

# Moving Goods in the Greater Vancouver Region

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## Presentation Overview

- Background Information
- Goods Movement Challenges
- New Initiatives
- Previous Freight Studies
- Greater Vancouver Goods Movement Study



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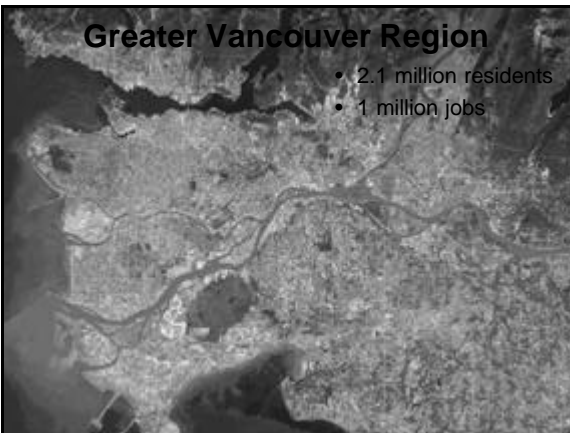
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## Greater Vancouver Region

- 2.1 million residents
- 1 million jobs



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### Greater Vancouver Gateway



- Gateway to Asia Pacific
  - 100 million tonnes of cargo annually
  - 16 million air passengers
  - 1 million cruise ship passengers

The map shows the coastline of the Greater Vancouver area, with a star marking a specific location on the border between Canada and the U.S.A.

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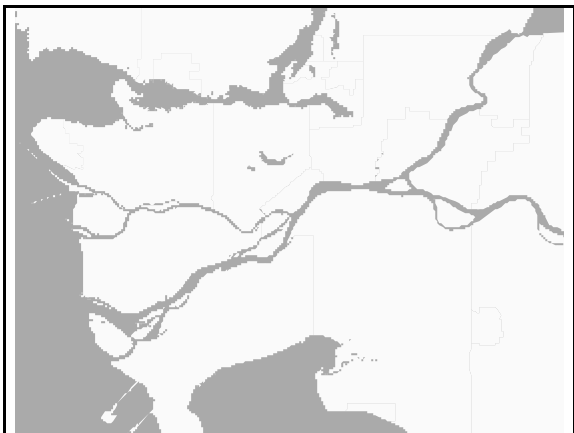
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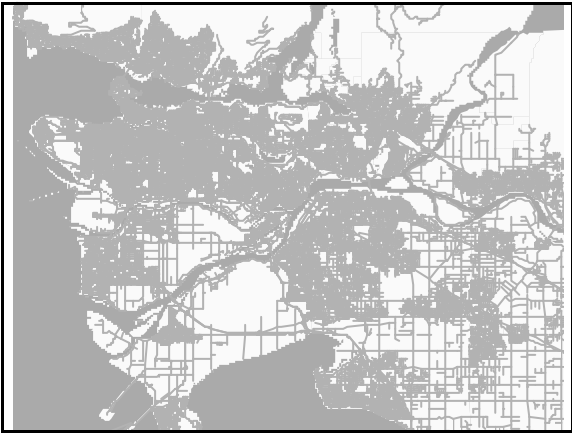
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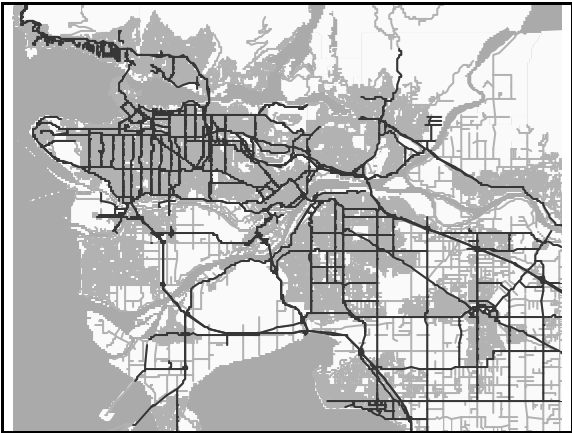
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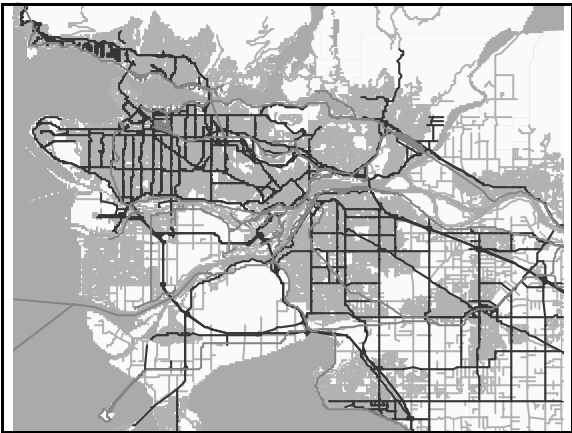
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## Trucking is Very Important to the Region



