

2015 CTRF Conference: *Montréal, Québec*



Vijay Gill thanks outgoing President Marc-André Roy for his dedicated leadership over the last two years

CTRF's milestone 50th Annual Conference was held May 24-26 at the Marriott Chateau Champlain Hotel in Montréal, Québec. The theme was "Another 50 Years: Where to From Here?" The conference, a celebration of CTRF's first 50 years, was also an opportunity to look ahead by understanding how the transportation industry and transportation research are changing.

Program highlights included lively plenary sessions on "Reflections from Former Ministers of Transport" with former Ministers, the Honourable David Collenette, the Honourable Chuck Strahl and the Honourable Tony Valeri. "50 Years of Transportation Research" with five of our most eminent researchers, and a give-and-take with two of the Advisors to the current Canada Transportation Act Review. Keynote luncheon speakers were the current Minister of Transport, the Honourable Lisa Raitt; and Michael Broad, President of the Shipping Federation of Canada. An innovation this year was the drop-in Zone Lab where attendees could informally exchange views and information on topics of mutual interest. There was also the usual full program of research papers.

Conference-goers enjoyed another entertaining Bison Transport Debate, with the topic "This House Resolves that Electric Cars Have No Viable Future". The annual Awards Dinner was held at a restaurant

located in historic Old Montreal, following a river cruise of the Port of Montreal on a beautiful spring evening.

Companions were treated to a unique program of events with a tour of Montreal's Jewish culinary heritage and fabric on the Monday, and a visit to the Montreal Museum of Fine Arts followed by an "Afternoon Tea" at the Ritz-Carleton the following day.

As an extension to the conference, CTRF partnered with Statistics Canada and Transport Canada to jointly organize a full morning workshop on May 27 devoted to the subject of Canada's Transportation Data Needs.

Special thanks go to Mike Kieran, a recipient this year of an Honourary Life Membership, for his work in leading the local conference organizing committee, and to Don McKnight for his work as VP Meetings and Joseph Schulman for his work as VP Program over the past year.

We look forward to your attendance at the 51st annual conference in 2016 to be held in Toronto as a joint meeting with the U.S. Transportation Research Forum.



Mike Kieran receives his Honourary Life Membership Certificate from Gerry Kolaitis

Conférence du GRTC 2015, Montréal, Québec



Bill Raney presents Doug Duncan with his Honourary Life Membership Certificate

L'événement majeur qu'a été la 50^e conférence annuelle du GRTC s'est tenu du 24 au 26 mai à l'hôtel Marriott Château Champlain, Montréal, Québec. Le thème en était « Un autre 50 ans : qu'en est-il à partir de maintenant? ». La conférence célébrant les 50 premières années du GRTC constituait aussi une opportunité de jeter un coup d'œil sur l'avenir en comprenant comment l'industrie et la recherche en transport évoluent.

Les points majeurs du programme incluaient des séances plénières de premier choix portant sur les « Réflexions d'anciens ministres des Transports » avec les ex-ministres David Collenette, Chuck Strahl et Tony Valeri, sur « 50 ans de recherche en transport » avec cinq de nos plus

éminents chercheurs et sur des échanges avec deux des conseillers de l'actuel comité de révision de la Loi des transports du Canada. Les conférenciers invités ont été l'actuelle ministre des Transports, Lisa Raitt et Michael Broad, Président de la Fédération maritime du Canada. Une innovation cette année était la zone-laboratoire informatique où les participants pouvaient échanger de manière informelle points de vue et informations sur des sujets d'intérêt mutuel. Bien entendu le tout avec le traditionnel programme complet d'articles de recherche.

Les congressistes ont pu apprécier un autre agréable débat Bison Transport dont le sujet était « Cette Chambre dispose que les véhicules électriques n'ont pas d'avenir viable ». Le dîner annuel de remise des prix a eu lieu dans un restaurant du Vieux-Montréal après une croisière du Port de Montréal durant une belle soirée d'été.

Compagnes et compagnons ont bénéficié d'un programme unique avec un tour de l'héritage culinaire et vestimentaire du Montréal juif et d'une visite au Musée des beaux-arts de Montréal, suivie le lendemain par « un thé de l'après-midi » au Ritz Carlton.

À titre d'extension de la conférence, le GRTC s'est associé à Statistique Canada et à Transports Canada pour organiser un atelier durant la matinée du 27 mai, consacré à la question des besoins en données de transport au Canada.

