

## CTRF 2012 Conference ~ Opening Plenary

### *Sustainable Transportation: Economic, Social, and Environmental Perspectives*

The opening plenary session was moderated by Vijay Gill, President of CTRF, and included 4 speakers; James Clements of CPR, Ralph Wettstein of Canadian Freightways, Cam Kenyon of WestJet, and Don Mulligan of the City of Calgary.

#### **James Clements, Vice-President, Strategy and Yield, CPR**

CPR invests in sustainable transportation in response to stakeholder demands, particularly rail customers and governments, but also because it makes good business sense. Customers increasingly include environmental considerations when making business decisions. 95% of CO2 emissions can be attributed to fuel consumption and, since fuel represents the largest operating cost to the corporation, CPR has invested \$1 billion in energy efficient locomotives. Other initiatives to reduce consumption include fuel trip optimization, anti-idling technology, and bio-diesel fuel. Looking ahead, climate change will require the rail system to be more resilient to deal with everything from severe weather events to growing demand for services as crop production increases. While CPR is doing its part, government policies on sustainability, such as cap and trade, must be consistent and coordinated across North America, and globally, to avoid market distortions.

#### **Ralph Wettstein, President, Canadian Freightways**

In the trucking sector, fuel is the largest operating cost after wages. Significant reductions can be achieved through improvements to tires, increased engine efficiency and speed control and aerodynamic design. Canadian Freightways partnered with Shaw Cable to install on-board recording devices that record driving performance and reward desirable behavior. Drivers who achieve high scores, receive bonuses. But to really improve efficiency and safety, truck driving in Canada needs to be a profession. With properly trained drivers, double and triple combination rigs are not only more fuel efficient, but safer. Future opportunities to reduce GHG emissions lie in LNG and CNG, but the cost to convert a vehicle is expensive and, at the moment, infrastructure is

lacking. Promising opportunities exist to work with the railways on long-haul movements to eliminate empty truck back-hauls and to improve transit times from marine terminals and compete effectively with Long Beach.

#### **Cam Kenyon, Executive Vice-President of Operations, WestJet**

WestJet's success can be attributed to a focus on low cost, efficient operations combined with carefully planned growth. A flexible 737 fleet plan allows the company to respond quickly to changes in demand as a result of economic fluctuations. To seize opportunities to serve lower traffic routes, WestJet intends to launch a regional service using Q-400 aircraft offering higher frequencies for business travelers. Through interlining and code share arrangements, WestJet has also been able to tap into the transborder market, partnering with US airlines to serve destinations not otherwise accessible. Fuel represents 1/3 of operating costs and WestJet has been making use of operating efficiencies to reduce consumption. Canada is currently behind in establishing standards for bio-fuel, but is working on developing a regulatory framework.

#### **Don Mulligan, Director of Transportation Planning, City of Calgary**

Since 80% of Canadians live in cities, there are social, environmental, and economic benefits of planning cities effectively. To achieve an outcome of thriving, living communities, Calgary has invested in transit systems and high density corridors that connect activity centres where people both live and work. Long term planning for smart growth results in savings not only in infrastructure, but in energy consumption and reductions in GHG emissions. Interdisciplinary planning teams are needed to successfully integrate transportation with traditional urban planning. Learning to adjust to high density design is a gradual process that requires behavioural change, but the end result is significant gains in energy conservation, infrastructure investment, and healthier living.



# IDENTIFYING A CANADIAN TRANSPORTATION RESEARCH AGENDA

## *CTRF Panel Discussion June 4, 2012*

**Marc-André Roy** from CPCS and the Executive Vice-President of CTRF moderated this panel discussion, and began with a presentation on the work of a CTRF Board committee that included a survey of stakeholders and an analysis of our membership. Its findings identified government and industry as the “consumers” of research, the academic community as the primary “producers” of research, and a need for an improved linkage between the two groups. The role of the CTRF was highlighted as:

- Working with the “consumers” to identify research needs and priorities;
- Promoting those research needs to the academic community; and
- Dissemination of research findings back to the “consumers”.

The first invited speaker was **Sandi London** from Transport Canada. In her presentation she identified the general federal government and parliamentary interest in support of research and innovation, as well as the reliance on institutes of the National Research Council for basic research on transportation. Transport Canada has specific responsibilities for current research that can be summarized as follows:

- Strategic Research and Development: longer-term safety and security, cold climate technologies, and accessible transportation;

- Climate Change Adaptation: the Northern Transportation Adaption Initiative has identified permafrost, snow accumulation on the Dempster Highway, and Arctic waters as three important issues;
- Gateway and Border Crossings: includes a focus on relieving capacity constraints, marketing the Atlantic Gateway, and intelligent transportation systems research;
- Economic Analysis: a wide range of research is conducted internally, and through partnerships, involving taxation, carrier performance, logistics, infrastructure costs, industry structure, competitiveness, competition and modal comparisons; and
- Transport Development Centre: the internal centre of research expertise, involving projects related to cold climate technologies, rail safety, and emission technologies.

Overall, Transport Canada has a significant engagement with the academic community.

Next to speak was **Andrew Elliot** from the Ontario Ministry of Transportation. He began his presentation with the historical view from shippers that the research agenda wasn't meeting their needs. Currently the Ministry's corporate goal is to improve Ontario's competitiveness by advancing work on strategic highways, bridges and border crossings, and has a research agenda as follows:

*(cont'd on next page)*



## 2012-2013 CTRF Board of Directors



**L to R:** Marc-André Roy, Dan Lynch, Carole Ann Woudsma, Bill Anderson, Rob McKinstry, Malcolm Cairns, Philip Davies, Lloyd Ash, Vijay Gill, Sandi London, Rachid Raffa, Lucie Charron, Jim Frost, Kalinga Jagoda. Missing: Fred Barzyk, Garland Chow, Mark Hemmes, Gerry Kolaitis, Doug Johnson, Joseph Monteiro, Jean Patenaude, and James Perttula.

