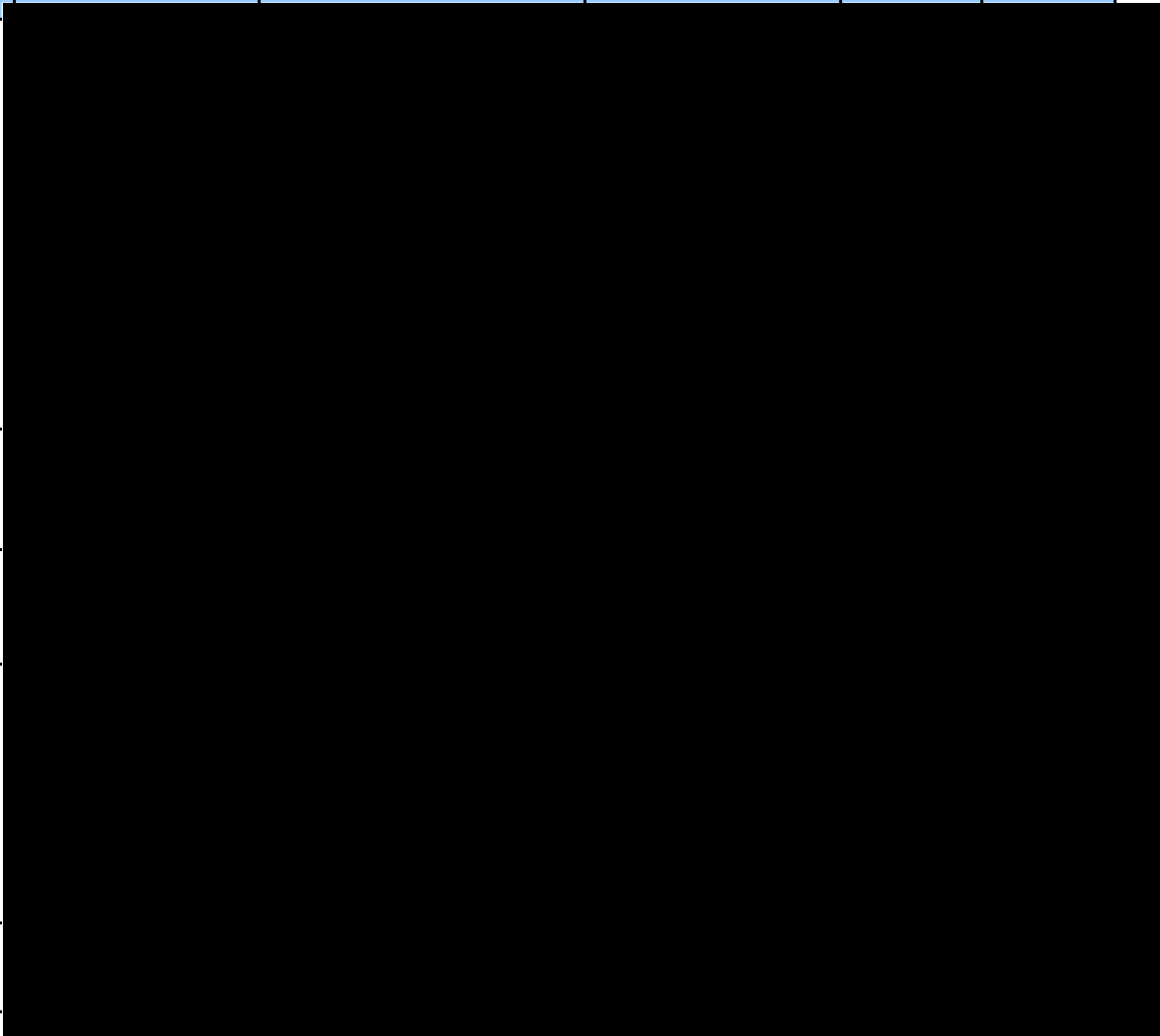
Group	1st Tier	2nd Tier	Organization	Name	Title	Phone	Fax	Email
LARGE CORPORATIONS		X	Algoma Central Corporation					
LARGE CORPORATIONS		X	Brampton Hydro					
LARGE CORPORATIONS		X	Burlington Technologies Inc.					
