

2014 CTRF Conference: *Windsor, Ontario*



Bison Transport Debate

The 49th Annual CTRF Conference was held at the St. Clair Centre for the Arts in Windsor, Ontario, June 1-4. This year's conference theme was "Rethinking Canadian Transportation Policies in the Age of Globalization: Innovations in Planning, Infrastructure and Finance".

Researchers from Canada, the US, South Africa, the UK and Australia convened for three plenary sessions consisting of: Making the Global Connection: How Canada's Transportation Networks Access the World, Meeting the Infrastructure Challenge, and R&D in Transportation to Meet the Needs of the Public and Private Sectors. In addition, 46 research papers were presented and two prominent keynote luncheon speakers presented on marine issues at the Detroit-Windsor frontier.

Conference-goers were treated to another great Bison Transport Debate at the Windsor Yacht Club, a boat tour of the US and Canadian sides of the Detroit River, and an elegant dinner at historic Willistead Manor. On June 4, CTRF attendees joined Windsor community leaders in a symposium on border issues.

We look forward to your attendance at the 50th annual conference to be held in Montreal, May 24-26, 2015.

Our special thanks go to CTRF's outgoing VP Program Hanna Maoh and outgoing VP Meetings Bill Anderson (both of the Cross-Border Institute at the University of Windsor) for organizing the conference. Thank you.



President Marc-André with Paper Award Winners

Opening Plenary: Making the Global Connection: How Canada's Transportation Networks Access the World



Opening Plenary: Making the Global Connection

Speakers:

Dr. Brad Hull, John Carroll University
Dr. Dan Lynch, Dalhousie University
Ms. Marina Grosu, Carleton University

Moderator:

Marc-André Roy, CPCS

Overview

Dr. Hull's presentation looked at three issues: 1) competitiveness of the Seaway; 2) a new shipping service connecting Cleveland and Europe; 3) shipment of oil via the Seaway. He discussed the new service about to be introduced by Splithoff, a Dutch shipping company, which will operate a monthly multi-purpose vessel between select ports in Europe and Cleveland, commencing in June. The issue of oil transport was also discussed.

Dr. Lynch examined trends in North American supply chains. Motor carriers, which handle 77% of all freight (including last mile for all modes), have seen prices rise, as have rail rates and overall inventory carrying costs. Like elsewhere in North America, the supply chain sector is also affected by talent shortages.

Ms. Grosu discussed the future of Arctic shipping. There is some speculation that the "Big Melt" will result in an ice free North West Passage by 2030. The Russians are far ahead of Canada in terms of exploring the potential of Arctic shipping and investing in infrastructure.

Key Takeaways

Dr. Hull is of the belief that the Seaway is not living up to its potential as a Gateway to North America. Significantly, the vessel charter for the new service to Europe is being paid for by the Port of Cleveland.

According to Dr. Lynch, Supply chains are changing from a centralized model to a more flexible decentralized one, which is "good news" for Canada, as many companies are opening Canadian distribution centres.

Ms. Grosu indicated Arctic shipping could become very important in terms of Canada's aspirations for increased resource extraction in the North. The Russians, who already have considerable resources in terms of ice breakers and port infrastructure in place, have really stepped up their investments in search and rescue centres as well as military resources. Alternative sea routes were also discussed, as these have become of more strategic interest to the Russians and Chinese. The Chinese are interested in using the Russian passage for shipments between Chinese ports and northern Europe.

Policy Lessons

Dr. Hull is of the view that, even with additional rail capacity coming on stream and the potential to move oil by tanker vessels from Thunder Bay and Superior, WI, "a pipeline solution is required".

Dr. Lynch pointed out that over 70% of Canada's trade is with the US and Canada is the number one trading partner of 37 states. While trade with the EU and China may be appealing, Dr. Lynch is of the view that "Canada's future is with North American trade". Top challenges include air cargo linkages, the Detroit River Bridge, speeding up border processes, and changing technology.

A big issue with respect to Arctic shipping is the almost total lack of infrastructure to accommodate shipping in the Arctic.

