

GONE VIRAL: CTRF ON LINE FOR COVID-19

Facing Up

With the entire world struck by the coronavirus outbreak, CTRF's Board was faced with deciding what to do about our 55th Annual Conference, originally scheduled to be held May 24-27, 2020 in Montreal at the DoubleTree by Hilton.

Confronted by the unprecedented pandemic, CTRF decided to "go viral" and transform the conference into a series of on-line webinars. It was challenging and we had to scramble. We thank especially those who volunteered to become our web-streaming experts and to serve as web-hosts. Also to be commended are the authors of this year's research papers, virtually all of whom agreed to present their work in a webinar format. As a result, we have now successfully completed the first of two sets of weekly webinars. Following a break for the summer, we will carry on with the remaining sessions in September. In the end, we will have experienced two plenary sessions focused on current key issues along with the presentation of more than 50 research papers. Thanks also go to our sponsors – shown here – without whose continuing support CTRF would not be able to fulfill its mission as the leading promoter of transportation research in Canada.

 CANADIAN TRANSPORTATION RESEARCH FORUM
LE GROUPE DE RECHERCHES SUR LES TRANSPORTS AU CANADA

2020 Annual Conference Webinar Series
Planning in Times of Unprecedented Change and Uncertainty

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Plenary and Paper Sessions May-June

The theme chosen for this year was "Planning in Times of Unprecedented Change and Uncertainty" – one that could not be more reflective of current times.

Two webinar format plenaries were held on May 25, the first on the federal government's ongoing Ports Modernization Review and the second on Change and Uncertainty: The Past Year in Perspective. Summaries of these sessions are included in this issue of Forumation. A keynote address was also delivered by Mr. Tony Boemi, Vice President Growth and Development, Port of Montreal.

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In June, a total of 33 research papers were presented in 12 webinar sessions covering the following topics:

Topics Covered in June Webinar Paper Sessions

- Air Transportation Issues
- Data Solutions for Enhancing Transportation Performance
- Policy and Regulation
- Regional Supply/Demand Analysis
- Methods in Urban Transportation Planning
- Cross-Border Trade and Transportation
- Accessible and Active Transportation
- Last Mile Delivery
- Issues in Trucking
- Taxicab/Ride-hailing Services
- Goods Movement in Ontario
- ITS Analytical Tools

The following table provides the attendance statistics for the various sessions during May and June, showing a grand total of 374 attendees in all. Of course on days when there were two paper sessions, the same person could have attended both sessions so the grand total exceeds the number of persons who attended the sessions. In all, 153 persons attended the sessions (including the hosts and panelists). The average attendance at the paper sessions is approximately 24. There were also 41 persons who registered but did not attend any of the sessions (plenary or research paper).

Webinar Session Attendance May-June														Grand Total
	Plenaries	1	2A	2B	3	4A	4B	5	6A	6B	7	8A	8B	
Host		1	1	1	1	1	1	1	1	1	1	1	1	13
Panelists		13	4	4	3	7	5	3	4	5	3	8	4	467
Attendees		69	24	31	24	20	15	13	14	21	19	21	15	8294
Total Attended		83	29	36	28	28	21	17	19	27	23	30	20	13374

September Program

Following a break for the summer, the webinars are scheduled to resume in September after Labour Day when a total of 23 papers will be presented in a further eight sessions. The schedule will be as follows:

September Research Paper Webinar Sessions

Session	Day	Date	Topic
9	Wed	Sept 9	Optimizing Infrastructure
10A 10B	Fri	Sept 11	Attaining Sustainability – Part I & Part II
11	Wed	Sept 16	Determining Mode Choice
12A 12B	Fri	Sept 18	Methods in Urban Transportation Planning – Part II & Transportation in Remote Areas
13A 13B	Wed	Sept 23	E-Vehicles & Autonomous Vehicles

GONE VIRAL: CTRF ON LINE FOR COVID-19

Faire face au problème

Le monde entier étant frappé par l'épidémie de coronavirus, le conseil d'administration du GRTC a dû trouver une alternative à notre 55e conférence annuelle, qui devait initialement se tenir du 24 au 27 mai 2020 à Montréal au Hilton DoubleTree.