LARGE CORPORATIONS		X	Columbian Chemicals Canada Ltd					
LARGE CORPORATIONS		X	Enbridge Consumers Gas – Central Region					
LARGE CORPORATIONS		X	International Truck and Engine Corporation of Canada Truck Group					
LARGE CORPORATIONS		X	Metro Retail Supply Chain Solutions Inc.					
LARGE CORPORATIONS		X	Paltainer Freight Forwarders Ltd.					
LARGE CORPORATIONS		X	Sobeys					
LARGE CORPORATIONS		X	St. Lawrence Cement					
LARGE CORPORATIONS		X	The TDL Group Ltd. (Tim Horton's)					
LARGE CORPORATIONS		X	Trade Link International Ltd.					
LARGE CORPORATIONS		X	Union Gas Limited					
LARGE CORPORATIONS		X	VFT Inc.					
LARGE CORPORATIONS		X	Wal-Mart Canada Corp.					
BUSINESS ASSOCIATIONS (Automotive)		X	Automotive Aftermarket Retailers of Ontario					
BUSINESS ASSOCIATIONS (Automotive)		X	Better Business Bureau of South Central Ontario					
BUSINESS ASSOCIATIONS (Automotive)		X	Halton Industry Education Council					
BUSINESS ASSOCIATIONS (Automotive)		X	Ontario Motor Vehicle Industry Council					
BUSINESS ASSOCIATIONS (Business Improvement)		X	Acton Business Improvement Area					
BUSINESS ASSOCIATIONS (Business Improvement)		X	Community Development Halton					
BUSINESS ASSOCIATIONS (Business Improvement)		X	Downtown Guelph Business Association					
BUSINESS ASSOCIATIONS (Business Improvement)		X	Downtown Milton Business Improvement Area					
BUSINESS ASSOCIATIONS (Business Improvement)		X	Kleinburg Business Association					
BUSINESS ASSOCIATIONS (Business Improvement)		X	Milton Ratepayers Association					
BUSINESS ASSOCIATIONS (Business Improvement)		X	Woodbridge Business Association					
BUSINESS ASSOCIATIONS (Boards of Trade)		X	Economic & Technology Development Department					
BUSINESS ASSOCIATIONS (Chamber of Commerce)		X	Centre Wellington Chamber of Commerce					

Group	1st Tier	2nd Tier	Organization	Name	Title	Phone	Fax	Email
BUSINESS ASSOCIATIONS (Chamber of Commerce)		X	King Chamber of Commerce					
BUSINESS ASSOCIATIONS (Chamber of Commerce)		X	Milton Chamber of Commerce					
BUSINESS ASSOCIATIONS (Chamber of Commerce)		X	Nobleton Schomberg District Chamber of Commerce					
BUSINESS ASSOCIATIONS (Chamber of Commerce)		X	The Guelph Chamber of Commerce					