Research Needs

The panel urged more collaboration between universities. For instance, the new Cleveland shipping service was the result of research conducted at Erasmus University in Rotterdam and John Carroll University in Cleveland. Dalhousie University and the Province of Nova Scotia are also working with academics and local economic development agencies in Michigan to foster links between those two regions. The panel also urged such groups to identify projects that could be done on a trial basis. One such project suggested was to ship containers to Great Lakes cities via the Seaway, to test its true competitiveness. It was also suggested that we look to the past to see what might be possible in terms of future Seaway shipping.

Plenary: Meeting the Infrastructure Challenge: Funding, Governance and Public Consultation



Plenary: Meeting the Infrastructure Challenge

Speakers:

Jake Kosior, Manitoba Infrastructure and Transportation

Nick Mulder, Global Public Affairs

Shael Gwartz, Ontario Ministry of Transportation

Moderator:

William Anderson, University of Windsor

Overview

The three speakers focused on new and innovative approaches to the funding and governance of major public transportation infrastructure projects. The panellists recognized the challenges that governments face in delivering infrastructure projects in the traditional way, given fiscal constraints and the scale of required investments.

Jake Kosior spoke about the experience of the Manitoba government with innovative approaches to developing transportation infrastructure with an economic focus. The Manitoba government recently tabled legislation to establish the Churchill Arctic Port Canada Inc. The purpose of the corporation is to encourage the development of the Churchill Port gateway, including through investments in transportation infrastructure from both private and public sources. Manitoba also established the East Side Road Authority to provide all weather roads in an area of the province facing challenges with winter roads. The Authority has a focus on economic development of the many First Nations communities in the region, so a key consideration in the construction of the roads is the potential community benefits from the projects.

Nick Mulder spoke about a recent project he undertook for the Northern Policy Institute related to the development of infrastructure to support the Ring of Fire in Northern Ontario. Rather than having government establish a Crown corporation to fund and assume all risk for infrastructure development to serve mining in the Ring of Fire, his paper explores the application of

the federal port authority model to this area. Under this model, the authority would have the power to raise the capital for the necessary transportation infrastructure.

Shael Gwartz outlined the range of innovations in funding and building transportation infrastructure that the Ontario government uses. The Ministry of Transportation's Contract Innovations Office has examined different models and approaches to funding and construction management involving the private sector in other jurisdictions. This has led to a range of models of private sector involvement being used in Ontario that vary depending on the size and complexity of the project. These range from basic Design-Build arrangements through to complex Alternative Financing and Procurement arrangements for larger scale projects.

Key Takeaways and Policy Lessons

There is no "one size fits all" approach to partnerships with the private sector in the financing and construction of transportation infrastructure. The approach needs to suit the nature, scale and objectives of the particular project.

Economic objectives often play an important role in decisions around the way in which infrastructure is built. Governments need to consider and maximize the potential community benefits in developing infrastructure, and also guard against an approach that assumes that transportation infrastructure will drive major economic development.

The move toward more private sector involvement in infrastructure development allows governments to consider whether the costs and risks associated with building infrastructure should always rest on government.

Governments are increasingly experimenting with new approaches to developing transportation infrastructure. There is openness to new approaches, and to learning from the experience of other jurisdictions.

Future Related Research Needs and Priorities

The presentations and discussion suggest a number of potential areas for further research:

- Best practices research – an evaluation of the effectiveness and efficiency of the range of different approaches to private sector involvement in infrastructure development being taken by different jurisdictions, and the conditions under which each model would best be applied
- Adaptation of different models - more consideration of how the federal port authority model might be adapted to work in greenfield development of transportation infrastructure

— President's Message —



Marc-André Roy

In 1965, Ray Cope, then President of CTRF, presided over the first annual CTRF meeting in Lac Beauport, Quebec. This marked the start of a long and continuing tradition – the coming together of academics, students, policy makers, planners, and industry representatives

among others – all with an interest in discussing, sharing and debating transportation research. This year's "Great Gathering" in Windsor Ontario (June 1-4) marked the CTRF's 49th annual conference.