Des remerciements spéciaux à Mike Kieran - récipiendaire cette année du titre de membre honoraire à vie - pour son travail à la tête du comité d'organisation local, à Don McKnight pour son travail comme Vice-Président Conférences ainsi que Joseph Schulman pour sa contribution à titre de Vice-Président Programme durant l'année passée.

Nous espérons fortement votre participation à notre 51^e conférence annuelle devant se tenir en 2016 à Toronto, conjointement avec le Transportation Research Forum des États-Unis.



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— President's Message —



Daniel Lynch

The CTRF's 50th annual conference was a huge success – and without doubt a very memorable one - with no less than 17 of our past Presidents in attendance. The milestone conference provided a valuable opportunity to look back on the past 50 years of transportation research and transportation policy. Certainly, the plenary sessions featuring

past federal ministers of transportation – David Collenette, Toni Valeri, and Chuck Strahl, and the session on the evolution of transportation research featuring CTRF's first President, Ray Cope among other legends in Canadian transportation research, provided instructive lessons for today's transportation researchers. And as important, it stimulated a lot of discussion about the future of transportation research and policy, including as related to the ongoing Canada Transportation Act (CTA) Review.

This year's conference would not have been possible without the considerable dedication and contribution of many CTRF members, including in particular Mike Kieran, Donald McKnight and Joseph Schulman, who led the organizing committee, as well as the army of CTRF volunteers who also had a considerable role in making this year's conference a truly great one. On behalf of the CTRF, thank you.

The annual conference, and the annual general meeting (AGM) in particular, also marks a time of transition. I wish to thank Marc-André Roy, Immediate Past President, for his dedicated leadership in serving us these last two years. I'd also like to recognize the contribution of our departing board members, Bill Anderson and Don McKnight. This year we are welcoming Philip Cartwright, Ryan Gallagher and Justin Terry 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.

Planning is already underway for the 2016 annual conference, which will be run jointly with the US Transportation Research Forum (TRF). It will take place May 1-3, in Toronto. Mark your calendars. The 2016 joint CTRF-TRF conference theme will be announced shortly but it will focus on relevant bi-national

transportation issues and trade. No doubt there will also be plenty to discuss with respect to the recommendations in the CTA Review report, which will be released by December 2015.

It continues to be an interesting time in transportation research. I look forward to engaging with you to make the CTRF more relevant for you, and for those needing objective, robust transportation research in Canada.

I welcome your thoughts and suggestions on how CTRF could be of most value to you. I can be reached by email at dan.lynych@dal.ca.

Dan Lynch,

CTRF President

— Message du président —

La 50e conférence annuelle du GRTC a connu un immense succès et demeure, sans doute, mémorable, avec la présence de pas moins de 17 de nos anciens présidents. Cette conférence, véritable jalon, a offert une opportunité de choix de revoir les 50 dernières années de recherche et de politiques en transport. Il va de soi que la séance plénière regroupant d'anciens ministres fédéraux des transports – David Collenette, Toni Valeri et Chuck Strahl, et celle consacrée à l'évolution de la recherche en transports avec le 1er président du GRTC, Ray Cope parmi d'autres légendes de la recherche en transport au Canada, ont été des leçons pour chercheurs actuels en transport. L'importance des points de vue a permis de stimuler de nombreuses discussions sur l'avenir de la recherche et des politiques en transport, y compris en ce qui a trait à la révision en cours de la Loi sur les transports au Canada (LTC).

La conférence de cette année n'aurait pas pu être possible sans l'engagement et la contribution considérables de plusieurs membres du GRTC, dont surtout Mike Kieran, Donald McKnight et Joseph Schulman qui ont dirigé le comité organisateur et la foule de volontaires qui ont



17 of CTRF's Past Presidents (1965 - 2015)

aussi joué un rôle de premier plan pour faire de la conférence de cette année un véritable grand événement. Au nom du GRTC, merci.

La conférence annuelle, et l'assemblée générale annuelle en particulier, marquent aussi un moment de transition. Je voudrais remercier Marc-André Roy, président sortant, pour son leadership dévoué à notre service durant les 2 dernières années. Je tiens aussi à rappeler la contribution de membres sortants du conseil d'administration (CA), Bill Anderson et Don McKnight. Cette année, nous souhaitons la bienvenue à Philip Cartwright, Ryan Gallagher et Justin Terry comme nouveaux membres du CA. Ils apporteront sans nul doute des perspectives et une énergie nouvelles à l'organisation — qui vit grâce au bénévolat — et j'ai hâte de travailler avec chacun d'eux.