BUSINESS ASSOCIATIONS (Chamber of Commerce)		X	Vaughan Chamber of Commerce					
BUSINESS ASSOCIATIONS (Agricultural)		X	Acton Agricultural Society					
BUSINESS ASSOCIATIONS (Agricultural)		X	Christian Farmers Federation of Ontario					
BUSINESS ASSOCIATIONS (Agricultural)		X	Halton Federation of Agriculture					
BUSINESS ASSOCIATIONS (Real Estate)		X	Brampton Real Estate Board					
BUSINESS ASSOCIATIONS (Real Estate)		X	Guelph and District Real Estate Board					
BUSINESS ASSOCIATIONS (Real Estate)		X	The Oakville, Milton and District Real Estate Board					
BUSINESS ASSOCIATIONS (Real Estate)		X	Toronto Real Estate Board					
BUSINESS ASSOCIATIONS (Real Estate)		X	York Region Real Estate Board					
BUSINESS ASSOCIATIONS (Home Builders)		X	Greater Toronto Home Builders Association					
BUSINESS ASSOCIATIONS (Home Builders)		X	Guelph and District Homebuilders Association					
BUSINESS ASSOCIATIONS (Home Builders)		X	Hamilton-Halton Construction Association					
BUSINESS ASSOCIATIONS (Home Builders)		X	Hamilton-Halton Homebuilders Association					
BUSINESS ASSOCIATIONS (Home Builders)		X	Waterloo Region Home Builders Association					
BUSINESS ASSOCIATIONS (Others)		X	Building and Concrete Restoration Association of Ontario					
BUSINESS ASSOCIATIONS (Others)		X	Canadian Association of Chemical Distributors					
BUSINESS ASSOCIATIONS (Others)		X	Canadian Federation of Independent Business					
BUSINESS ASSOCIATIONS (Others)		X	Metals Service Center Institute					
BUSINESS ASSOCIATIONS (Others)		X	Ontario Hot Mix Producers Association					
BUSINESS ASSOCIATIONS (Others)		X	Ontario Lumber Manufacturer's Association					
BUSINESS ASSOCIATIONS (Others)		X	Ontario Stone, Sand and Gravel Association					
BUSINESS ASSOCIATIONS (Others)		X	Ontario Waste Management Association					
BUSINESS ASSOCIATIONS (Others)		X	Owner-Operator's Business Association of Canada					
BUSINESS ASSOCIATIONS (Others)		X	Ready-Mix Concrete Association of Ontario					

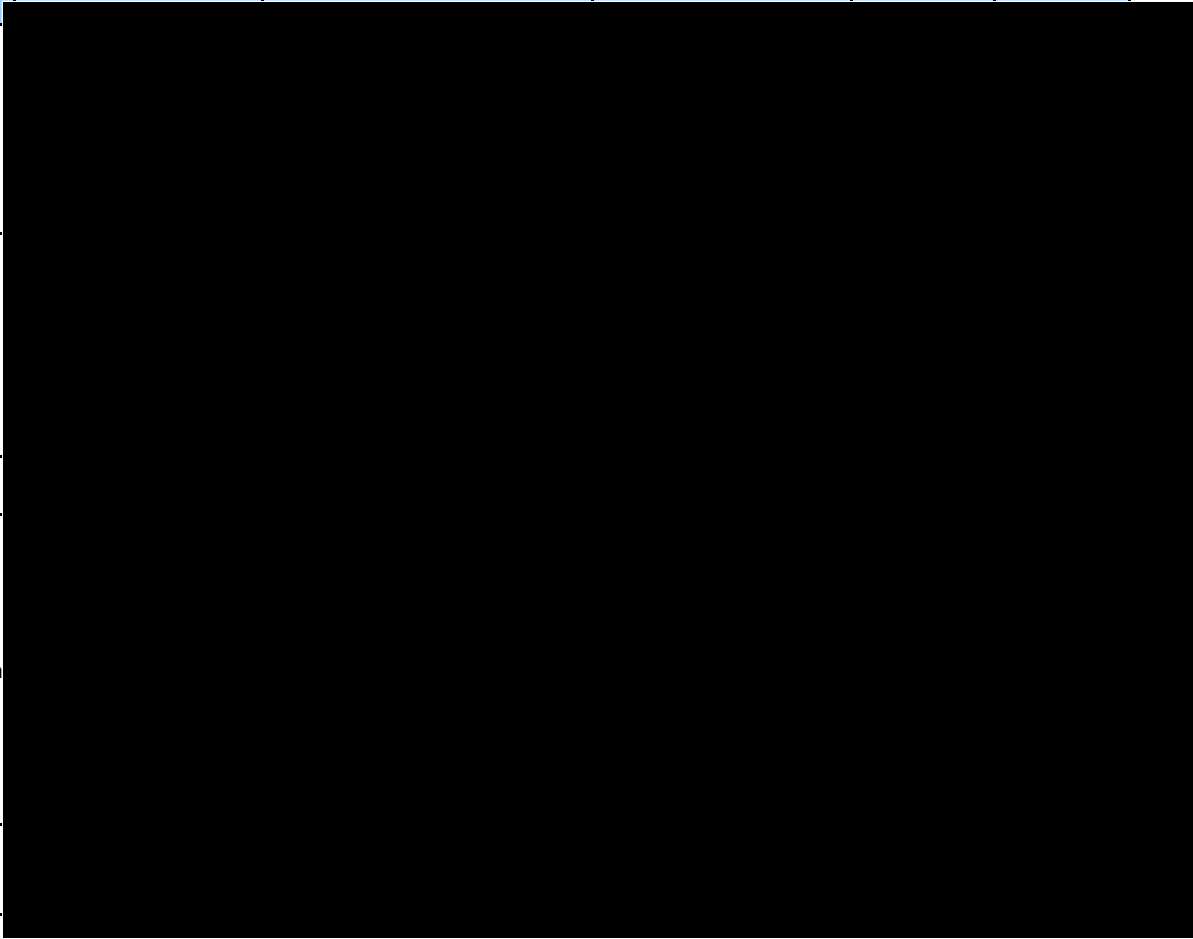
Group	1st Tier	2nd Tier	Organization	Name	Title	Phone	Fax	Email
BUSINESS ASSOCIATIONS (Others)		X	Toronto Steel Buyers and Associates					
BUSINESS ASSOCIATIONS (Others)		X	Truck Watch Services Inc.					