The research and related transport topics discussed at this year's annual meeting were no doubt very different from those that were the focus of the meeting in Lac Beauport. The world has changed considerably since then. But the need and importance of this forum – to discuss transportation issues facing decision makers today, to stay on top of developments in transportation research, and to connect with others engaged in transportation research – is as strong today as it was in 1965.

This year's annual conference was busy, engaging, and fun. It featured three panel sessions, two key note addresses (Peter Berry, Harbour Master with the Windsor Port Authority, and Serge Côté, Officer in Charge of the Windsor Detachment of the RCMP), and 46 paper presentations spread over 13 paper sessions. The ever entertaining Bison Transport Debate saw Mary Brooks and Jim Frost square off with Vijay Gill and Gord Baldwin on the role of government investment in transit. A technical tour of the Herb-Gray Parkway Construction Site – Ontario's single most expensive highway project - and several social events rounded out the program. Notably, there were more students and young researchers at this year's conference than in recent memory. More than one seasoned participant noted that this is an encouraging sign that a new wave of transport researchers and future CTRFers is emerging. I hope this is the case, and that CTRF can play a role in making this happen.

The annual conference takes a great deal of work to put on and it would not be possible without the contribution of many people and sponsors. Special thanks to Bill Anderson and Hanna Maoh who led the team that organized the event, and all the others that helped make the event a success.

The annual conference, and the annual general meeting (AGM) in particular, also marks a time of transition. I'd like to recognize the contribution of all departing Board members, Sandi London, Ana Yanes Faya, Jean Patenaude, and Paul Godfrey. We are also welcoming Marie-Claude Levesque, Joseph Schulman, Don McKnight, Chris Higgins and Matt Roorda as new Board members. They will no doubt bring new perspectives and energy to the organization – which is volunteer run - and I look forward to working with each of them.

This year's AGM also marks the start of the second year of my two year term as President. Last year, I focused on ensuring CTRF's continued relevance. With the support of the Board and CTRF members, I plan to continue in this direction this year.

Specific initiatives that we'll continue to push this year include the development and communication of Policy Briefs on hot transportation topics, the development of the CTRF student chapter in Montreal (and perhaps others if there is sufficient student interest and leadership elsewhere), and the promotion of opportunities for younger CTRF members to connect with and learn from more experienced CTRF members – in one way or another.

The Canadian Freight Transportation Research Program initiated in 2012 and established on a pilot basis to promote a better alignment of those that produce research with those that need research to make decisions, did not advance very much last year, but we'll be seeking to breathe new life into this initiative (in one incarnation or another) this year.

Also, although the organization's financial position remains strong for now, funding is increasingly difficult to come by and we'll continue to seek new funding opportunities.

Many of these initiatives are ambitious and we can use your help to make them happen. If you have time and are willing to contribute, please get in touch.

Lastly, planning is already underway for next year's annual conference, CTRF's 50th, which will be held in Montreal, Quebec, Sunday, May 24 to Tuesday, May 26, 2015. We'll be making a big splash next year to celebrate this major milestone in the organization's history. Make sure to mark your calendars –this will be an event not to be missed.

We'll also be shortly announcing the semi-annual CTRF conference...so watch this space.

In the meantime, I welcome your thoughts and suggestions on how CTRF could be of most relevance and value to you. I can be reached by email at mroy@cpcs.ca.

Marc-André Roy, President

— Message du président —

En 1965, Ray Hope, alors président du GRTC, présidait la première rencontre annuelle du GRTC à Lac Beauport, Québec. Cela a marqué le début d'une longue tradition continue — regrouper des universitaires, des étudiants, des responsables d'élaboration de politiques, des planificateurs et des représentants de l'industrie, entre autres — tous animés du même intérêt à discuter, échanger et débattre de recherche en transport. La « grande rencontre » de cette année à Windsor, Ontario, marque la 49^e conférence annuelle du GRTC.

