

Montreal Students' Chapter (MSC – CTRF) Le chapitre de Montréal étudiants (CME – GRTC)

SEMINAR REPORT

Date: November 22, 2013; Time: 12:30 pm
Subject: Evolution of High Speed Rail around the World
Location: EV 2.184, EV Building, Concordia University
Report prepared by: Diana Rivera

Attendees:

Executive Members:

Md. Shohel Reza Amin
Diana Rivera
Ahsan Alam
Hamed Shahrokhi
Umma Tamima

Advisory Members:

Gerry Kolaitis

Attending Organizations:

Ernst & young (3) VIA Rail Montreal (3)
Students (30)

Seminar Presenter:

Daniel Roth
Senior Vice President, Transaction Advisory Services
Ernst & young Orenda Corporate Finance Inc.

Daniel Roth has twenty-years experience in Transport and Infrastructure sectors, advising large public agencies and private sector companies on asset and infrastructure finance, successful business strategy, effective structures for concessions and alliances, and optimized transport operations and infrastructure management. His infrastructure expertise covers concessions, project finance and PPPs.

Objective of the Seminar:

The Montreal Student Chapter of the Canadian Transportation Research Forum (MSC-CTRF) organized this Seminar for better understanding of High Speed Rail (HSR) among the students. Students were enabled to network with the professionals from Ernst & Young Orenda Corporate Finance Inc. and Via Rail Montreal.

Seminar Content

Mr. Roth started his lecture by defining the HSR and its' necessity. Later on, Mr. Roth discussed on the HSR in Europe and North America. For example, in France, the HSR is known as TGV (Train à Grande Vitesse) and it has 149 destinations with an average speed of 320 km/h. TGV

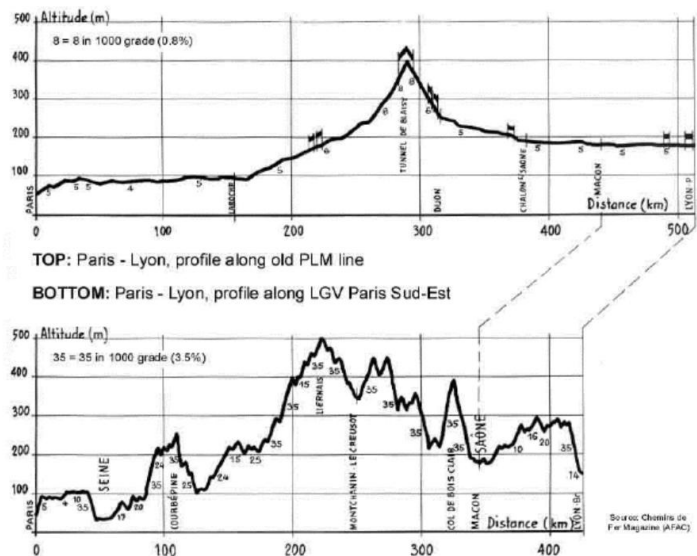
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operates all over France and with several connections with other countries. The principle domestic high-speed rail routes are TGV Sud-Est (Paris-Lyon), TGV Atlantique (Paris-Le Mans and Tours), TGV Rhône-Alpes (Lyon-Valence), TGV Nord (Paris-Lille/Cannel Tunnel), TGV Méditerranée (Valenc-Marseille) and TGV Est (Paris- Baudrecourt).

Mr. Roth pointed out that the Paris-Lyon line imperial (PLM), commuting 40% of the French population, was struggling with the capacity and speed problems. To overcome these problems, Mr. Roth explained the solution of constructing a completely new Paris-Lyon Sud-Est route (LGV- ligne à grande vitesse). This new route can ascend excessive gradients at unimaginable speed, leaving behind the need for tunnels, and eventually will reduce costs.



Principle domestic TGV routes in France



Comparison between the PLM line and the LGV line

Mr. Roth, later on, discussed on the HSR in Germany. Germany developed the Intercity-Express (ICE), a system of high speed trains mainly running in Germany and its surrounding countries, ten years later than the French initiatives. Germany integrated the ICE system into existing rail lines, limiting the maximum speed up to 300 km/h.

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U.S. government started to think about the increasing speed on American rail network, following great success of HSR in Europe. After several years, U. S government continued to revisit the plan of HSR and high speed studies were endorse through the years. The lack of funding and the choice of the commuters to other modes were the main reasons for failing to reach the complete construction of a HSR network, unlike European countries.

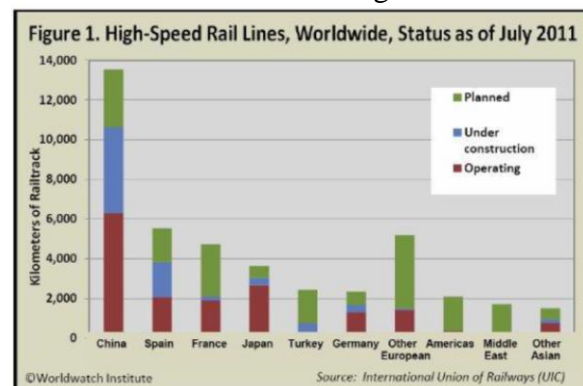
Mr. Roth also discussed on potentiality and probability of the future HSR network in U.S. i.e. the trans America passenger network. Finally, Mr. Roth discussed on the overall scenario of HSR network around the world. He showed a graph of operating, under construction and planned HSR network in different parts of the world in the year of 2011.



ICE network and allowed speed



Trans American Passenger Network



High Speed rail lines around the world

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Mr. Roth is speaking on High Speed Rail



Audiences



Refreshments



Introducing CTRF