Confronté à cette nouvelle pandémie, le GRTC a décidé de «devenir viral» à son tour et de transformer la conférence en une série de webinaires en ligne. Ce ne fut pas facile et nous avons dû nous réorganiser. Nous remercions tout particulièrement ceux qui se sont portés volontaires pour devenir nos experts en diffusion par internet et pour agir comme hôte durant les webinaires. Il convient également de féliciter les auteurs des articles de recherche de cette année, qui ont pratiquement tous accepté de présenter leurs travaux par webinaire. En conséquence, nous avons maintenant complété avec succès la première des deux séries de webinaires hebdomadaires. Après une pause pour l'été, nous poursuivrons les sessions restantes en septembre. En fin de compte, nous aurons présenté deux séances plénières portant sur les principaux enjeux de l'actualité ainsi que la présentation de plus de 50 articles de recherche. Merci également à nos commanditaires - présentés ici - dont le soutien continu permet au GRTC de remplir sa mission en tant que principal promoteur de la recherche sur les transports au Canada.



Séances plénières et sessions de mai et juin

Le thème choisi pour cette année était «Planifier dans un monde de changements et d'incertitudes sans précédent» - un thème qui ne pouvait pas être plus représentatif de l'époque actuelle. Deux séances plénières sous forme de webinaires ont eu lieu le 25 mai, la première sur l'examen de la modernisation des ports du gouvernement fédéral, présentement en cours, et la seconde sur le changement et l'incertitude: une réflexion sur la dernière année. Des résumés de ces plénières sont inclus dans ce numéro de Forumation. Un discours d'ouverture a également été prononcé par M. Tony Boemi, vice-président croissance et développement, Port de Montréal.

En juin, un total de 33 articles de recherche ont été présentés lors de 12 sessions thématiques couvrant les sujets suivants:

Sujets abordés lors des sessions de webinaires de juin

- Problématiques en transport aérien
- Solutions de données pour améliorer la performance des systèmes
- Politiques et réglementation
- Modélisation de l'offre et de la demande de transport régional
- Méthodes de planification en transport urbain
- Commerce et transport transfrontaliers
- Modélisation du transport actif et du transport adapté
- Livraison au dernier kilomètre
- Problématiques du camionnage
- Services de taxis / transport sur demande avec chauffeur
- Mouvement des marchandises en Ontario
- Outils analytiques STI

Le tableau suivant présente les statistiques de participation pour les différentes sessions de mai et juin, avec un total de 374 participants au total. Bien sûr, les jours où deux sessions étaient présentées, la même personne pouvait assister aux deux sessions, de sorte que le grand total dépasse le nombre de personnes différentes qui ont assisté aux sessions. Globalement, 153 personnes ont assisté aux séances (y compris les hôtes et les présentateurs). La participation moyenne aux sessions thématiques est d'environ 24 personnes. Il y a eu également 41 personnes qui se sont inscrites mais qui n'ont pas assisté à aucune des sessions (séance plénière ou sessions thématiques).

Participation aux Webinaires de mai et juin														
	Plénière	1	2A	2B	3	4A	4B	5	6A	6B	7	8A	8B	Total
Hôte	1	1	1	1	1	1	1	1	1	1	1	1	1	13
Présentateurs	13	4	4	3	7	5	3	4	5	3	8	4	4	67
Participants	69	24	31	24	20	15	13	14	21	19	21	15	8	294
Total	83	29	36	28	28	21	17	19	27	23	30	20	13	374

Programme de septembre

Après une pause pour l'été, les webinaires reprendront en septembre après la fête du Travail alors qu'un total de 23 articles seront présentés dans huit autres sessions. L'horaire sera le suivant:

Sessions thématiques en septembre

Session	Jour	Date	Sujet
9	Mer	9 Sep	Optimisation des infrastructures
10A 10B	Ven	11 Sep	Atteindre la durabilité - Partie I et Partie II
11	Mer	16 Sep	Détermination du choix de mode de transport
12A 12B	Ven	18 Sep	Méthodes de planification en transport urbain - Partie II & Transport dans les régions éloignées
13A 13B	Mer	23 Sep	Véhicules électriques & Véhicules autonomes

President's Message



This year's theme of "Planning in Times of Unprecedented Change and Uncertainty" was frighteningly prescient. Countless organizations around the globe have seen plans cancelled and their organizations turned inside out through the last number of months. It bears repeating that CTRF's objective is "to promote the development of research in transportation and related fields and provide a forum for networking and discussion", one to which the organization and the Board strives to hold itself to.