LOGISTICS PROVIDERS		X	APPS Transport Group					
LOGISTICS PROVIDERS		X	BDS Transportation Inc.					
LOGISTICS PROVIDERS		X	BMR Express International					
LOGISTICS PROVIDERS		X	Canus Logistics					
LOGISTICS PROVIDERS		X	Cavalier Transportation Services Inc.					
LOGISTICS PROVIDERS		X	Conor Transportation Inc.					
LOGISTICS PROVIDERS		X	DRT Logistics Inc.					
LOGISTICS PROVIDERS		X	Forbes-Hewlett Transport Inc.					
LOGISTICS PROVIDERS		X	G.E. Forwarders Ltd - G.E. Logistics, Inc.					
LOGISTICS PROVIDERS		X	Inter-continental Logistics Inc.					
LOGISTICS PROVIDERS		X	Livingston International					
LOGISTICS PROVIDERS		X	Marbro Group Inc.					
LOGISTICS PROVIDERS		X	M-O Freightworks					
LOGISTICS PROVIDERS		X	Muir's Cartage Ltd					
LOGISTICS PROVIDERS		X	PFS International					
LOGISTICS PROVIDERS		X	Schenkers of Canada Ltd					
LOGISTICS PROVIDERS		X	Schneider's Trucking Ltd.					
LOGISTICS PROVIDERS		X	Toronto Tank Lines					
LOGISTICS PROVIDERS		X	Trump Transport					
LARGE INDUSTRIES	X		Ford Motor Company of Canada					
LARGE INDUSTRIES	X		Honda Canada					
LARGE INDUSTRIES	X		Magna International Inc.					
LARGE INDUSTRIES	X		Schneiders					
LARGE INDUSTRIES	X		The Hudson's Bay Company					

Group	1st Tier	2nd Tier	Organization	Name	Title	Phone	Fax	Email
LARGE INDUSTRIES	X		Toyota Motor Manufacturing Canada					
LARGE CORPORATIONS	X		Loblaw Companies Ltd / Fortinos					
LARGE CORPORATIONS	X		Sears Canada Inc.					
LARGE CORPORATIONS	X		General Motors of Canada Ltd.					