La recherche et les sujets liés aux transports abordés à la conférence annuelle de 2014 ont été sans conteste fort différents de ceux sur lesquels s'était concentrée la rencontre de Lac Beauport. Depuis, le monde a changé considérablement. Mais la nécessité et l'importance de ce forum — pour discuter des enjeux auxquels font face de nos jours les décideurs, pour rester en phase avec les développements de recherche en transports et en lien avec d'autres personnes intéressées en la matière — demeurent aussi fortes aujourd'hui qu'en 1965.

La conférence de cette année a été bien remplie, engageante et agréable. On y a présenté 3 ateliers, 2 allocutions majeures (Peter Berry, maître du port à l'administration portuaire de Windsor et Serge Côté, officier responsable du détachement de Windsor de la gendarmerie royale du Canada), ainsi que 46 communications réparties et 13 sessions. Le très agréable Débat de la coupe Bison a vu Mary Brooks et Jim Frost croiser le fer avec Vijay Gill et Gord Baldwin sur le rôle du gouvernement dans l'investissement en transport en commun. Une visite technique des sites de construction de l'autoroute Herb Gray — projet routier le plus coûteux en Ontario — et de nombreuses activités sociales ont enrichi le programme. Notons une présence plus importante d'étudiants et de jeunes chercheurs à cette année par rapport aux années passées. De nombreux participants ont constaté qu'il s'agit là d'un signe encourageant annonçant l'émergence d'une nouvelle vague de chercheurs et de futurs membres du GRTC. J'espère que c'est le cas et que le GRTC jouera un rôle à cet égard.

La conférence annuelle exige beaucoup de travail à mettre en place et cela serait impossible sans la contribution de nombreux individus et commanditaires. Des remerciements spéciaux à Bill Anderson et Hanna Maoh qui étaient à la tête de l'équipe organisatrice de l'événement, et à toutes les autres personnes ayant aidé à faire de cet événement un succès.

La conférence annuelle, et l'assemblée générale annuelle (AGA) en particulier marquent aussi une transition. Je tiens à souligner la contribution de tous les administrateurs partants, Sandi Lon-

don, Ana Yanes Faya, Jean Patenaude et Paul Godfrey. Nous souhaitons aussi la bienvenue à Marie-Claude Lévesque, Joseph Schulman, Don McKnight, Chris Higgins et Matt Rooda au conseil d'administration. Ils vont sans doute apporter de nouvelles perspectives et de l'énergie nouvelle à l'organisation — qui fonctionne par bénévolat — et j'ai hâte de travailler avec chacun d'eux.

L'AGA de cette année marque également le début de la seconde année de mon mandat biannuel comme président, durant laquelle j'ai mis l'accent sur la pertinence continue du GRTC. Avec l'appui des autres administrateurs et des membres du GRTC, je prévois continuer sur cette même voie.

Parmi les initiatives que je compte mettre de l'avant cette année, figurent l'élaboration et la diffusion de sommaires sur des politiques traitant de sujets importants en transports, le développement du chapitre étudiant à Montréal (et peut-être ailleurs si l'intérêt suffisant et le leadership sont présent), et la promotion d'opportunités pour les membres plus jeunes d'entrer en lien avec de plus expérimentés.

Le Canadian Freight Transportation Research Program lancé en 2012 comme projet pilote, afin de mettre en lien ceux qui font de la recherche et ceux qui en ont besoin pour prendre des décisions, n'a pas tellement évolué cette année, mais je dois tenter de réanimer cette initiative sous une forme ou une autre cette année.

Par ailleurs, bien que les finances de l'organisation soient pour le moment solides, le financement devient de plus en plus difficile et je tâcherai de trouver d'autres opportunités en la matière.

Plumiers de ces initiatives sont ambitieuses et votre aide à cet égard est précieuse. Si vous avez le temps et la volonté d'y contribuer, veuillez me contacter.