- Highway Infrastructure Innovations Funding Program: this has funded 14 academic institutions to pursue research in topics such as engineering materials, highway design, traffic operations, and intelligent transportation systems;
- Chairs in Heavy Construction at McMaster University and Sustainable Pavements at the University of Waterloo;
- Financial support of the McMaster Institute for Transportation and Logistics; and
- Research Studies to further the Continental Gateway Initiative; this has involved assessment of future transportation demand, trade barriers, and measures to optimize multimodal transportation.

On the freight side, the Ministry has a research interest in modal shift, shortline railways, urban goods movement, and shippers' needs into the future. More generally, it is also interested in actions taken in other jurisdictions to relieve transportation congestion.

This was followed by a presentation by **Paul Clegg** from Canadian Pacific Railway. He first identified the significant role played by the American Association of Railroads – of which both CP and CN are members – in conducting technical rail research in North America through the Transportation Technology Center Inc. in Pueblo, Colorado. This has nevertheless left gaps associated with specific Canadian conditions – cold climate, geography, and the export of resource commodities. Specific research interests included the possibilities for hybrid locomotives, the means to reduce network congestion at bottlenecks, and the need to identify the potential high costs of regulation.

Last to speak was **Sean Baker** from the Calgary Logistics Council. He identified the significant problems in Alberta of finding and retaining qualified employees for available positions in the transportation and logistics industry. With the aging of the current workforce, and the impact of attrition, experienced replacements are increasingly difficult to find – especially as the energy sector is a powerful alternate employment draw. He suggested more research is needed: to identify the critical positions; to survey for target candidates; and to find new approaches to attract and train people to fill these positions.

At this point the session was opened to comments from the audience. **Malcolm Cairns**, formerly with CP, spoke about the CTRF Board deliberations on this subject the previous day, and identified a list of potential research topics for academic consideration as follows, in no particular order:

- The implications of the demise of the Canadian Wheat Board monopoly on the western grain handling and transportation system;
- Port competition for container traffic and the impact of the US harbor maintenance tax;
- The benefits of truck cabotage in Canada and the US;
- How to determine whether a shipper is truly captive to a single railway?

- Measuring the efficiency of all components of logistical supply chains that include a rail freight component;
- What would be the case, or not, for declaring transportation to be an essential service?
- Has the financial crisis led to a longer-term contraction in globalization, and what would be the implications for transportation?
- Do the unit costs of handling containers at inland ports make them an efficient development?
- What are the gaps in the future needs for transport in the Arctic?
- What will be the future impact of the completion of the Panama Canal expansion on container traffic flows, and how sensitive is the impact to canal toll increases?
- What are the short, medium and long term prospects for the handling of energy products by rail instead of pipeline?

**Rod Taylor**, formerly with the Ontario Ministry of Transportation raised the question of whether the academic community has the financial resources to address such issues. **Paul Earl** from the University of Manitoba Transport Institute suggested that they probably do not, but did express concern that some existing academic research is becoming irrelevant.

**Mary Brooks**, from Dalhousie University raised a concern that funding and related qualification for funding for academic research is disconnected from the research needs and priorities in the transportation sector.

This may present another opportunity for CTRF to promote relevant avenues of funding for relevant transportation research. What this might look like, however, is to be determined.



## Conference Paper Winners 2012 Annual Conference

- The Ron Rice Award for the Best Conference Paper (\$1000):  
**John Lawson**  
“The Contribution of the Transport Sector to an Efficient Greenhouse Gas Strategy”
- Runner up Paper (\$250)  
**Harvey Yang and Matthew Roorda**  
“Impact of Real-World Powertrain and Commute Patterns on Plug-In Hybrid Electric Vehicle Return-On-Investment”
- Runner up Paper (\$250)  
**Hanna Maoh, William Anderson and Charles Burke**  
“Modeling the Resilience of Surface Freight Transportation Systems: An Application to Ontario, Canada”

## Report on Day 2 Plenary Session: The Pipeline & Maritime Transportation of Canadian Energy Products – Market Access & Sustainability Perspectives

The Day 2 plenary session focused on the timely, but often controversial, topic of market access and sustainability issues related to pipeline and marine transportation of Canadian oil and gas. These issues have attracted extensive public attention due to the potential economic benefits and environmental impacts of oil and gas shipments for export via the ports of Kitimat and Vancouver. **Darryl Anderson**, Managing Director of Wave Point Consulting organized and moderated this highly interactive and lively session.

**Nancy Berard-Brown**, Manager, Oil Markets & Pipelines, Canadian Association of Petroleum Producers (CAPP) provided the strategic context by providing a market outlook for Canadian oil production and pipelines and is based on CAPP's 2012 forecast that was released the day of the conference. The CAPP forecast anticipates that Canadian crude oil production will increase from the 2011 level of 3.0 million barrels per day (b/d) to 4.5 million b/d by 2020 and 6.2 million b/d by 2030. All of the production increase will occur in Western Canada, as Atlantic Canada production is forecast to decline from .3 million b/d per day in 2011 to .1 million by 2030.

**Ms. Berard-Brown's** presentation revealed that conventional oil production is forecast to grow from 1.1 million b/d in 2011 to 1.3 million b/d by 2020, reversing a long term trend of continual decline due to the adoption of new horizontal drilling and hydraulic fracturing technologies. Production from oil sands currently comprises 59 per cent of western Canada's total crude oil production. Oil sands production is forecast to rise from 1.6 million b/d in 2011 to almost double at 3.1 million b/d by 2020 and 4.2 million b/d by 2025 and 5.0 million b/d by the end of the forecast period in 2030.

Western Canadian production far exceeds domestic demand. The U.S. Midwest is the largest regional market for western Canadian crude oil. However, the flow of crude oil into this region currently far exceeds its ability to process it and there exists insufficient takeaway capacity to transport these growing supplies beyond the Cushing, Oklahoma pipeline and storage hub.