BUSINESS ASSOCIATIONS (Automotive)	X		Association of International Automobile Manufacturers of Canada					
BUSINESS ASSOCIATIONS (Automotive)	X		Automotive Industries Association of Canada					
BUSINESS ASSOCIATIONS (Automotive)	X		Canadian Automotive Association – South Central Ontario					
BUSINESS ASSOCIATIONS (Automotive)	X		Japan Automobile Manufacturers' Association (JAMA) of Canada					
BUSINESS ASSOCIATIONS (Automotive)	X		Ontario Automobile Dealer Association					
BUSINESS ASSOCIATIONS (Agricultural)	X		Ontario Federation of Agriculture					
BUSINESS ASSOCIATIONS (Others)	X		Canadian Manufacturers & Exporters Association					
BUSINESS ASSOCIATIONS (Others)	X		Canadian Transportation Equipment Association					
LOGISTICS PROVIDERS	X		Canadian International Freight Forwarder Association					
LOGISTICS PROVIDERS	X		Logistics Institute of Canada					
LOGISTICS PROVIDERS	X		Supply Chain & Logistics Canada					
SHIPPING ASSOCIATIONS	X		Freight Carriers Association Of Canada					

Group	1st Tier	2nd Tier	Organization	Name	Title	Phone	Fax	Email
TSP – MUNICIPAL TRANSIT	X		York Region Transit					
TSP – MUNICIPAL TRANSIT	X		York Region Transit					
