

## Summary

The main goal of this report is to estimate North Shore road transport's external social costs, i.e. the adverse impacts generated by transport activities, which are not paid for by the users but translate into real costs for society as a whole.

More specifically, this study targets Highway 138 between Tadoussac and Sept-Îles (426 km), the sector that represents virtually all (88%) North Shore road traffic. Outside the cities, annual traffic on this sector totals approximately 1 million vehicles (15-25% of which are trucks) between Tadoussac and Baie-Comeau and 500,000 vehicles between Baie-Comeau and Sept-Îles (25-30% of which are trucks).

Total external social costs linked to road transport on the North Shore are estimated at **\$120.4 million** annually. Trucking's share in these costs is evaluated at 28% and breakdown by cost type is as follows:

### Accidents



Traffic accident-related external social costs are estimated at **\$95.5 million** annually, in addition to the portion of accident-related costs motorists pay for automobile insurance. Accidents are the category representing the highest social cost.

### Pollution



External social costs related to traffic pollution, including greenhouse gas emissions, are estimated at **\$17.8 million** annually, in addition to the portion of pollution-related costs paid by motorists' contributions to Québec's cap-and-trade system.

### Road maintenance



Maintenance costs resulting from road and highway use are **\$5.0 million** annually, 97% of which are generated by truck traffic. This amount is, nevertheless, far lower than total North Shore road and highway-related investments (\$163 million annually on average).

### Congestion



Road congestion costs, estimated at **\$1.3 million** annually, result from automobile platoon formation on roadways.

### Noise



Noise represents the lowest external social cost related to road transport on Highway 138. It is estimated at **\$0.8 million** annually and generated by the highway's inhabited sectors.

Given the considerable magnitude of these social costs, it is recommended that they be taken into consideration in assessing new projects aimed at improving transport on the North Shore.