**Ms. Berard-Brown** indicated that the imbalance between growing Western Canadian supplies of crude oil and the limited capability of existing markets to absorb them highlights the need for additional pipeline infrastructure to access new markets. Opportunities exist for increased sales to the US Gulf Coast, Eastern Canada and Asia Pacific markets via pipeline and marine routes.

**Mike Ekelund**, Assistant Deputy Minister Strategic Initiatives Division, Alberta Energy provided an important policy perspective on the need for a Canadian Energy Strategy and enhanced market access to fulfill Canada's potential as a global energy superpower. He summarized the common principles that the federal and provincial ministers agreed to in 2011: an adequate and reliable supply of energy; socially and environmentally responsible development, transportation, and use of energy; a market-oriented approach to energy policies, and federal, provincial, and territorial cooperation while respecting distinct constitutional jurisdictions and government authorities. CTRF members were encouraged to follow ongoing developments since future meetings of Canadian energy ministers are planned, and Alberta Energy is continuing with background research and gap analysis.

**Mr. Ekelund** stated, "market diversification is seen to be essential to the economic future of Alberta". Prices for Alberta oil are currently substantially below world levels due to the lack of infrastructure to access new markets. Pipelines proposed to access new markets include the Enbridge Northern Gateway pipeline and Kinder Morgan Trans Mountain expansion to increase shipments via the ports of Kitimat and Vancouver respectively; the Keystone XL pipeline to expand access to the US Gulf Coast; and Enbridge Line 9 Reversal to facilitate shipments to Eastern Canada.

CTRF conference participants were provided with a deeper understanding of the commercial opportunities associated with the west coast pipeline transport of Canadian crude. **Murray Fraser**, Manager Commercial, Enbridge Northern Gateway Pipelines outlined plans for the Enbridge Northern Gateway pipeline for transporting bitumen from Alberta to Asian markets via the port of Kitimat. The pipeline's proposed route extends approximately 1200 km from Bruderheim across Northern Alberta and BC to Kitimat. The pipeline is designed to transport 530,000 barrels per day of bitumen westbound for export, and 193,000 barrels per day of diluent eastbound to facilitate transportation of bitumen by pipeline. The proposal includes development of a marine terminal at Kitimat with two berths for tankers and 14 storage tanks. **Mr. Fraser** concluded his presentation on the Northern Gateway project noting the requirement for oil sands market diversification, Enbridge's philosophy and long track record of successful pipeline operations in North America, and the extensive public consultation being undertaken. He indicated that public support for the proposed pipeline continues to grow.

**Joe Spears**, Principal, Horseshoe Bay Marine Group discussed the policy issues associated with the marine transportation of crude oil on Canada's west coast. **Mr. Spears** stated "the development of enhanced capacity for export of liquid commodities including crude oil appears to have been given inadequate attention in development of Canada's Asia-Pacific Gateway Strategy to boost trade with the region".

Contrary to popular belief, tankers have operated in Canadian west coast waters for many years. At various times an average of around 300 tankers per year call at Port Metro Vancouver, and an average of around 60 product tankers per year have called at Kitimat over the last quarter century. In addition, oil tanker traffic from Alaska north slope oil production has transited Canadian waters in our exclusive economic zone and in adjacent international straits leading into Puget Sound.

Providing an environmental perspective on oil tanker traffic, **Mr. Spears** observed that Canada has played a key role in initiatives for development of international regulatory regimes to ensure the safety of marine transportation, including development of the *Law of the Sea* convention and ongoing activities of the International Maritime Organization (IMO). Canada has also led the world in Marine Environmental protection through passage

of the *Arctic Waters Pollution Act* and its leadership role at IMO in Marine Transportation/ Polar Code.

**Mr. Spears** noted that the BC coast could be a challenging physical environment for marine navigation, with 28,000 kilometres of coastline, 6,000 islands and high tidal action. Social values of BC residents include an environmental perspective and First Nations values that all need to be factored into maritime transportation policy. In terms of risk management a number of systems have been developed to help ensure navigation safety, including compulsory pilotage for large commercial vessels and Vessel Traffic Management Systems. In spite of the existing policy tools, concerns remain that enhanced tanker traffic poses significant economic, environmental and social risks.

**Mr. Spears** suggested that a more complete assessment of the risks associated with all forms of shipping traffic, adequate pollution prevention tactics and increased capacity to respond to marine pollution incidents are required. However, Canada has the opportunity to establish its reputation as a leader in ocean affairs.

Submitted by Philip Davies and Darryl Anderson



## **Plenary Panel Discussion of Post Secondary Education in Transportation, Logistics and Supply Chain Management in Canada June 6, 2012 CTRF**

Representatives from six academic programs presented a multi-disciplinary overview of available post secondary programs that relate to transportation, logistics and supply chain matters. The session moderator was Linda Lucas, who represented the Canadian Supply Chain Sector Council (CSCSC). Linda is an experienced educator and consultant, and currently serves as President of the Calgary Logistics Council.

Programs discussed were from the UBC Sauder School of Business, University of Calgary Civil Engineering Program, Mount Royal University Policy Studies Program, Mount Royal University Bissett School of Business, University of Manitoba Asper School of Business and Dalhousie University School of Business. While far from a 100% sample of available educational options serving management and policy needs, the dispersed perspectives from programs based across Canada from BC to Nova Scotia and including political science, economics, engineering and business resulted in an interesting perspective of the various avenues available for new entrants into the sector. In addition,

we had the perspectives of universities that had offered programs since the 1960's "comparing notes" with newer programs. All institutions offer programs at the undergraduate level with some also providing support for graduate study.

Ben Atkinson described Mount Royal's baccalaureate program in policy studies that uses many cases related to environmental implications of transportation activity, pipeline regulatory matters, cabotage and competition within the framework of coursework / applied projects in political science, economics and policy studies. Students in the program, which has an annual intake of approximately 30, can also minor in Economics and Sociology. The program, which was started in 2001, changed from a 3 year applied degree (with mandatory work experience) to a 4 year baccalaureate (with co-op) in 2008. The program could use more intake positions. Within 2 years of graduation, virtually 100% of those completing the program are employed with governments or non profit agencies (e.g. policy "think tanks"), or consultants.