La planification est déjà en cours pour la conférence annuelle de 2016 qui se tiendra conjointement avec le Transportation Research Forum des États-Unis (TRF), du 1er au 3 mai 2016 à Toronto — À inscrire à votre agenda — Le thème de cette conférence conjointe GRTC — TRF de

2016 sera annoncé incessamment mais il mettra l'accent sur des questions pertinentes en transport et en commerce communes aux 2 pays. Nul doute qu'il y aura d'amples discussions sur les recommandations du rapport de révision de la LTC devant être rendu public en décembre 2015.

Le temps demeure encore favorable à la recherche en transport. J'ai hâte de m'engager avec vous en vue de faire du GRTC un forum encore plus pertinent pour vous et pour ceux qui ont besoin d'une recherche en transport forte et objective au Canada.

J'accueillerai avec plaisir vos idées et suggestions devant permettre au GRTC d'être des plus profitables pour vous. Vous pouvez me rejoindre par courriel à : dan.lynch@dal.ca

Dan Lynch

président du GRTC



Opening Plenary: Reflections from Former Federal Ministers of Transport



Three past federal ministers of transport — Honourable Messrs. David Collenette, Tony Valeri and Chuck Strahl — helped kick-off the CTRF's 50th annual conference with a retrospective look at the issues of their day, how they addressed them, and related lessons for Canadian transportation policy looking forward.

This opening panel session, moderated by former Deputy Minister of Transport Nick Mulder, covered a broad range of subjects, from the political dynamics influencing transportation decisions to the opportunities to expand access to Canada's vast North.

Chuck Strahl (Minister of Transport from 2011-2012, among other Cabinet posts) opened by providing a frank insider's perspective on the challenges inherent in effecting change as a federal minister, citing resistance to change within the bureaucracy, legacy policies and regulations, as well as day-to-day fire fighting among the difficulties in advancing new poli-

cies. Strahl recounted humorous anecdotes, including the time he had to deal with a plane that was grounded for lack of a washroom ashtray as specified in an outdated regulation, or the unexpected significant push back he had on the elimination of the canoe and kayak registry. Things tend to move slowly in government, he acknowledged, citing the pitchers of water in Committee meetings, as an example — they contain so much ice that it's often difficult to pour water out, but changing something as simple as this can take considerable time given the sheer size of the government machine.

Strahl also pointed to the political realities he faced, singling out rail freight regulation, during the Rail Freight Service Review, as the most political issue of his term. "Everyone had an interest they were trying to advance", he noted. Nevertheless, he explained that government tools for dealing with market issues are limited, but regulatory discipline is one of the few things government can do.

David Collenette (Minister of Transport from 1997 to 2003, among other Cabinet posts) similarly acknowledged the politics of rail freight regulation, adding that grain was likely the most divisive of all the rail issues. In discussing the success of the CN privatization initiated by his predecessor Doug Young, for example, Collenette recounted the only fight he ever had with then CN CEO Paul Tellier was about grain rail regulations.

Collenette also spoke of the transportation reforms of the mid-1990s which he had a hand in implementing, which included, beyond the privatization of CN, the elimination of the Crow Rate, the commercial-

ization of Canadian ports, and the reform of the air sector, adding that these reforms have worked incredibly well. This point was echoed later by Tony Valeri in his remarks. Nevertheless, Collette cautioned that regulatory tendencies can swing like a pendulum, noting that there was a tendency to regulate up to the end of the last part of the Trudeau years, which was followed by a period of deregulation, but adding that the pendulum seems to be swinging back, pointing to the passing of Bill C-30 (Fair Rail for Grain Farmers Act) as an example.

In his comments, Tony Valeri (Minister of Transport from 2003-2004) noted that transport policy can be a powerful lever in supporting a government's overall economic agenda and underscored that commercial and market mechanisms are the most efficient way of enabling the competitiveness of Canada's transportation system. There was unanimous consent on this – irrespective of political stripes. Valeri's term as Minister of Transport was short – six months – but he played some important roles, including as Chair of the Cabinet Committee on the World Trade Organization (WTO) negotiations. Valeri, recounted the four pillars of his policy framework while Minister of Transport: 1) Market-driven policy framework, 2) Efficient trade corridor policy, 3) Multimodal infrastructure strategy, and 4) Skills and R&D support, which to some extent are still central in Transport Canada policies today. Now working in government relations for integrated steel company ArcelorMittal Dofasco, Valeri provided some comments, from a shipper's perspective, underscoring the importance of transportation as an enabler of competitiveness. He did highlight some industry concerns, including the cost of marine pilotage in the Great Lakes and St. Lawrence Seaway, the truck driver shortage, which is to some extent exacerbated by hours of service rules, and the challenges and delays associated with environmental reviews for new infrastructure projects. He also cited continued investment in research and technology as key to helping Canada compete on the world stage.

