



Thank you Chair and members of the Committee:

My name is Andrew Judge and I am the Manager of Logistics at Redpath Sugar headquartered in downtown Toronto. I am here as part of a broader coalition of industry groups dependent for jobs and economic activity on having proper infrastructure to support the transport of goods in the GTA. For the economic viability of businesses on the eastern waterfront – we oppose the removal of the Gardiner Expressway.

The Redpath Sugar Refinery was built on the Toronto waterfront in the late 1950s, at the time of the completion of the Saint Lawrence Seaway, and is still our home to this day. We directly employ over 300 individuals.

As part of the food and beverage cluster, we represent the 4<sup>th</sup> largest economic cluster in the city of Toronto. We rely on adequate transportation infrastructure to deliver sugar shipments across the GTA and beyond, in a timely and cost efficient way.

Redpath Sugar needs the Gardner Expressway to deliver close to 100 sugar shipments per day, 2,200 per month, and 26,000 per year.

The City of Toronto is assuming an increase of 10 minutes to the commute from Victoria Park Avenue and Finch Avenue to Union Station. This is based on the assumption that a downtown relief line and LRT will be built.

We cannot support a government action that is based on assumptions and assumptions only. And these assumptions look to the effect on passenger commutes but do not reflect the broader impact on the movement of goods.

Major changes with repercussions to our city's industrial base need to be based on more than just assumptions. The Gardiner Expressway is a critical route of transportation for commuters, commercial vehicles, emergency vehicles and regional travellers. There must be transit infrastructure identified and significantly in place prior to any changes or removal of one of the city's most important traffic corridors.

Reducing capacity on the Gardiner Expressway will result in 8 lanes instead of the existing 14. This will force commuters and trucks on to Lake Shore and to Queen's Quay- creating significant traffic congestion on the major trucking routes for Redpath that did not exist before.

With the removal of the Gardiner Expressway--Redpath will face negative impacts as its ability to maintain quick and economical shipment of sugar to key markets in the GTA will be compromised. A delay of even 20 minutes per truck on shipments to our customers can cause a disruption to the supply chain and ramifications to their operations as well.

These types of affects need to be studied and factored in before the City makes major changes to its transportation infrastructure.

We further do not support reducing access to jobs and opportunities within Downtown Toronto. Any solution should improve, not reduce capacity to bring people in and out of one of Toronto's most dense employment areas.

Redpath Sugar, independently and as part of the newly formed coalition, believe that The Gardiner Expressway can be improved without being removed. We appreciate it is not aesthetically appealing. We know there is a cost, and as a major employer in the city, we pay heavily to support that infrastructure.

We believe in a balance of public transit, motor vehicles, pedestrians and cyclists that can be serviced by an appropriate infrastructure to service local neighbourhoods and the GTA.

We can achieve sustainability and maintain the value the Gardiner Expressway currently provides to daily commuters and to commercial operations such as ours.

There is a balance to be found. Maintaining the eastern section of the Gardiner is part of that balance until new mass commuter lines are built and new road infrastructure is supplied. We have to ensure timely delivery of the goods that keep our economy churning and provide jobs to the very people we hope to transport effectively back and forth from their homes to their jobs and back.

We respectfully ask council not to remove the eastern Gardiner until appropriate infrastructure is put in place that will help keep our economy moving. Employers such as Redpath, and the industry coalition that is key to economic activity in Toronto, depend on it. We help pay for it, and we provide jobs to taxpayers that depend on it.

Thank you.