Mary Brooks described Dalhousie University's current undergraduate majors in marketing logistics and international business and foreign affairs as a logical merger of long existing programs offered in the areas of international trade and in marketing. Although Dalhousie has supported graduate studies in these areas, the graduate program has been largely redirected into a corporate residency program, aimed at mature individuals with a strong industry – institutional partnership focus. Dalhousie has restructured the undergraduate program, reflecting the desire by industry to hire undergraduates, to be very marketing and customer focused with a heavy emphasis on work experience supplementing what happens in the classroom. Dalhousie's program is accredited by the American Association of Colleges and Business and graduates enjoy advanced credit with CITT and CILTNA. Annually, 80 of 200 Dalhousie commerce graduates are from the program which is well supported by industry employers.

Brian Fleming reported on Mount Royal University's undergraduate business administration program that includes a supply chain management concentration in the general business degree. Started in 2003 as a 3 year applied degree plus mandatory work experience, the program has been changed to a 4 year baccalaureate degree program with co-op experience. The program has a strong industry partnership council and emphasizes the blend of academics and applied practical learnings. Courses include purchasing, distribution, operations, inventory, strategy, integrated business systems together with business fundamentals courses in accounting, finance, marketing, organizational behaviour. The program has been accredited with CSCSC and provides graduates with advanced standing for their PMAC credential. Annual intake is about 30 to the program and there are currently about 170 graduates. The brisk Alberta job market is seeking more graduates than MRU can provide and even in the economic downturn of 2008-09 hired all graduates and filled all work term positions.

Lina Kattan from University of Calgary's Civil Engineering program described a well established and respected program that started out as a civil engineering transportation program in 1967. It has since evolved to include inter-disciplinary components in geomatics, geography, energy and intelligent transportation systems and information systems. Undergraduates can earn a degree in civil engineering with a minor in transportation and there are also tailored graduate level programs for M.Eng. and M.Sc. studies on transportation topics. Important areas of study include sustainability, communities, transportation and traffic engineering, highway engineering, public transit and road safety.

Robin Lindsey noted that UBC's program in the 1960's emphasized transportation and utilities when the sector was heavily regulated.

There has been a very strong transportation and analytical component to the program. The Sauder School of Business has over 1000 graduates with this concentration that was once called logistics but is now supply chain management. This program has very strong linkages with employers that include Port Authorities, government agencies, customs, consultants and industry. The program is CSCSC certified and graduates earn advanced credit toward PMAC and P. Log designations.

Barry Prentice noted that students have studied transportation at the Asper School of Business of the University of Manitoba since the 1968 Transport Canada program. A Bachelor of Commerce was organized in the 1990's and main areas of study have focused on transportation economics, transportation law, policy and regulatory compliance, safety and risk assessment as well as distribution. In 2004, an honours logistics and supply chain major was introduced. This program has a throughput of approximately 50 students per year. Surveyed graduates report excellent employment experience and entry level salary levels exceeding \$45,000 which is higher than levels reported by accounting and finance graduates in the Manitoba market. University of Manitoba has MBA and Ph.D. programs in addition to the undergraduate offering.

Across all schools and programs, there was a noted strong partnership with local and regional employers and important experiential learning through co-ops and other placements. All programs led to pathways connected to post graduation accreditation, though particular agencies figured more in some programs than others.

In total, the scope of programs described – and even allowing for programs from other universities not represented on the panel – appear to be rather small in comparison to the identified need for qualified graduates in the sector according to recent work by CSCSC that points to enormous skills shortfall emerging nation wide. A common thread reported across programs is the largely unrecognized nature of “logistics” or “supply chain”, or a misconception that “transportation” or “distribution” was an undesirable occupation (driving a truck or stacking boxes in a warehouse). This creates a need for outreach from the sector to high schools and career fairs to portray the full range of challenges and opportunities in the sector.

Submitted by Lloyd Ash

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# President's Message

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**Vijay Gill**

It was a great pleasure to see many of you at our annual conference in Calgary. While our numbers were certainly smaller this year, the panels and paper presentations were as engaging as ever. I would like to thank and congratulate the conference organizing committee led by Lloyd Ash and Kalinga Jagoda for their tireless work leading up to and during the conference.

It is also a great pleasure to welcome Lloyd along with Mary Brooks as the new CTRF Honorary Life Members. Both have been long time CTRFers and with their lists of accomplishments I was surprised to find that they were not inducted long ago! In addition, we welcomed two new honorary life companions who have helped to organize many successful CTRF conferences in the past: Marlene Baldwin and Mary Prentice.

And of course I would like to congratulate Garland Chow and Marc-André Roy for successfully defending their title at the Bison Transport Debate despite the formidable challenge from François Tougas and Joseph Schulman! It was no surprise to hear Garland sing once again this year, having been introduced to his golden voice at the debate last year. But I think that we were all surprised by his eloquent poetry. Who knows what new skill he will unveil at the debate next year!

## **New Board Members**

For the coming year I am looking forward to working with our returning and new board members. Our board members for 2012-13 are:

**Marc-André Roy**, Executive VP; **Doug Johnson**, Immediate Past President; **Carole Ann Woudsma**, Secretary; **Kalinga Jagoda**, VP Awards; **Philip Davies**, VP External Affairs. **Mark Hemmes**, VP External Support; **Gerry Kolaitis**, VP Finance and Treasurer; **Jim Frost**, VP Meetings; **Dan Lynch**, VP Program and Publications; **Garland Chow**, VP Organization and Development; **Councillors**: Bill Anderson, Lloyd Ash, Fred Barzyk, Malcolm Cairns, Lucie Charron, Sandi London, Robert McKinstry, Joseph Monteiro, Jean Patenaude, James Perttula, Rachid Raffa.