Many common themes emerged during the panel discussions, perhaps most notable are the challenges inherent in developing and advancing

good transport strategies and policies when ministers of transport are continually having to react to emerging urgent issues. Strahl noted that sometimes politicians are forced by political imperative to focus on short term issues, rather than longer term strategies, likening the process at times akin to a game of "whack a mole". One related example was the looming financial meltdown of Canadian Airlines, when Collette worked to encourage a merger with Air Canada, noting that at the time he spent close to 70% of his time dealing with airline issues. Collette also recounted his response to the tragedy of the 9/11 attacks in the US, which he noted as his most difficult day as Minister of Transport, recalling how he made the tough decision to ground all air traffic and accommodate US-bound planes at Canadian airports – all this via 3 cell phones in a car heading back to Ottawa (with a Transport Canada driver who had never left Montreal) and within 45 minutes of the US closing off its airspace.

Despite the reality of constantly having to react to issues, Strahl noted the importance and need for a coherent and robust strategic plan to guide decisions, noting in a memorable quote that "if you mess around with transport policy from the seat of your pants... it will be messy". It was suggested that the ongoing review of the Canada Transport Act, Chaired by David Emerson, could provide a solid basis for a future transportation strategy for Canada, as was similarly the case for the successful Asia-Pacific Gateway and Corridor Initiative, also led by Emerson, then as Minister of International Trade and Minister for the Pacific Gateway.

In the closing Q&A discussions, many of Canada's most significant transportation policy challenges were also identified as potential opportunities – notably the development and opening up of the North, funding infrastructure and the issue of cabotage, among others. It was broadly acknowledged that a clear strategy, backed by strong leadership, was central to guiding successful transportation policies and to continuing to ensure Canada's prosperity. It is hoped that the recommendations to come from the review of the CTA will help get us there.



Conference Paper Winners

2015 Annual Conference

- The Ron Rice Award for the Best Conference Paper (\$1000 - Sponsored by the Calgary Airport Authority)

Georgiana Madar and Lawrence McKeown

"Measuring Commodity Flows in Canada: Options and Considerations"

- Runner up Paper (\$500)

Matthew Roorda and Nico Malfara

City of Edmonton Commercial Vehicle Model Update Using a Roadside Truck Survey

- Runner up Paper (\$250)

André de Palma, Robin Lindsey and Guillaume Monchambert

"Optimal Fares and Capacity Decisions for Crowded Public Transport Systems"



Bison Transport Debate

The 20th annual Bison Transport Debate argued the resolution “This house resolves that electric cars do not have a viable future”. Moderated by the father of the debate, Barry Prentice, the debate proceeded in a structured, fair and orderly manner.

The incumbents Gord Baldwin and Vijay Gill argued the antithesis (note the double negative). Their arguments on energy density, their overwhelming statistics, strong evidence of government and industry support, and piercing critiques of their opponents’ mathematics were highly convincing.



But the challengers, Bill Anderson and Mario Iacobacci, won the debate. Their most excellent arguments were in favour of the resolution (yes, they were against the electric cars). Return on investment is over 10 years, electric cars are so quiet you don’t hear them coming, and if you drive an electric vehicle to a night club, then you can plan to return home alone! Clearly, the electric vehicle will continue to remain the “vehicle of the future” for the foreseeable future.

The Bison Transport Debate is generously sponsored each year by Bison Transport.



Award Winners

CTRF Scholarship Competition 2015-2016

Canadian Pacific Railway Scholarship

Thomas Chabot, Université Laval

CN Scholarship

Roberto Gallardo Bobadilla, University of Alberta

Transport Canada Scholarship in Economics, Efficiency and Competitiveness in Transportation

Laurence Letarte, Université Laval

Transport Canada Scholarship in Economics, Efficiency and Competitiveness in Transportation

Carly MacEacheron, University of New Brunswick

Transport Canada Scholarship in Safety and Security

Florence Allaire, University of New Brunswick

Transport Canada Scholarship in Sustainable Transportation

Toka S. Mostafa Muhammad, 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.

Statistics Canada and Transport Canada Data Session – May 27, 2015

CTRF, together with Statistics Canada (STC), and Transport Canada's (TC) Economics and Analysis Branch held a session on transportation data. This was a follow up from a session held at CTRF 2014 in Windsor.