An obvious observation would be that the challenges faced by all people and organizations in 2020 will never be forgotten. CTRF's goal in the response to those challenges was to provide a program that gives value to the membership in the form of information such that it retains our relevance and meets the overall goals of the organization. I believe that the members and the board can take some consolation in that the plenary and subsequent paper webinar series have been successful in attaining that goal. While the webinar approach will never replace the value gained in face-to-face meetings and the detailed discussions that occur at our annual conferences, it is serving the membership in the best way possible in these most uncertain of times.

Between the plenary session held on May 25th and the subsequent twelve paper webinars that have been held so far, we have seen 153 individual members participate. This is a somewhat higher number than we would normally see at our annual conference. The webinar approach has also allowed several people to attend more paper presentations than they would have been able due to the conference's normal approach of running sessions concurrently. The feedback we have received so far has been positive. In addition, we have not completed the webinars, as they will resume on September 9th with eight more running through to September 23. I would encourage you to check the CTRF website the week before and register for these webinars.

While the webinar approach has proven itself to be a worthy alternative and something the organization must consider for future use, I believe it is important for us to continue to plan for the annual "in person" conferences.

To that end, the planning for the 2021 conference in Fredericton, NB is underway. It will be held from May 16-19, 2021 at the Lord Beaverbrook Hotel, where the conference was held in 2008. The theme for the conference is "*Ensuring resilient transportation systems: anticipating and responding to climate, demographic and economic changes*". The conference will return to Montreal in 2022.

I would like to recognize the many people who were involved in organizing first the conference in Montreal, but most importantly the subsequent reorganization of the program to adapt to the webinar format. Joseph Schulman, who has been a long time active member was responsible for organizing the original programs who did yeoman work in reorganizing those activities for the plenary and paper webinar programs; Don McKnight led the Montreal committee and actively participated in the subsequent reorganization, as did the rest of the Montreal organizing committee; Joel Carlson stepped up and led the technical organization that has supported the webinars, as well as several other members who readily stepped up to moderate and take on the role of technical host for the webinars. And of course, the ever-reliable Carole Ann Woudsma who has served double duty in the ongoing support and management of CTRF activities in her role as Secretary to the organization.

Lastly but certainly not least we must pay tribute to and thank the many organizations and companies who supported CTRF this year despite the absence of an annual conference. Without their support, we would certainly have had a more challenging time. Their financial contributions and allowing staff to continue to provide their time has allowed us to keep the CTRF goals in place through this most difficult period.

In closing, I would thank all the members for their support and patience through this year's challenges and I hope we will see you next year in Fredericton. I welcome your thoughts and suggestions on how CTRF could be of most value to you. I can be reached by email at mhemmes@quorumcorp.net.

Mark Hemmes
President



Le mot du président

Le thème de cette année, «Planifier dans un monde de changements et d'incertitudes sans précédent», était terriblement prémonitoire. D'innombrables organisations dans le monde ont vu leurs plans annulés et être elles-mêmes mises sens dessus dessous au cours des derniers mois. Il convient de répéter que l'objectif du GRTC est de «promouvoir le développement de la recherche dans les transports et les domaines connexes et de fournir un forum de réseautage et de discussion», auquel l'organisation et le Conseil continuent d'adhérer.

Il est évident qu'on n'oubliera jamais les défis auxquels ont été confrontées toutes les personnes et organisations en 2020. En réponse à ces défis, le but du GRTC était de fournir aux membres un programme de qualité permettant de souligner la pertinence et l'atteinte des objectifs généraux de l'organisation. Je pense que les membres et le Conseil d'administration peuvent se consoler du fait que la séance plénière et la série de présentations en format webinaires ont réussi à atteindre cet objectif. Bien que le format webinaire ne remplacera jamais la valeur ajoutée des réunions en personne et des discussions plus pointues qui ont lieu lors de nos conférences annuelles, cela a répondu aux besoins des membres de la meilleure façon possible en cette période d'incertitude.