I would also like to take this opportunity to thank the departing board members: Alex de Barros, Pamela Ritchie, Gordo Tufts and Ana Yanes.

## **Key Activities for the Coming Year**

While our conference attendance was down, in part due to budget cutting and uncertainty at many federal and provincial departments, we will have to find ways to draw attendance from new sources as well as continue to demonstrate that CTRF membership is a priority. We have begun to review the organization's mandate and explore opportunities for growth through the great work that Marc-André Roy has spearheaded (while preparing for Bison Debates) through the strategic review. We heard many great ideas at the conference on this subject and I encourage all of you to help identify priorities and opportunities as well.

This review has already started to inform our planning for the annual conference next June which will be held in Halifax. So in addition to planning to attend, don't forget to reach out to me or any of the board members on how we can make next year's conference the most successful one yet!

Vijay Gill  
CTRF President

## — Message du président —

Ce fut un grand plaisir de voir bon nombre d'entre vous à notre conférence annuelle de Calgary. Alors que le nombre aura été moindre cette année, les ateliers et les sessions de présentation des articles ont été des plus édifiants. Je voudrais remercier et féliciter le comité organisateur de la conférence mené par Lloyd Ash et Kalinga Jagoda pour le travail acharné ayant permis la préparation et la tenue de la rencontre.

C'est aussi un grand plaisir d'accueillir Lloyd et Mary Brooks comme membres honoraires à vie du GRTC. Les deux sont des fidèles de longue date du GRTC et, au vu des listes de leurs accomplissements, j'ai été surpris de constater qu'ils n'avaient pas été honorés il y a très longtemps! De plus, nous souhaitons la bienvenue à deux nouvelles membres honoraires à vie à titre de accompagnatrices qui ont aidé à l'organisation de plusieurs conférences passées : Marlene Baldwin et Mary Prentice.

Bien entendu, je tiens à féliciter Garland Chow et Marc-André Roy pour avoir défendu avec succès leur titre de détenteurs de la coupe Bison Transport, en dépit du défi formidable relevé par François Tougas et Joseph Schulman! Pas surprenant d'entendre Garland chanter de nouveau cette année après qu'il nous ait fait découvrir sa voix d'or lors du débat de l'an passé. Mais je pense que nous étions tous surpris par son éloquent

poésie. Qui sait quel nouveau talent il nous dévoilera au débat de l'année prochaine!

### **Nouveaux membres du conseil d'administration**

Pour l'année qui vient, j'ai hâte de travailler avec les membres du CA demeurés en poste et avec les nouveaux. Notre liste pour 2012-2013:

**Marc-André Roy**, vice-président exécutif; **Doug Johnson**, président sortant; **Carole Ann Woudsma**, secrétaire; **Kalinga Jagoda** vice-président Prix; **Philip Davies**, vice-président Affaires externes; **Mark Hemmes**, vice-président Soutien externe; **Gerry Kolaitis**, vice-président Finances et trésorier; **Jim Frost**, vice-président Réunions; **Dan Lynch**, vice-président Programmes et publications; **Garland Chow**, vice-président Organisation et développement; **et les conseillers:** Bill Anderson, Lloyd Ash, Fred Barzyk, Malcolm Cairns, Lucie Charron, Sandi London, Robert McKinstry, Joseph Monteiro, Jean Patenaude, James Perttula, Rachid Raffa.

Je voudrais également saisir cette occasion pour remercier les membres qui quittent le CA : Alex de Barros, Pamela Ritchie, Gordo Tufts et Ana Yanes.

### **Activités majeurs pour l'année prochaine**

Alors que l'assistance à notre conférence est en baisse, en partie pour des raisons de coupures budgétaires et d'incertitudes affectant de nombreux départements ministériels fédéraux et provinciaux, nous devons trouver des moyens d'attirer des participants d'autres sources tout en continuant à démontrer que l'adhésion au GRTC est une priorité. Nous avons commencé à réviser le mandat de l'organisation et à explorer les opportunités de croissance grâce au grand travail accompli par Marc-André Roy (en parallèle à la préparation du débat de la coupe Bison) en matière de revue stratégique. Nous avons entendu de bonnes idées en ce sens à la conférence et je vous encourage tous d'aider à identifier les priorités autant que les opportunités.

Cette révision a déjà débuté et est utile à la planification de notre conférence annuelle de juin prochain à Halifax. Aussi, en plus de prévoir y assister, n'oubliez pas de prendre contact avec moi ou avec un des membres du CA sur la manière de faire pour que la conférence de l'an prochain constitue la meilleure des réussites!

Vijay Gill

Président du GRTC



### **Award Winners**

## *CTRF Scholarship Competition 2012-2013*

#### **Canadian Pacific Railway Scholarship**

Kathleen Gallagher, University of Waterloo

#### **CN Scholarship**

Chris Higgins, McMaster University

#### **Transport Canada Scholarship in Economics, Efficiency and Competitiveness in Transportation**

Samantha Vigder, University of Waterloo

#### **Transport Canada Scholarship in Safety and Security**

Usama Shahdah, University of Waterloo

#### **Transport Canada Scholarship in Safety and Security**

Jason Young, University of Saskatchewan

#### **Transport Canada Scholarship in Sustainable Transportation**

Glareh Amir Jamshidi, University of Toronto

CTRF wishes to thank our supporters, without whom these awards would not be possible. They include: Canadian Pacific Railway, CN, Transport Canada and other corporate and individual contributors. Thank you.



## *17<sup>th</sup> Annual Bison Transport Debate – Calgary 2012*

**“This House Resolves That the Time Has Come for Road Pricing in Metropolitan Areas.”**

As always, the Bison Transport Debate was a great success. The challengers – François Tougas and Joseph Schulman – were tasked with supporting the thesis while the incumbents – Garland Chow and Marc-André Roy – were left to oppose the thesis. Meanwhile, the Moderator and Founding Father of the Bison Transport Debate Barry Prentice had his hands full attempting to enforce the debate rules

and procedures while keeping the enthusiasm of the debaters (particularly Dr. Chow) and the audience in check.