The first half of the session was on "Transportation Data Needs". Jean-Pierre Simard from STC began the session by outlining the group's objective of gaining an understanding of the data requirements of transportation and logistics researchers in Canada. Mr. Simard highlighted that budget adjustments and organizational restrictions have had an impact on the availability of good data. He also noted an increase in safety and environmental concerns will increase the demand for data collection and technology provides more options for the access and use of data.

Robert Leore from TC's Economics and Analysis Branch was the first speaker. Mr. Leore pointed out that there are gaps in the data that must be understood and that there is an increasing need to measure issues relative to efficiency, safety and environment as well as an increased demand on supply chain and logistics system performance.

TC presented their "placemat strategy," which they are using as a planning tool to better understand how goods move from 'A to B' from different perspectives and modes, as well as what data gaps exist in each of those data flows. TC is also looking to restore the financial survey on trucking and their shipper survey has allowed them to gain better insights into sourcing decisions made by shippers. With regard to rail, Mr. Leore pointed out that one significant gap in their data was on train level performance.

Barry Prentice from the University of Manitoba Transport Institute followed. Dr. Prentice answered the question of why researchers need transportation statistics and data by identifying the need to define and analyse trends, productivity and the quantification of problems in the supply chain. He noted that there are many hurdles that must be dealt with including issues of confidentiality of data, data aggregation and thin markets. In addition, Dr. Prentice highlighted that there are also challenges that should be better understood such as the movement of goods requiring refrigeration, grain in containers and issues relative to cabotage in both trucking and air. Dr. Prentice concluded with the point that good policy comes from good analysis which requires good and reliable data, and that Canada is behind in the provision and supply of relevant transportation data and that the US is far ahead in that regard.

Thomas Orliac from CPCS consulting was the next speaker who also pointed to the need for increased collection and access to transportation data to help policy development and to understand the competitiveness of Canada. Mr. Orliac emphasized the need for data and analysis to take a supply chain view and how it can enable

the ability to better understand how people work together. There are also issues he pointed to where having a supply chain picture allows for better processes.

Micheal Scrim from Stats Canada was the final speaker in this session who stated that the statistical need requires perspective on the logistical requirements. Mr. Scrim also pointed out that the current system in place at STC was built during a regulated period and that national financial requirements have created a challenge in meeting the demands of the research sector. In future the issues around capacity and resilience of the supply chain as well as gateway performance and the environment will be the significant drivers of data and statistical requirements. The challenges will come from the development of data partnerships in both the public (i.e. provinces) and private (industry) sectors.

The second session dealt with "Measuring Commodity Flows in Canada" and was moderated by Robert Leore from TC. The first speaker was Larry McKeown from STC who spoke on their "Commodity Flow Survey". Mr. McKeown explained that STC took two broad approaches to the survey: shipper based which included all modes but excluded import traffic and; carrier based, which viewed it by mode. The first phase of their study focused on wholesale and manufactured goods in the Ottawa, Toronto and Montreal corridors with the second branching into Eastern Canada. STC's plans to survey up to 20,000 shippers across Canada every five years (the US sample is 100,000).

Mark Brown of STC presented next on the "Freight Analysis Framework" that he has been working on. Mr. Brown explained that the motivation behind this work is the fact that transportation costs matter more and are more often becoming a barrier to trade and affect the size of markets that are available to Canadian firms. This is what has led to the development of STC's surface transportation file (STF).

The final speaker of the morning was Bill Anderson from the University of Windsor (UOW) who spoke on the work being done by the UOW using GPS data for the analysis of traffic flows between Canada and US destinations or origins and the need for complementary traffic data to match. Dr. Anderson raised the potential opportunity for increased analysis of commodity flows with the ability to identify precise origin/destination routes and a better understanding of travel times. He highlighted that this is the basis of strong supply chain analysis. The particular route that UOW examined was the traffic crossing the Ambassador Bridge to understand the causes of delays and uncertainty in crossing times through the day, including construction, accidents and border staffing. Bill highlighted that the inconstancy of these times leads to an undermining of competitive position for certain players in the trade routes between Canada and the US.

Plenary Session: 50 Years of Transportation Research



This session, moderated by John Lawson, featured five prominent transportation researchers, each of whom discussed how their research interests and practices have changed over the past 50 years.