- Over \$1 billion in revenue a year
- 8% of the regional economy
- Congestion or delay cost the industry over \$500 m a year



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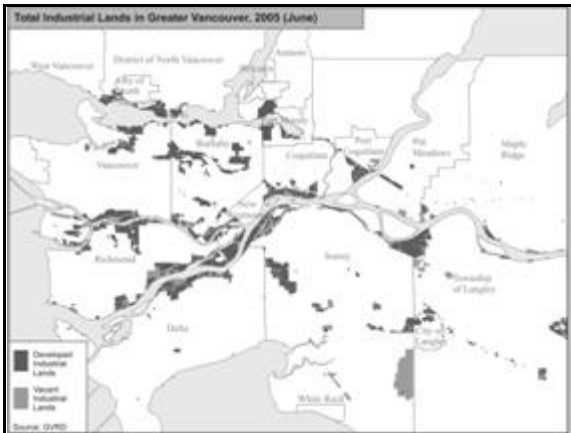
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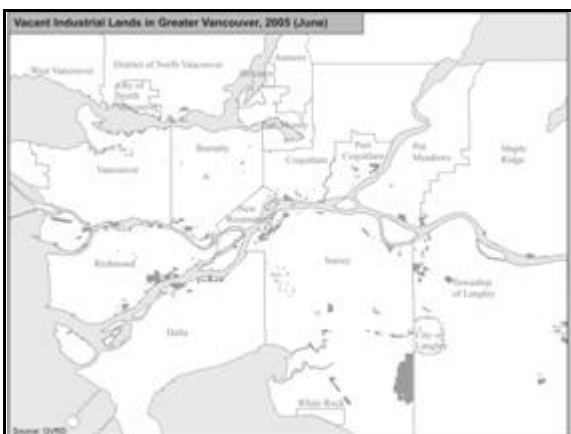
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## GVRD Industrial Lands

- 26,000 acres of industrial land
- 74% developed (19,200 acres)
- 26% undeveloped (6,800 acres)
- 80% of undeveloped located south of Fraser River
- Based on historical absorption rates (300-400 acres/year), adequate supply of industrial land until 2021
- Concern of a shortage of “well-located” industrial land



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## Extended Gate Hours at Ports

- Truck gates currently open 7am-4pm Mon-Fri
- Increase by 20% per year over next 5 years
- Make more efficient use of road system
  - Spread out truck traffic to deliver during non-peak times
- Reduces delays for trucks
- Improves reliability
- Port has monitoring program



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## Emissions Testing of Trucks

- Aircare On-Road (ACOR) Program
- 38,000 HDV in Greater Vancouver (>5,000kg)
- 72% were diesel trucks
- Two emissions testing vehicles
- Snap-acceleration test
  - Opacity test of emissions (smoke)



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## ACOR Effectiveness

- <20% opacity
  - 62% of vehicles in 1995
  - 98% of vehicles in 2002
- Due to ACOR and engine control technology



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## Potential for Short-Sea Shipping