Mr. Tougas led off by citing many of the potential benefits of road pricing. Mr. Tougas argued that revenues from road tolls provided a better way of financing ongoing maintenance. Furthermore, he argued that road users ought to pay for the negative externalities that they impose on society and that road tolls would help to reduce the congestion that currently plagues our road network.

However, perhaps the best and most overlooked benefit of road pricing according to Mr. Tougas was that it promoted competitive neutrality between road and rail modes of transportation. As a result, we would no longer have to hear the railways complain about this issue any longer.

Mr. Tougas also cited supporting evidence from the scholars and researchers who had worked on the last Canadian Transportation Act Review. He also pointed out that the Transport Canada Full-Cost Investigation determined that the social costs of passenger vehicles were 18 cents per VKT, but charges by way of fees and taxes only amount to 3.4 cents per VKT.



**Bison Transport Debate Participants**

From left to right: Malcolm Cairns, Joseph Schulman, Marc-André Roy, Garland Chow, Francois Tougas, Barry Prentice

Dr. Chow began his rebuttal by citing another sort of scholar, Forrest Gump. Dr. Chow argued that you can call road charges whatever you wish, but in any case it's "stupid is as stupid does" since it is simply a form of double charging. Dr. Chow explained that we already have fuel taxes, license fees, parking fees and incomes taxes that pay for our roads. So charging tolls on top of this would be a form of double taxation. It would

also be the worst kind of tax too as it would be regressive.

Furthermore, this money would be earmarked towards bridges to nowhere and other wasted projects. Any argument of revenue neutrality would be fiscal fiction.

At this point, Dr. Chow unleashed his now well-known vocal talents with his own rendition of the Beatles "Taxman," causing some of the audience to be disruptive. As a result of intentionally provoking the audience, the Moderator penalized Dr. Chow and awarded the challengers two additional minutes to support their case. Mr. Tougas took the opportunity to state that Dr. Chow's were ancient arguments that have long ago been dismissed. The whole idea that road charges were regressive was incorrect, according to Mr. Tougas. Revenues would be allocated for transit options that would handle the traffic that was shifted from the road at peak hours.

At this point, Mr. Schulman entered the argument by first stating that the opposing team had illicit help from the nation's foremost expert on road pricing (Professor Robin Lindsey, who happened to be in the audience). Mr. Schulman also alleged that the opponents had an ulterior motive for opposing road pricing. Apparently, the

opponents were involved in a Byzantine scheme that involved Bill Ackman, SNC Lavelin and the Film Industry that would result in an increase in road congestion and a larger share of profits for all involved (including the opposing team). Mr. Schulman offered that their opposition to road tolls was driven only by profit and greed. For those who believed in fairness and social justice, road pricing was the only option.

Mr. Roy responded by positioning his team as the defender of the little guy who is often left out. He argued that the challenging team's argument with respect to environmental externalities were myths as road pricing was a blunt and ineffective tool in this regard. Rather, the fuel tax which is already in place was much more conducive as such as tool.

Furthermore, it was argued that optimal pricing for roads was a myth as it was too complicated in the real world. We would have to consider the time of day, time of week, vehicle characteristics, driver interests, etc. Even the esteemed Professor Lindsey has stated that the use of road tolls around the world is relatively rare.

In another reference to the (less esteemed) Forrest Gump, Mr. Roy suggested that road pricing was like a box of chocolates, "you never know what you're going to get."

Mr. Roy also cited Don Mulligan who spoke at the conference's opening plenary, who had suggested that there was no political will for road pricing. Furthermore, the City of Calgary has reduced personal automobile commute shares already through a suite of other policy mechanisms. Mr. Roy suggested that we should continue to use those mechanisms instead as they are proving to be successful.

After this, the Moderator invited comments from the floor, beginning with statements in favour of the thesis. Lloyd Ash began by taking the opportunity to make a statement that sounded like it rejected the thesis, perhaps indicative of the general confusion that plagues the larger public debate on the subject. Next, Brad Hull suggested that the topic needed further study by researchers and consultants, and that in order to fund the study; we would have to add a tax somewhere. To the delight of the incumbents, Peter Scholz then argued against the thesis with their tagline, "Not in my backyard!" Jean Patenaude then proposed that since he did not own a car, he did not want to pay for the road network that he does not use through taxes. Mary Brooks suggested that road pricing schemes result in bizarre consequences, such as in Singapore where many people own two cars (for different days of the week). Mary Prentice pointed out that in Winnipeg they have many potholes that need to be fixed, and road pricing would offer a method of financing their repair. Finally, Rod Taylor suggested that road pricing was a very slippery slope. After road pricing, would paying for health care be next?

After the Moderator asked for final thoughts from the debaters, Dr. Chow began by directing a comment about Matlock and Perry Mason rolling in their graves at Mr. Tougas. Dr. Chow then unveiled yet another hidden talent – his penchant for poetry (his poem follows this summary).

Mr. Tougas responded by pointing out that if Dr. Chow's poem had anything to do with road pricing, it would have been really good. He then went on to address three particular arguments: 1. the opponents suggested that the trucking industry was opposed to road tolls as evidence against the thesis. Mr. Tougas suggested that this was like asking a mortician if they were in favour of death. 2. The opponents suggested that road pricing was too complicated. Mr. Tougas countered by citing that airships were also said to be complicated. Did that mean that we were giving up on them? 3. In regards to politicians "getting it right." When implementing the GST, they did so in conjunction with cheques that went out to lower income people. So all they would have to do was to hand out cheques in conjunction with introducing road pricing (particularly timed around elections!).

With this it was time for the audience to vote. By overwhelming majority they voted for the incumbents and contrary to the thesis. Congratulations once again to Marc-André Roy and Garland Chow!