TSP – FREIGHT RAIL	X		CN Rail (DO NOT CONTACT)					
TSP – FREIGHT RAIL	X		CP Intermodal Operations					
TSP – FREIGHT RAIL	X		Goderich-Exeter Railway					



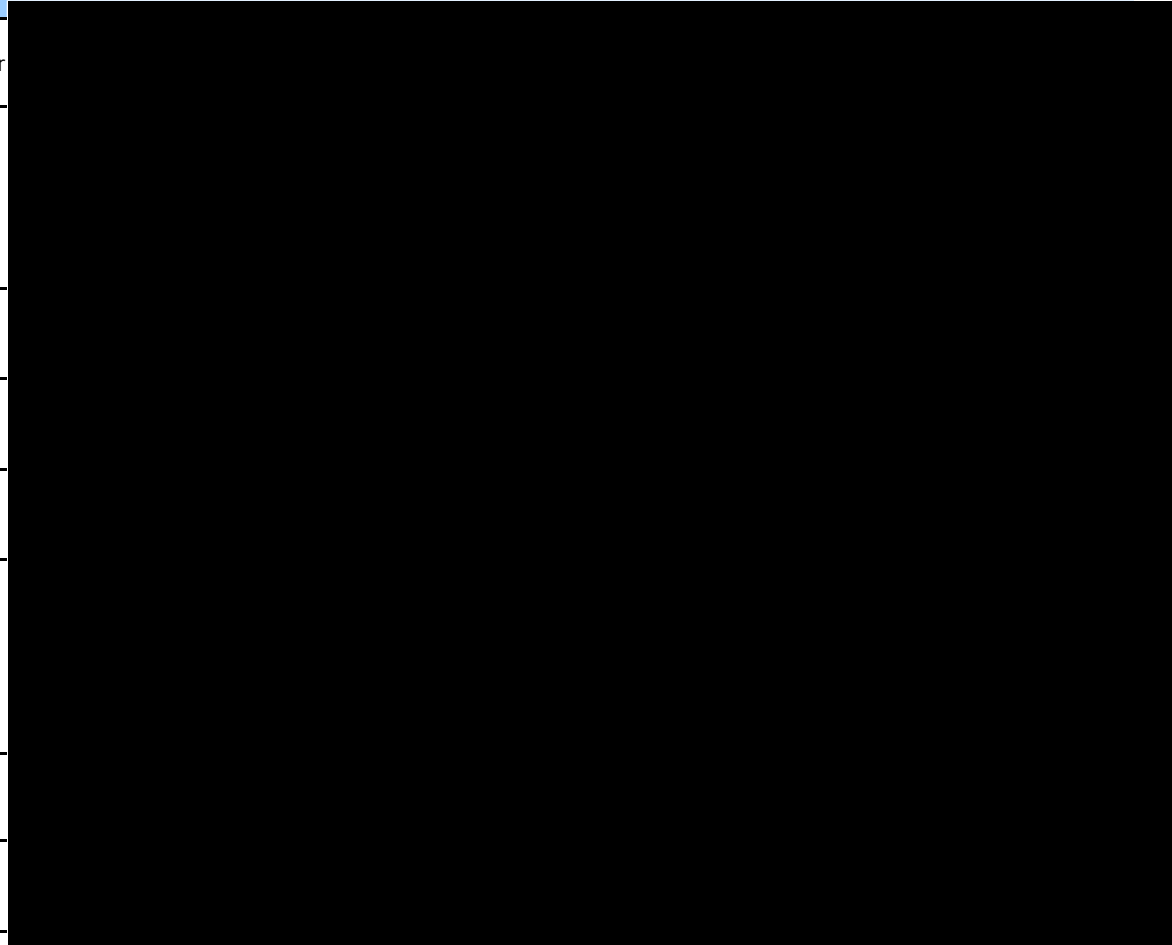
Group	1st Tier	2nd Tier	Organization	Name	Title	Phone	Fax	Email
TSP – FREIGHT RAIL	X		Orangeville Brampton Railway					
TSP – FREIGHT RAIL	X		Guelph Junction Railway					
TSP – AIR	X		John C. Munro Hamilton Airport					
TSP – TRANSPORTATION ASSOCIATIONS	X		Ontario Public Transit Association					
TSP – TRANSPORTATION ASSOCIATIONS	X		Ontario Trucking Association					



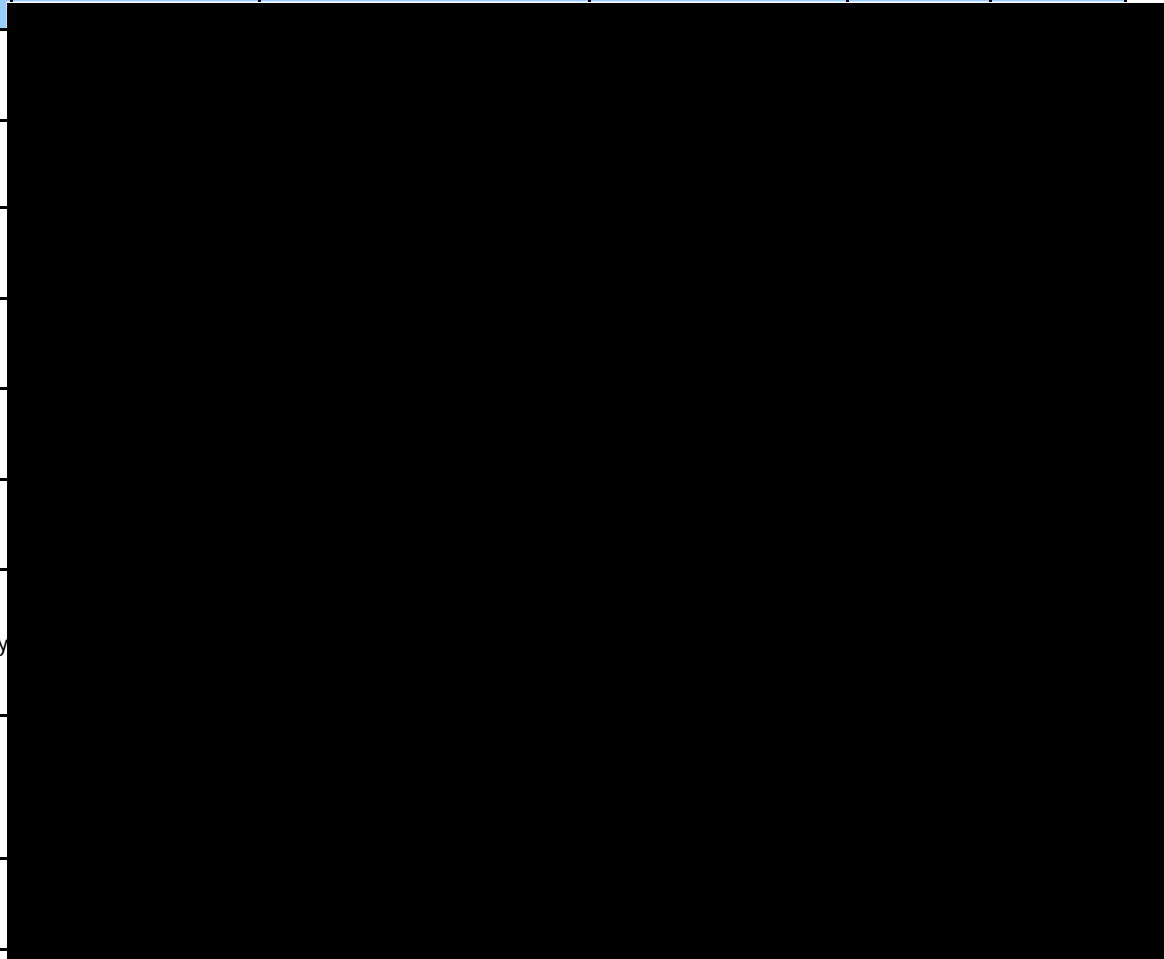
Group	1st Tier	2nd Tier	Organization	Name	Title	Phone	Fax	Email
TSP – MUNICIPAL TRANSIT		X	Brampton Transit					
TSP – MUNICIPAL TRANSIT		X	Guelph Transit					
TSP – MUNICIPAL TRANSIT		X	Milton Transit Services					
TSP – TRANSPORTATION ASSOCIATIONS			Red Cross- Milton Branch					

Group	1st Tier	2nd Tier	Organization	Name	Title	Phone	Fax	Email
TSP – TRANSPORTATION ASSOCIATIONS		X	Town of Halton Hills ActiVan Service	[REDACTED]				
The following TSP organizations were interviewed as part of the NGTA Study and discussed the GTA West Study:	GO Transit	CP Rail and Intermodal Operations	Canadian Urban Transit Association	Ontario Motor Coach Association	Southern Ontario Gateway Council			