- Vancouver ports handle 2 million TEUs annually
- Throughput is expected to triple by 2020
- 35% of port containers move by truck
- Current road network becoming more congested
- Potential for transport by tug and barge



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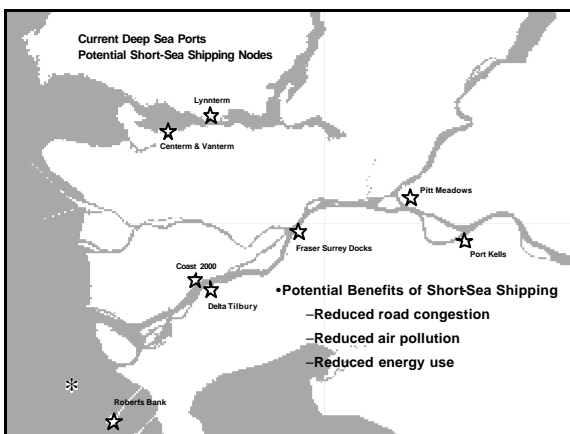
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## Lower Mainland Truck Freight Study



- First comprehensive Study since 1988
- Conducted Fall 1999 & completed March 2000
- Study partners
  - Transport Canada
  - GVTA (TransLink)
  - BC Ministry of Transportation
  - Insurance Corp. of BC
  - YVR International Airport
  - Port of Vancouver
  - Fraser River Port Authority

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## LMTFS - Study Objectives



- Provide a comprehensive data base of trucking movements for a typical day
- Quantify changes in truck movements since 1988
- Develop a truck demand forecast model



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## LMTFS - Study Component

### 1) Four Truck & Traffic Surveys



- Internal Survey
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- External Survey
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- Special Generator Survey
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- Traffic Counts & Classifications



### 2) Truck Demand Forecast Model

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## What does the Study Tell Us?



- 'Snapshot' of a typical Oct-Nov 1999 day
- Truck travel demand & origins and destinations
- Vehicle types & volumes at key locations

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## Regional Trucking Characteristics

- Approximately 200,000 truck trips/day
- 6% of all vehicle trips
- Trip Frequency
  - 10 trips/day for light trucks
  - 8 trips/day for heavy trucks
- Trip Length
  - 8.5 km light trucks
  - 15.8 km heavy trucks

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## 24 Hour Regional Truck Volumes



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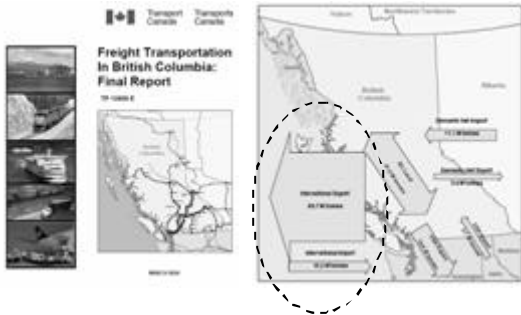
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## Other Freight Studies



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## Greater Vancouver Goods Movement Study

- Jointly funded by:
  - TransLink, Transport Canada, BC MoT, Greater Vancouver Gateway Council
- Two Study Phases:
  - Phase I: Environmental Scan and Scoping Study
  - Phase II: Data Collection and Model Development



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## Phase I Study Objectives

- Answer key questions, e.g:
  - Who are the major players in the goods movement industry?
  - What are the dominant movement types and modes?
  - What is the value and economic impact of goods being moved?
  - What are some worldwide best practices?



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## Phase II Study Objectives

- Collect Data on Goods Movement
  - Interviews with shipping companies
  - Data collection to update 1999 study
- Enhance or restructure current forecasting model
- Assess best practices applicable to Greater Vancouver
- Assess goods movement impact to GHG emissions



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## Freight Initiative

- Study will guide the development of Greater Vancouver Freight Initiative
- Guide potential policy directions
- Identify and prioritize investment strategies
- Ultimately improve efficiency of goods movement
- Favourably affect GHG emissions



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**Thank You**



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