### **A poem against Road Charges in Cities by Garland Chow**

How Road Charges Ruined Christmas  
T'was the night before Christmas  
And all over the city  
St. Nicholas was ready to deliver  
Toys to the kiddies

Rudolph was fine  
In the years now gone by  
But today we use trucks  
On highways they do ply

Santa's truck was equipped  
With the latest transponder  
But after he passed the 407  
He paused to ponder

These user charges are so high  
That the cost to deliver  
Will make it too expensive  
to the most gracious giver

And where's the money going  
To pay for some politicians' folly  
It's making it tough for  
Santa to be jolly

At the next intersection  
St Nick took a sip  
Of his Starbucks Grande latte  
When out of his hand it did slip

The coffee than splattered  
All over the dash  
The transponder then shorted  
It happened in a flash

The next toll booth  
Was swallowing your money  
The long line to pay  
Wasn't so funny

Then when Santa got up to the front  
He reached into his pocket  
Only to find that  
no money in his wallet

How do I pay?  
I don't have any money  
Santa can't get through  
This isn't funny

Yes, his logistical problems  
were insurmountable that year,  
He threw up his arms  
While shaking with fear.

There's so many tolls  
Santa could hardly believe  
He was just overwhelmed  
With what he has to achieve.

Sadly that Christmas  
We woke up to find  
Nary a present  
Neither yours nor mine.



## **Statistics Canada Program Adjustments to Transportation Data to Meet Budgetary Savings Target in Fiscal Years 2012-13 to 2014-15**

### **Air Carrier Operations in Canada Survey (Civil Aviation Surveys)**

Statistics Canada will continue to publish the same information from the Air Carrier Operations in Canada Survey. However, the information will be released 20 months after the reference period instead of 14 months.

### **Air Passenger Origin and Destination, Canada – U.S.A.**

The same data will continue to be published on air passenger origin and destination between Canada and the U.S. However, the information will be released 20 months after the reference period instead of 14 months.

### **Annual and Quarterly Trucking Surveys**

Information collected with trucking surveys were last released on February 16, 2012 and April 3, 2012. Both surveys have been discontinued.

### **Fare Basis Survey**

The same data will continue to be collected and published for the Fare Basis Survey. However, the information will be released 20 months after the reference period instead of 14 months.

### **Marine Origin and Destination Survey**

The final release of the Marine Origin and Destination of Commodity Shipments Survey was published on April 26, 2012. The survey has been discontinued.

### **New Motor Vehicle Sales Survey**

The last release of the monthly New Motor Vehicle Sales in its current format was on April 17, 2012. Effective on May 14, 2012, with the release of data for the March 2012 reference month, only unadjusted data on new motor vehicle sales are available. The unadjusted data continue to be available on CANSIM.

[http://www42.statcan.gc.ca/smr09/smr09\\_039a-eng.htm](http://www42.statcan.gc.ca/smr09/smr09_039a-eng.htm)

## **Modifications apportées aux programmes de Statistique Canada sur les données des transports afin d'atteindre la cible d'économies budgétaires prévues aux exercices 2012-2013 à 2014-2015**

### **Enquête sur les opérations des transporteurs aériens au Canada (enquêtes sur l'aviation civile)**

Statistique Canada continuera de publier les mêmes renseignements relatifs à l'Enquête sur les opérations des transporteurs aériens au Canada. Toutefois, l'information sera diffusée 20 mois suivant la période de référence plutôt que 14 mois après.

### **Origine et destination des passagers aériens – Canada/États-Unis**

Les mêmes données continueront d'être publiées sur l'origine et la destination des passagers aériens entre le Canada et les États-Unis. Toutefois, l'information sera diffusée 20 mois suivant la période de référence plutôt que 14 mois après.

### **Enquêtes annuelle et trimestrielle sur le camionnage**

Les dernières diffusions relatives aux enquêtes sur le camionnage ont eu lieu le 16 février 2012 et le 3 avril 2012. Les deux enquêtes ne sont plus menées.

### **Enquête sur la base tarifaire**

Les mêmes données continueront d'être recueillies et publiées dans le cadre de l'Enquête sur la base tarifaire. Toutefois, l'information sera diffusée 20 mois suivant la période de référence plutôt que 14 mois après.

### **Enquête sur l'origine et la destination des marchandises au titre du transport maritime**

La dernière diffusion de l'Enquête sur l'origine et la destination des marchandises au titre du transport maritime a eu lieu le 26 avril 2012. L'enquête n'est plus menée.

### **Enquête sur les ventes de véhicules automobiles neufs**

Le dernier communiqué sur les ventes mensuelles de véhicules automobiles neufs sous sa forme actuelle a été diffusé le 17 avril 2012. Depuis la diffusion des données pour le mois de référence de mars 2012, le 14 mai 2012, seules les données non désaisonnalisées des ventes de véhicules automobiles neufs sont accessibles. Les données non désaisonnalisées continuent d'être offertes dans CANSIM.

[http://www42.statcan.gc.ca/smr09/smr09\\_039a-fra.htm](http://www42.statcan.gc.ca/smr09/smr09_039a-fra.htm)



## *Conference Announcements*

### **TRANSLOG 2012**

**October 15-16, 2012**

Ron Joyce Centre

Burlington, ON

<http://mitl.mcmaster.ca/translog/index.html>

### **University of Manitoba Transport Institute**

**17th Annual Fields on Wheels Conference**

**November 9, 2012**

Radisson Hotel Downtown

Winnipeg, Manitoba

[www.umti.ca](http://www.umti.ca)

### **CTRF**

**48th Annual Conference**

**June 10-12, 2013**

The Lord Nelson Hotel

Halifax, Nova Scotia

[www.ctrf.ca](http://www.ctrf.ca)