Ray Cope, the CTRF's first president, started by describing the origins of the CTRF. Ray joined the TRF around 1962 and after a couple of years asked why they couldn't do something similar in Canada. This led to the creation of the CTRF in 1965. The first meeting was to take place at the Chateau Frontenac in Quebec City. However, they had to move it to Manoir St. Castain in Lac Beauport at the last minute as a result of a hotel strike. Due to a smaller number of rooms being available at that hotel Ray was also tasked with determining who would have to room with whom!

After the meeting Ray was named president, but decided that he and subsequent presidents would only serve one term of one year each (which eventually became a two year term).

Some of the most significant changes in transportation research and policy were to change what railways and airlines were allowed to do (or how much less they should have been constrained by policy, particularly through economic regulation). In aviation, for example, even though airlines enjoyed a state-protected oligopoly, they still couldn't manage to make any money.

Ray closed with saying how impressed he is with the CTRF and how it is today still able to put together a panel with former TC ministers as well as have the current minister speak during the same day.

Trevor Heaver started by offering the advice that "in the long run the truth will always out" — he noted that he just found out now why he had to stay in "a tent" in 1965 (a reference to Ray's room-allocation decision)!

Trevor noted that when the CTRF was created, there was no transportation economics field. The *Journal of Transport Economics and Policy* came out of the UK in 1967. The history of the CTRF then has evolved with the history of transportation economics.

The CTRF created a vehicle for debate and discussion around transportation economics and policy. This helped to carry this type of dialogue internationally as well.

Trevor lamented the fact that although in the 1980s the government eliminated the Crow Rate it also unfortunately got rid of the Transport University Program, leaving a gap in transport research.

Trevor noted that the CTRF has provided him and others opportunities to interact with senior leaders in industry, which has been particularly beneficial for him as an academic.

Trevor concluded by highlighting some broad changes in research that have occurred. There are industries that exist now that didn't back then. The knowledge-based industries that exist now are an example. There is also a global terminal operating industry. These represent radical changes.

Neal Irwin provided his comments from, in his own words, a "geriatric practitioner's" view. He noted a major leap forward in transportation modelling when mainframe computers were created around the 1960s. This allowed for new traffic models that simply weren't possible before.

Post-war there was a great deal of emphasis on infrastructure. Ontario's transportation budget was 25% of the total budget, for example. Obviously the financial situation is different today.

Some examples of projects that he recalled were the Welland Canal Project (1962 – 1964) where operational improvements saved billions of dollars by avoiding the twinning of the Canal. Eventually, Canal traffic dropped off anyway. The lesson learned from that project was "look at operations before you spend a lot on capital."

Other significant projects he noted included: the development of National Transportation Policy (75-77) that led to significant deregulation/privatization; the air travel forecasting model results assessment (1970s); climate change implications for Canadian transportation; and the Greater Toronto Infrastructure Concepts study (1990), which wound up influencing the official plans of the municipalities in the region.

Neal's last point was that the important issues are driverless cars, carbon taxes and (still) road pricing.

Richard Soberman started by warning the audience that the "nice" part of the panel had concluded.

He noted that the 1967 NTA was a milestone and model that was held up around the world. At the time, the urban level was not seen quite as important. Back then they had civil servants who were knowledgeable and proficient and also had research mandates. The CTRF was started by industry officials, not academics looking for handouts.

The Glasgow commission was happening and proposed that managers just had to be good managers that didn't have to actually know anything. These "nouveau professionals" developed an adversarial role against the researchers in departments.

As an example, consultants who knew nothing about aviation recommended that the new airport in Montreal, "Misarebel", had to be built because Dorval would not be able to handle all future traffic. The civil servants at the time weren't knowledgeable enough to protect their political bosses from this sort of advice.

Dick provided some lessons for CTRF members, including some initiatives we should put on the back burner. Building better forecasting models is one. According to Dick there's a limit how much better you can make these things, especially when the politicians aren't looking for good

A Tribute to Frank Wilson: Thursday, Sept. 24, 2015



Join family, friends, and colleagues on Thursday, Sept. 24, 2015 at UNB in Fredericton for a night of celebration in honour of an outstanding administrator, researcher, teacher, mentor, consultant, and citizen, Dr. Frank R. Wilson.

Frank is an Honourary Life Member and Friend of CTRF. He served on the Board of Directors from 1979-81 (VP Program 1980).

He authored or co-authored 11 CTRF papers and assisted with the organization of more than one Annual Conference. Frank was also a one win wonder of the Bison Transport Debate in 2002.

Tribute will be paid to Frank through a dinner and fund raiser in support of civil engineering scholarships.

For more information and to register:
[Register here online.](#)

data or evidence anyway. Others are macroeconomic modelling and land value capture.