Finalement, la préparation est déjà en route pour la conférence annuelle de l'année prochaine, celle du 50^e anniversaire du GRTC devant se tenir à Montréal (Québec), du dimanche 24 mai au mardi 26 mai 2015. L'événement sera souligné en grand pour célébrer cette pierre angulaire de l'histoire de l'organisation. Assurer-vous d'inscrire à votre agenda cet événement à ne pas manquer.

En outre, nous devrions annoncer sous peu la conférence semi-annuelle... À suivre en ces pages.

En attendant, je serai ravi de recevoir vos commentaires et suggestions pouvant renforcer la pertinence des activités du GRTC et ce que vous pouvez en tirer. Vous pouvez me joindre à : mroy@cpcs.ca

Marc-André Roy, Président

Plenary: R&D in Transportation to Meet the Needs of the Public and Private Sectors



Plenary: R&D in Transportation

Speakers:

Eric Miller, University of Toronto
Garland Chow, University of British Columbia
Michael Scrim, Statistics Canada

Moderator:

Hanna Maoh, University of Windsor

Overview

Plenary Session II was entitled, “R&D in Transportation to Meet the Needs of the Public and Private Sectors”. It was moderated by Dr. Hanna Maoh of the Cross-Border Institute and presenters included Dr. Eric Miller, University of Toronto, Dr. Garland Chow, University of British Columbia and Michael Scrim, Statistics Canada.

Dr. Miller’s presentation, which was entitled, “Building the University-Government Nexus: The Toronto Experience” highlighted the benefits and barriers to collaboration using specific case studies to illustrate the contribution of independent research to evidence-based decision making at the municipal government level. In particular, the ITS Lab and Testbed have supported sophisticated travel and network modelling activity to address current, and future, policy and planning issues. Cities are complex systems that require strategic policy decisions to support a sustainable future in the face of fiscal restraint. While universities do not directly intervene in political debate, it is sometimes difficult not to be seen as an advocate, especially when the evidence overwhelmingly supports a particular position. The challenge lies in effectively engaging decision-makers.

Dr. Chow’s presentation, “R&D in Transportation to Meet the Needs of the Public and Private Sectors”, addressed the role of research in innovation, with particular reference to supply chain research. Research has a role at all stages in the innovation continuum, from concept through to commercialization, to ensure

that technologies are ultimately approved and utilized by governments and industry. Fiscal restraint has taken a toll on traditional sources of research funding. This reality requires finding new approaches that involve all beneficiaries. Examples provided were the Quebec 1% training tax on medium and large companies, and the U.S. Potato Research and Promotion Plan that assesses a levy on potatoes produced and imported into the U.S. to support research and training. A similarly funded Canadian transportation research fund was proposed that would fund a portfolio of fundamental and applied research in transportation.

Mr. Scrim’s presentation, “A New Direction for Canadian Transportation Statistics”, detailed the significant changes that have taken place at Statistics Canada in response to budget constraints, internal reorganizations and specific issues such as oil on rail. There has been a shift in policy drivers to emphasize economic competitiveness, capacity of supply chains, environmental considerations and safety and security. New transportation regulation provides the authority to collect a wider range of data while technologies and measurement tools and devices have combined with the availability of “big data” to create a wealth of information. Statistics Canada has embarked on a framework approach to map out a statistics program that addresses new realities and is seeking input from key clients and partners.

Key Takeaways relevant to Policy

Universities have the knowledge and analytical capacity to support policy makers but often lack the resources to purchase privately held data, for which there is no incentive to share. Universities can offer a “neutral home” for storing data but unfettered access to government-held data is essential to furthering evidence-based research. Solutions around issues of confidentiality must be found.

The current reality of transportation research is to do more with less. Both governments and researchers need to consider new and innovative funding sources that require a commitment from all players. To facilitate this, university researchers must use effective communication to engage those segments of the population that will most benefit from independent policy analysis to support decision making.

The federal government’s changing policy context is driving a review of how and what transportation data is collected. Future demands will be derived from the need to understand and measure the competitiveness, efficiency and environmental considerations of supply chains. Greater involvement of industry partners and key stakeholders is necessary to bring added value to the statistics program.