### **WCTRS**

**World Conference on Transport Research Society**

**July 2013**

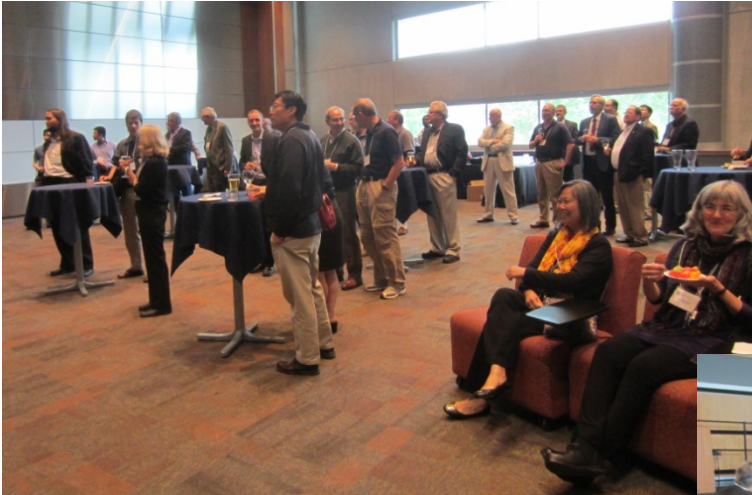
Rio de Janeiro, Brazil

E-mail : [wctrs@let.ish-lyon.cnrs.fr](mailto:wctrs@let.ish-lyon.cnrs.fr)

# 2012 Conference

This year's conference theme was "Sustainable Transportation: Economic, Social and Environmental perspectives". Researchers from Canada, USA and Asia presented 37 papers. Three panels covering various topics related to transportation were also organized. Among other activities, the conference companions enjoyed a day on the 'cowboy trail'. The social event at Gunn's Dairy Barn was a great success and delegates enjoyed a Western

Style Dinner and toured Heritage Park. They also enjoyed the tour of Walmart Canada's Fresh Food Distribution Centre in Balzac, and learned many environmentally friendly initiatives employed by this facility. To promote CTRF among young researchers 10 one-day complimentary conference registrations were given to students from SAIT, the University of Calgary and Mount Royal University.



The President's Reception



Opening Remarks



The Bison Transport Debate

**See you next year  
June 10-12, 2013  
CTRF / GRTC  
48<sup>th</sup> Annual Conference  
Halifax, Nova Scotia**

***see more pictures on page 16***

**CTRF 2013**  
**48<sup>th</sup> Annual Conference**  
*Halifax, Nova Scotia*  
**June 10-12, 2013**

**Please plan to attend the 48<sup>th</sup> Annual CTRF Conference to be held June 10-12, 2013 in Canada's Ocean Playground, Halifax, Nova Scotia!**

The venue is the venerable Lord Nelson Hotel, located across the street from the Halifax Public Gardens, one of the finest surviving examples of Victorian Gardens in North America, dating back to 1836.

The conference organizers are considering several exciting venues for the Sunday Night President's Reception (June 9<sup>th</sup>), the Bison Transport Debate and the Dinner Event, all of which will be within walking distance of the hotel. ***What we choose will very much depend on attendance levels, so make your plans now!***

## **ACCOMMODATION**

The Lord Nelson Hotel. Originally opened in October 1928, the fully renovated Lord Nelson Hotel is a legendary landmark in downtown Halifax located at the corner of Spring Garden Road and South Park. Rates are \$169.00 per night. It is located on a main transit route, 1 km from Halifax Harbour, and within walking distance of all venues being considered for the conference. *We also have several interesting ideas for tech tours and the companion program, so mark your calendars now!*

Watch for the Call for Papers in the next few months. For conference updates please visit the CTRF website at [www.ctrf.ca](http://www.ctrf.ca).

For further information and sponsorship opportunities please contact:  
CTRF VP Programs Dan Lynch [Dan.Lynch@dal.ca](mailto:Dan.Lynch@dal.ca) or CTRF VP Meetings Jim Frost [defrost@marinova.com](mailto:defrost@marinova.com).

**GRTC 2013**  
**48e conférence annuelle**  
*Halifax, Nouvelle-Écosse*  
**10 – 12 juin 2013**

**Vous êtes priés de prévoir participer à la 48e conférence annuelle du GRTC devant se tenir du 10 au 12 juin 2013 au parc de jeux océanique du Canada, Halifax, Nouvelle-Écosse!**

Notre hôte sera le vénérable hôtel Lord Nelson, situé face aux jardins publics d'Halifax, un des plus beaux exemples survivants des jardins victoriens d'Amérique du Nord, remontant à 1836.

Les organisateurs de la conférence sont en train d'examiner plusieurs sites pour la réception du président (9 juin), le débat Bison Transport et la soirée-dîner, tous à distance de marche de l'hôtel. ***Le choix dépendra beaucoup du niveau de participation; planifier donc votre présence maintenant!***

**SÉJOUR (voir [ctrf.ca](http://ctrf.ca) pour l'inscription)**

L'hôtel Lord Nelson : Construit à l'origine en 1928, l'hôtel Lord Nelson entièrement rénové constitue une véritable légende au centre ville d'Halifax, au coin des rues Garden Road et South Park. Le taux est de 169 \$ la nuit. Il est situé sur la principale voie de transit, à 1 km du port d'Halifax, à distance de marche des sites pris en considération pour la conférence. *Nous avons aussi plusieurs idées concernant les visites techniques et le programmes des accompagnateurs; inscrivez donc le tout à votre agenda maintenant!*

Prenez connaissance de l'appel de publications durant les prochains mois. Pour les mises à jour relatives à la conférence, visitez notre site web [www.ctrf.ca](http://www.ctrf.ca)

Pour plus d'informations et pour les possibilités de commandites, veuillez contacter Dan Lynch [Dan.Lynch@dal.ca](mailto:Dan.Lynch@dal.ca) ou Jim Frost [defrost@marinova.com](mailto:defrost@marinova.com)

# 2012 Conference Supporters



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**We wish to thank our very generous supporters for another successful conference.**



Louis Le Blanc & Gord Baldwin – The Crazy Hat Exchange in support of the Scholarship Program. Thank you!



The Companions