On the other hand, a few things that need tidying up include moving dangerous goods. After all the studies following the Mississauga train accident in the 1970s this should have been more advanced. Furthermore, continuing to charge airports rent doesn't make any sense, and the same can be said about airport security. And in urban transportation it's time that we turned back to research on traffic control to increase capacity. Dick also suggested there is too much misplaced attention on passenger rail capacity where volume is not there to justify it. Alternative modes should be used to better match to demand.

And finally, there is a need to get some old guys out of retirement and put them back to work!

Derek Scrafton was next and started by saying that he was going to talk about 49 years of transport research in order to emphasize his relative youth.

He then went on to say that determining the federal government's role in urban transportation has been a problem that has existed for 50 years and will exist for at least a few years more.

Recipients of research advice are not just government departments but all sorts of organizations that themselves are designed to provide professional and well-balanced advice. It is important for researchers to provide advice to them as well.

Researchers also need to communicate research to industry organizations who are dealing with issues on the ground, and get a response from them on that research – not just the federal organizations, but the provincial and local organizations as well.

For advice – Derek offered that it helps a lot if you actually know what you're talking about. Researchers should also work on the assumption that the people who they are talking to know their job as well as you do, whether that's true or not. Derek also noted that researchers might have a good idea and research that may fall on deaf ears. But they should not be discouraged about this as an opportunity may just come later. Finally, collaboration with a broad range of groups is important.

Derek wrapped up by noting some important research issues which are "long standing classics," including willingness-to-pay, airport location and strategic planning.

After the panelists concluded their remarks the Q&A session covered a range of topics including:

- Airport rents, security and level playing field with international competitors
- Related issues with marine ports
- Road pricing and Highway 407 bidding (Neal Irwin was part of a team that advised the second highest bid), the controversy surrounding the 407 concession should not be confused with road pricing in general.
- HOT (high-occupancy toll) lanes as the next incremental step in road pricing
- Relocating rail freight corridors from major urban centres – will this ever be viable?

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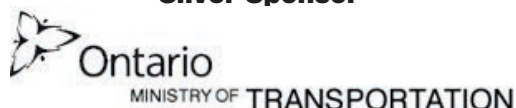


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We wish to thank our very generous supporters for another successful conference.

CTA Review Session

The session was intended to help the Review Panel tap into the resources of CTRF. The focus of the session was on four items: 1) future trends and game changers, 2) infrastructure – funding and financing; 3) the role of the federal government, and 4) transportation research and R&D.

The panel experts reminded the audience that it has been almost 15 years since the last Review. They will be focused on: 1) competition and market forces; 2) regulation and intervention, 3) system access, and 4) ways in which the government and private sector can work together. They also reminded us of those factors which have not changed: 1) Canada's immense geography; 2) the fact that we are a trading nation, and 3) we are an export-oriented nation. What has changed in the past 15 years are: 1) the pattern of trade; 2) the advent of new trade deals (CETA, TPP etc); 3) the expected growth in trade, and 4) that our large cities have gotten even larger.

The Panel's Terms of Reference explicitly state they are to examine ways for transportation to support trade and economic growth and to look at international bench-marks. However, it was and has been pointed out that the Asia-Pacific Gateway, in which the Chairman of the Panel was very engaged, is viewed internationally, as a "best practice", so this experience and perspective will be brought to bear in the Panel's deliberations and report.

The Panel informed the session participants that some 31 studies have been commissioned, which will be released after the report has been issued. Thus far, as of late May, they have also received 190 stakeholder submissions. Several themes are emerging, and it is evident that "action is required". It is also evident that the industry needs better measurement tools and that, as both an industry and a country, we need to have a better understanding of what it means to be "competitive".

A number of themes emerged in an interactive session with the two Panel members; Marie-Lucie Morin and David Cardin. These included:

- The need to look long term
- The need for longer term infrastructure finance
- To consider the implications of robots and ongoing mechanization – what do future supply chains look like?
- Changing attitudes towards car ownership and the implications for urban transit planning and finance
- First mile, last mile in the supply chain
- The issue of cabotage for marine, air and road transportation
- Tax neutrality across all transportation modes
- How infrastructure gets funded – potential for infrastructure banks
- Potential privatization opportunities
- A NAFTA flag for marine transportation
- Need for a land use policy for future rail and intermodal terminals
- Need for more consistent role for federal government in urban transportation

In terms of research, the session participants pointed out that there seems to be a disconnect between academia and government. There were several pleas for the return of the long form census. Another suggested that SSHRC funding be made available for transportation research and policy work. There are 50 federally-funded transportation centres in the US and none in Canada.