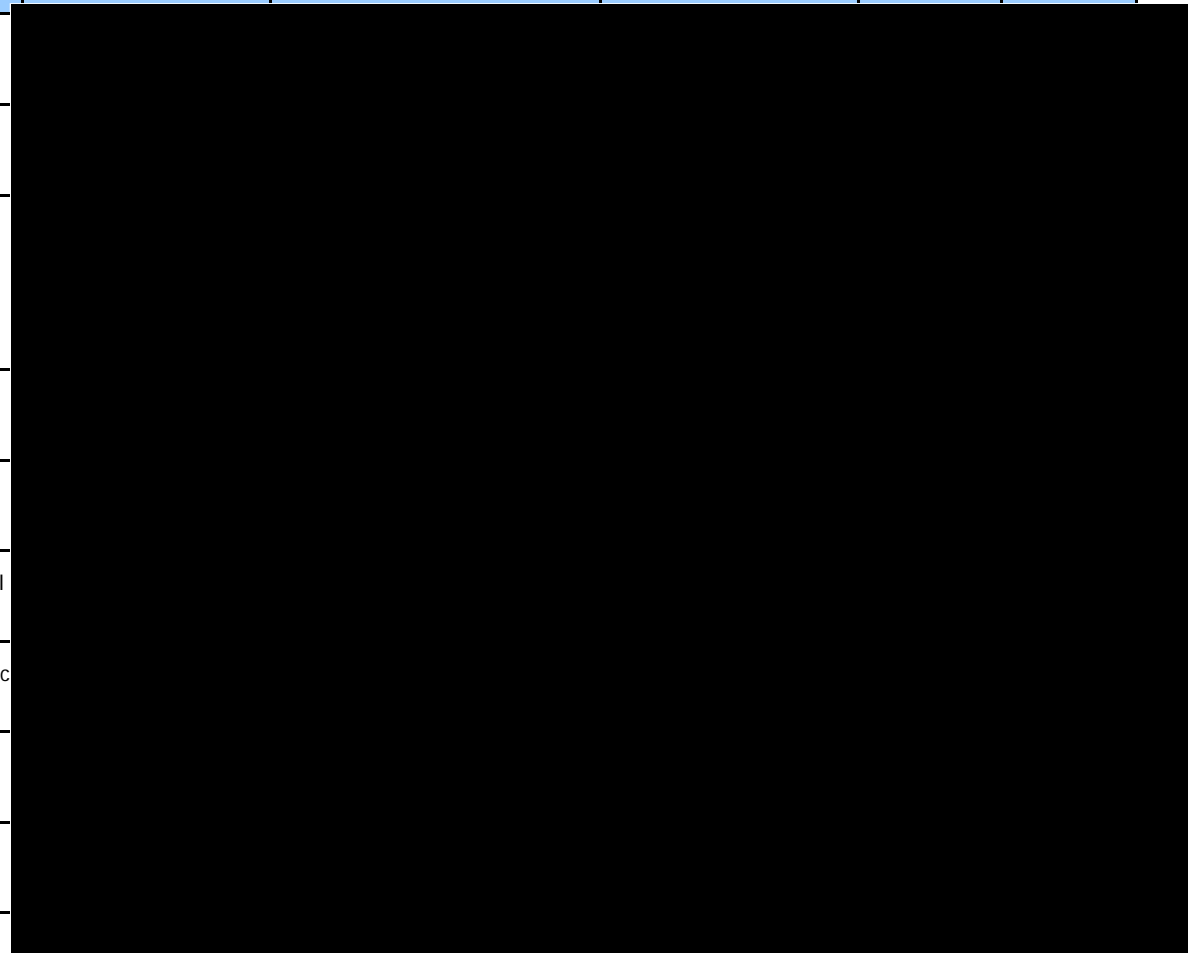
Group	1st Tier	2nd Tier	Organization	Name	Title	Phone	Fax	Email
TSP – INTERREGIONAL TRANSIT	X		Coach Canada / Trentway-Wager					
TSP – INTERREGIONAL TRANSIT	X		Greyhound Canada					
TSP – INTERREGIONAL TRANSIT	X		Ontario Northland					
TSP – INTERREGIONAL TRANSIT	X		Ontario Northland					
TSP – INTERREGIONAL TRANSIT	X		Via Rail					
TSP – FREIGHT RAIL	X		CN Intermodal Operations					
TSP – FREIGHT RAIL	X		CP Railway Company					
TSP – FREIGHT RAIL	X		Norfolk Southern Railway					



Group	1st Tier	2nd Tier	Organization	Name	Title	Phone	Fax	Email
TSP – FREIGHT RAIL	X		Ontario Southland Railway Inc.					
TSP – FREIGHT RAIL	X		Southern Ontario Railway					
TSP - MARINE	X		Hamilton Port Authority					
TSP - MARINE	X		Hamilton Port Authority					
TSP – TRANSPORTATION ASSOCIATIONS	X		Canadian Transportation Agency					
TSP – TRANSPORTATION ASSOCIATIONS	X		Canadian Trucking Alliance					
TSP – TRANSPORTATION ASSOCIATIONS	X		Greater Toronto Airports Authority					
TSP – TRANSPORTATION ASSOCIATIONS	X		Infrastructure Canada					
