



HAMILTON
OSHAWA
PORT
AUTHORITY

ADMINISTRATION
PORTUAIRE
HAMILTON-
OSHAWA

**WRITTEN SUBMISSION FOR THE PRE-BUDGET CONSULTATIONS
IN ADVANCE OF THE UPCOMING FEDERAL BUDGET**

By: HOPA Ports

August 6, 2020

LIST OF RECOMMENDATIONS

RECOMMENDATION 1: Renew the National Trade Corridors Fund

Hon. Wayne Easter
Chair, Standing Committee on Finance
131 Queen Street, 6th Floor
House of Commons
Ottawa, ON K1A 0A6

August 6, 2020

Submitted electronically

Dear Chair Easter:

On behalf of the Hamilton-Oshawa Port Authority (HOPA Ports), we are pleased to present this pre-budget submission for your consideration.

HOPA Ports is the largest integrated port network on the Great Lakes, with ports and marine facilities in Hamilton, Oshawa and Niagara. Our goals are to facilitate international trade, improve transportation efficiency in Ontario, reduce congestion and greenhouse gas emissions, and serve the Ontario industries that rely on the multimodal transportation network.

RECOMMENDATION 1: Renew the National Trade Corridors Fund

While we continue to manage carefully through the Covid-19 crisis, we are also looking forward to a period focused on economic stimulus and recovery. We have identified shovel-ready infrastructure improvements which would maximize immediate impact on our regional economies, while also delivering long-term benefit to Canada's supply chains.

The National Trade Corridors Fund has been a highly effective vehicle for delivering targeted economic stimulus through infrastructure, and we hope that the program will be renewed to deliver those same benefits in the post-Covid environment. HOPA Ports has submitted an expression of interest to modernize trade-enabling infrastructure at the Port of Oshawa, which is essential to the agricultural, construction, and manufacturing industries in the region. We are in a position to begin implementing this important project immediately.

In previous rounds of the NTCF program, HOPA Ports has successfully leveraged federal funds to attract new, private sector investments and employment. For example, a \$18 million NTCF

investment in the Port of Hamilton in 2017 has already served as the catalyst for \$18 million in HOPA matching funds, plus \$50 million in new private sector investment.

MARINE TRANSPORTATION FOR TRADE, ENVIRONMENT AND COMMUNITY ECONOMIC BENEFIT

Investing in Canada's own national marine transportation infrastructure delivers multiple benefits at once.

Shipping goods by water is far more energy efficient and less costly than land-based modes. A Great Lakes ship can carry 30,000 tonnes of cargo. To move the same amount of bulk cargo over land would require 301 rail cars or 963 trucks. Better use of the marine mode would reduce trucks on the province's highways, decrease road congestion, cut capital requirements for expanded roadways, and decrease GHG emissions.

The GTHA is the fastest growing region in North America, with a population due to surpass eight million. Meanwhile, the region suffers some of North America's worst road congestion, costing an estimated \$6 billion per year. The expansion of trade capacity at Canada's Great Lakes ports is essential to the growth and competitiveness of the agrifood, construction, and manufacturing sectors. In order to meet all of these demands, we must begin making better use of our marine capacity.

The recommendations contained here would represent a major step forward to delivering benefits for Canadian trade, environment and local economies.

We look forward to working with you on these initiatives, and we would be pleased to discuss any of the foregoing with you in more detail.

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