



New Report on using Highway 407 for Trucking

By Transport Action Ontario | Highway and Bridges

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A new report has been released entitled *The Freight Escape: How to Get Trucks Off the 401 Without Blowing a Hole in the Greenbelt*.

This report was commissioned by Environmental Defence with input from Transport Action Ontario and you can access [this report here](#).

The report finds that subsidizing the toll on the 407 ETR is cheaper, easier, and better for the trucking industry than building the proposed Highway 413. It also shows that moving trucks from Highway 401 to the 407 will alleviate congestion for all road users and reduce journey times for truck drivers. This would also make building the proposed Highway 413 unnecessary, save taxpayers at least \$6 billion (based on 2018 estimates), and conserve valuable natural spaces including 2000 acres of farmland and 400 acres of Greenbelt.

The Freight Escape report finds that moving trucks to the 407 will:

- Move 12,000 to 21,000 trucks a day off Highway 401, reducing daily traffic for passenger vehicles
- Cost \$6 billion less than constructing the proposed Highway 413. Subsidizing the 407 trucking toll is estimated to cost \$4 billion, which would be paid over a 30 year period. The Ontario government has not revealed a cost estimate for building Highway 413, but estimates cited in the media are as high as \$10 billion



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- Reduce cost and journey time for truck drivers: using Highway 407 will improve journey times for truckers by approximately 80 minutes, which would be less than half the length of time than the equivalent trip on Highway 401
- Conserve local natural spaces and local food production – including 2000 acres of farmland and 400 acres of Greenbelt land that would be paved by Highway 413.

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