Call for Papers: Developing good practice outcomes in passenger transport: strategic policy and practical implementation

Volume Editors: Dr Chinh Ho and Professor Corinne Mulley, The University of Sydney, Australia

This special issue will focus on the development of good practices in passenger transport across all modes of travel (including bus, bus rapid transit, train, tram, ferry, car-share, bicycle-share, taxi and airplane) and all types of route (fixed and flexible) in different spatial settings.

Papers will be sought that address the development of good practice outcomes that have, as their centre of attention, (i) clear links to strategic policy (ii) practical implications as well as lessons for Business and Management. Papers which demonstrate successful outcomes and plans in progress are welcome. Papers more specifically in the following areas would be especially welcome:

- Methodologies that drive good practice (e.g. benchmarking, balanced score card)

- Measurement of business activity (e.g. what makes a good Key Performance Indicator or KPI)
- KPIs and their contribution to good practice operation (e.g. minimum level of service, passenger growth, spare capacity requirements)
- Links between methodologies driving good practice and operational contract development.
- Abstracts of a maximum of 250 words should be submitted to chinh.ho@sydney.edu.au no later than 14th August 2015.

Notification of an accepted abstract will be by 11th September 2015 with a submission deadline for full papers by 1st December 2015.

Joint Annual Conference of the CTRF / TRF

Toronto, Ontario

May 1-3, 2016 (with possible activities on May 4)



We warmly welcome you to join us at the Joint Annual Conference of the CTRF / TRF in Toronto. Toronto is a transportation, research, economic and cultural hub of North America. With no shortage of transportation challenges and innovations of its own, Toronto provides a fitting setting for an exchange of the latest developments in transport research, policy and practice.

This year the CTRF conference will be held jointly with the Transportation Research Forum of the US. This will be an exciting opportunity to focus on transportation issues of joint interest on both sides of the border. Thus, the theme of this year's conference will emphasize Canada and US transportation challenges that are arising from changes in technology, policy and infrastructure in North America.

The conference will take place at the Hilton Doubletree Hotel, just north of City Hall in the heart of downtown Toronto. This is a short walk from the subway, the underground walkway system, hundreds of great restaurants, theatres, museums, and many other attractions that you can find on www.seetorontonow.com. A block of rooms has already been set aside with a conference rate for CTRF attendees.

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

Matthew Roorda, VP Program at roordam@ecf.utoronto.ca

Justin Terry, VP Meetings at justin.terry@tc.gc.ca

More details will be forthcoming in future editions of *FORUMation* as the program is being developed. So mark the date in your calendars now!

Conférence annuelle conjointe GRTC – TRF

Toronto, Ontario

Du 1er au 3 mai 2016 (avec possibilité d'activités le 4 mai)

Nous vous invitons chaleureusement à vous joindre à nous à la conférence annuelle conjointe GRTC – TRF à Toronto. Toronto est un axe nodal en transport, recherche, économie et culture en Amérique du Nord. En plus de ses propres défis et innovations en transport, Toronto offre un lieu adéquat et privilégié pour débattre des plus récents développements en recherche, politiques et pratiques en transport.

Cette année, la conférence sera tenue conjointement avec le *Transportation Research Forum* (TRF) des États-Unis. Il s'agit là d'une opportunité excitante de mettre l'accent sur des questions en transport soulevant un intérêt commun des deux côtés de la frontière. Aussi le thème retenu pour cette conférence annuelle insistera-t-il sur des défis en transport au Canada et aux États-Unis soulevés par les changements technologiques, de politiques et d'infrastructures en Amérique du Nord.

La conférence se tiendra à l'hôtel Hilton Doubletree, juste au nord de l'hôtel de ville, au cœur du centre-ville de Toronto. Le métro est à dis-

tance de marche, de même que le système piétonnier souterrain, des centaines de restaurants, théâtres, musées et autres attractions dont vous pouvez avoir un aperçu à www.seetorontonow.com. Un nombre de chambres a déjà été réservé par le GRTC à un taux corporatif pour les participants.

Nous vous invitons à soumettre vos suggestions à l'un des deux responsables suivants :

Matthew Roorda, V-P Programmes : roordam@ecf.utoronto.ca

Justin Thierry, V-P Conférences : justin.terry@tc.gc.ca

Plus de détails seront disponibles dans les prochaines éditions de *FORUMation* alors que le programme sera élaboré. Inscrivez donc dès à présent cette date à votre calendrier!