Future Related Research Needs

The panelists identified challenges and opportunities to advance transportation policy research. Relevant transportation research is alive and well, but there are obstacles to engaging governments and having them see universities as key partners in policy development. Effective relationships have been established for technology research but are still lacking for policy support. Some of the obstacles to overcome include a lack of research culture in governments, timeliness of university research to address pressing

issues and contracting policies that exclude university researchers.

CTRF has an opportunity to engage with Statistics Canada to help shape the future of the transportation statistics program. A challenge will be to determine what the collective contribution from the membership could be and what data is important to support continued and relevant policy research.



2014 Bison Transport Debate: Government Investment in Transit. Or Not.

by Marc-André Roy



Bison Transport Debate Participants
L to R: Gord Baldwin, Vijay Gill, Barry Prentice, Mary Brooks, Jim Frost

Can Canada's urban transportation congestion problems be resolved primarily through government investment in urban public transit? Mary Brooks and Jim Frost certainly think so. Or so did they mightily argue in this year's Bison Transport Debate – an Oxford style debate that has become a highlight of CTRF conferences since 1996. Vijay Gill and Gord Baldwin had the task of arguing against the proposition – something they did passionately, and with the odd bit of theatrics. [In fairness the positions of each debating team were determined by a coin toss the eve of the debate, rather than individual beliefs or in depth research].

This year's debate was held at the Windsor Yacht Club, a beautiful venue overlooking the Detroit River. As is the tradition, Barry

Prentice, the founder and Chair of the Bison Debate introduced the event (following some lubrication at the bar for debaters and audience alike). With great mastery, as if he'd done this fifteen times before, Chair Barry (and to some King Barry) presented the thesis of the debate, and the rules of engagement, warning against any chicanery and cheap tricks.

The team arguing in favour of the proposition and led by Mary Brooks kicked off the debate, arguing that the costs of urban congestion – social, environmental, economic – create a strong rationale for government investment in transit. With a cool, well researched, and logical delivery, Mary built her case, laying out one fact after another. Also arguing for the proposition was Jim Frost, who with an eye on the water outside, started by recalling his favourite bumper sticker - "I'd rather be sailing".

Vijay led the team arguing against the proposition, removing his jacket as he approached the podium, as if getting ready for battle, if not to intimidate. Vijay and Gord argued against the proposition, citing evidence from cities around the world where public investment in transit did not in fact lead to a reduction in urban car traffic.

The debate was largely clean, though there were accusations – on both sides – of smoke and mirror tactics, and claims that some arguments were based more on fiction than fact. Somehow the coin used by Vijay to demonstrate the force of gravity (fact) ended

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2014 Bison Transport Debate cont'd

up in Mary's pocket, though Barry did not call out either party... (the coin was later returned). Some arguments were stronger than others – there was at least one questionable if not confusing reference to the differential price of Starbucks vs. Tim Hortons coffee, as somehow relevant to urban congestion and government investment (?).

In any case, as goes the tradition of the Oxford style debate, the audience chimed in with arguments of their own – both for and against the proposition. Among these – Bill Anderson made the claim that he doesn't mind congestion but that he very much dislikes passengers. Others referred to effective land use planning as a better alternative to investment in transit. There was also a

call (by yours truly) to stop vilifying congestion and start using it as a low cost instrument of policy to reduce demand for travel.

When the closing arguments were made and all was said and done, Chair Barry instructed the audience to “vote with their feet” by moving to the side of the room representing the team they felt put forward the best arguments. It wasn't even close. Despite very strong arguments put forward by Mary and Jim, it was Vijay and Gord that won the debate. And with this great honour comes great responsibility – as caretakers of the great Bison Transport Debate trophy and the unnecessarily huge case it comes in – until they defend their title next year at the 2015 annual conference in Montreal.

As always, good fun was had by all.