TSP – TRANSPORTATION ASSOCIATIONS	X		Metrolinx					



Group	1st Tier	2nd Tier	Organization	Name	Title	Phone	Fax	Email
TSP – TRANSPORTATION ASSOCIATIONS	X		Ontario School Bus Association					
TSP – TRANSPORTATION ASSOCIATIONS	X		Smart Commute					
TSP – TRANSPORTATION ASSOCIATIONS	X		Transport Canada					
TSP – TRANSPORTATION ASSOCIATIONS	X		Transportation Association of Canada (Urban Transportation Council)					
TSP – MUNICIPAL TRANSIT		X	Mississauga Transit					
TSP – AIR		X	Region of Waterloo International Airport					
TSP – TRANSPORTATION ASSOCIATIONS		X	Automotive Transportation Service Superintendents Association					
TSP – TRANSPORTATION ASSOCIATIONS		X	GreenTrans					
TSP – TRANSPORTATION ASSOCIATIONS		X	Ontario Good Roads Association					



Group	1st Tier	2nd Tier	Organization	Name	Title	Phone	Fax	Email
TSP – TRANSPORTATION ASSOCIATIONS		X	Ontario Highway Transport Board	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
TSP – TRANSPORTATION ASSOCIATIONS		X	Transport 2000 Canada					
TSP – TRANSPORTATION ASSOCIATIONS		X	407 ETR					
TSP – TRANSPORTATION ASSOCIATIONS		X	Region of Peel TransHelp					
TSP - FREIGHT RAIL		X	Polymer Distribution - PDI					