Award Winners

CTRF Scholarship Competition 2014-2015

CN Scholarship

Stephen Wilkins, University of New Brunswick

Transport Canada Scholarship in Economics, Efficiency and Competitiveness in Transportation

Justin Tyndall, University of British Columbia

Transport Canada Scholarship in Safety and Security

Charles Burke, McMaster University

Transport Canada Scholarship in Safety and Security

Stewart Jackson, University of Waterloo

Transport Canada Scholarship in Sustainable Transportation

Darren Proulx, Simon Fraser University

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

50th Annual Conference

Montreal, Quebec

May 24-26, 2015

You won't want to miss celebrating the 50th anniversary of CTRF in Montreal! As a major transportation hub, the city is a great location to host this historic conference, with its renowned Old World Charm infused with North American energy and its joie de vivre. We invite you to discover more on what Montreal offers at tourisme-montreal.org.

The Conference will be held at the Marriott Chateau Champlain, situated in the heart of downtown at Place du Canada. It is adjacent to historic Windsor Station, Canadian Pacific's head office for over 100 years, the Bell Centre, and directly connected to Montreal's metro and its underground city. The hotel is also within walking distance of Old Montreal, most major shops and excellent restaurants. A block of rooms has already been set aside with a corporate rate for CTRF attendees.

The Conference will focus on the theme of how we can best build the future based on what we have witnessed, learned and developed over the past 50 years. We plan to build on this theme invoking discussion and papers in areas such as innovation and technology, future planning initiatives, funding and financing of infrastructure, and associated research data requirements.

We invite you to submit your suggestions to one or both of the following individuals:

Joseph Schulman, VP Program at jschulman@cpcs.ca
Don McKnight, VP Meetings at dmcknight@damfconsult.ca

More details will be forthcoming in future editions of Foramation as the program is being developed. So mark this date in your calendars now! This is the Conference of 2015 not to be missed.



Source: <http://www.montrealchateauchamplain.com/images/slider/montreal-old-port.jpg>

2014 Conference Supporters



Gord Baldwin
Friend of the CTRF



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

Conference Announcements

The PortExecutive Seminar

October 16-17, 2014

Naples, Italy

<http://www.porteconomics.eu/portexecutive.html>

19th Annual Fields on Wheels

December 3, 2014

Delta Hotel

Winnipeg, Manitoba

www.umti.ca

Warming of the North Conference

March 1-3, 2015

Ottawa, Ontario

www.umti.ca

CTRF 50th Annual Conference

May 24-26, 2015

Marriott Chateau Champlain

Montreal, Quebec, Canada

www.ctrf.ca

Conference Paper Winners

2014 Annual Conference

- The Ron Rice Award for the Best Conference Paper (\$1000):

S.J. Carlson and J.M. Sussman

“Understanding Crude Oil Transport Strategies in North America”

- Runner up Paper (\$250)

Md. S. R. Amin, Md. S. Sharif

*“The Policy Implications of Banning Non-Motorized Vehicles (NMVS)
From the Arterial Road of Dhaka City”*

- Runner up Paper (\$250)

J.J. Forbes and M.A. Habib

*“Investigation of Pedestrian Injury Severity Levels in the
Halifax Regional Municipality”*



New Book Release: The Business of Transportation

Darren Prokop, Editor

The transportation of goods can be profitable despite myriad regulations.

This is a must-have resource for anyone interested in the latest information about the complex field of transportation—and how it is transforming today’s business environment.

This wide-ranging, two-volume work explores the transportation industry in all its many guises. It demonstrates how transportation is vital to most businesses and how it facilitates trade and globalization. It also explains how transportation figures into environmental and supply chain security challenges in the modern world. The contributors get into the nitty-gritty of how the business of transportation works and who the players are. Equally important, they show why those who depend on transportation in their business cannot afford to ignore such details when seeking greater efficiency, growth, profit, and market share.

More information about the book can be found at
<http://www.abc-clio.com/product.aspx?isbn=9780313397356>



**Gord Baldwin and Louis Le Blanc:
Crazy Hat Exchange in support of the Scholarship Program**



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