En comptant la session plénière du 25 mai et les douze webinaires qui ont eu lieu jusqu'à présent, 153 membres différents y ont participé. C'est un nombre un peu plus élevé que ce que nous verrions normalement lors de notre conférence annuelle. Le format du webinar a également permis à plusieurs personnes d'assister à plus de sessions thématiques qu'elles n'auraient pu lors d'une conférence traditionnelle alors que plusieurs sessions sont présentées simultanément. Les commentaires que nous avons reçus jusqu'à présent ont été positifs. De plus, les webinaires ne sont pas terminés, ils reprendront le 9 septembre avec une série de huit sessions, et se termineront le 23 septembre. Je vous encourage à consulter le site web du GRTC la semaine précédente et à vous inscrire à ces webinaires.

Bien que le format webinaire se soit révélé être une alternative valable et qu'il faut garder en tête pour une utilisation ultérieure, je pense qu'il est important pour nous de continuer à planifier les conférences annuelles «en personne».

À cet effet, la planification de la conférence 2021 à Fredericton, au Nouveau-Brunswick, est en cours. Elle se tiendra du 16 au 19 mai 2021 à l'hôtel Lord Beaverbrook, lieu de la conférence de 2008. Le thème de la conférence est «*Assurer des systèmes de transport résilients: anticiper et réagir aux changements climatiques, démographiques et économiques*». La conférence reviendra à Montréal en 2022.

Je voudrais remercier les nombreuses personnes qui ont participé à l'organisation de la conférence prévue initialement à Montréal, mais surtout la réorganisation ultérieure du programme pour l'adapter au format du webinaire. Joseph Schulman, qui est un membre actif de longue date, a été responsable de l'organisation du programme original et a fait un travail remarquable en réorganisant les programmes des séances plénières et des sessions thématiques pour les webinaires; Don McKnight a dirigé le comité de Montréal et a participé activement à la réorganisation subséquente, tout comme le reste du comité organisateur de Montréal; Joel Carlson s'est impliqué et a dirigé l'équipe technique responsable des webinaires, ainsi que plusieurs autres membres qui se sont portés volontaires pour agir à titre de modérateurs et d'hôtes techniques lors des webinaires. Et bien sûr, Carole Ann Woudsma, sur qui on peut toujours compter, qui a exercé une double fonction de soutien et de gestion continués des activités du GRTC dans son rôle de secrétaire de l'organisation.

Enfin et surtout, nous devons rendre hommage et remercier les nombreuses organisations et entreprises qui ont soutenu le GRTC cette année malgré l'absence d'une conférence annuelle. Sans leur soutien, nous aurions certainement connu des moments plus difficiles. Leurs contributions financières et le fait de permettre à leur personnel de continuer à fournir de leur temps nous ont permis de maintenir les activités du GRTC pendant cette période des plus éprouvantes.

Pour terminer, je remercie tous les membres pour leur soutien et leur patience face aux défis de cette année et j'espère que nous vous verrons l'année prochaine à Fredericton. Je vous invite à me faire part de vos réflexions et suggestions sur la manière dont le GRTC pourrait vous être encore plus utile. Vous pouvez me joindre par courriel à mhemmes@quorumcorp.net.

Mark Hemmes
Président

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***CTRf Plenary Session
Port Modernization Review
Report by Jim Frost***

The session was moderated by Mathieu Charbonneau of CargoM.

Marc-Yves Bertin, Director General, Transport Canada

The first speaker was Marc-Yves Bertin of Transport Canada. He stated that their basic policy goal is to support trade and abide by safety and security regulations. Further, he reminded the listeners that Transport Canada is the only shareholder of the 17 Canada Port Authorities (CPAs), which are overseen by individual boards, comprised of both federally, and locally appointed directors.

Mr. Bertin explained that Transport Canada undertook the Ports Modernization Review to assess the Canadian marine ports and airports under their jurisdiction two years ago. The objective is to increase their ability to promote sustainable and inclusive economic growth through effective governance and innovative operations. The Minister laid down five key issues: 1) competitiveness; 2) strengthening the relationships with Indigenous peoples and local communities 3) environmental sustainability; 4) safety and security; 5) governance and accountability, including financial management.

Transport Canada is taking steps to modernize the system, to provide increased funding, increased accountability and to build in resilience to respond to climate change. Relationships with Indigenous and local communities are very important, as is safety and security. In this respect, Transport Canada wants to strengthen physical and cyber security at all of its ports. Regarding governance, it aims to improve public reporting, to re-examine local competition and to provide CPAs with greater flexibility to finance and undertake non-marine activities.

Dr. Mary R. Brooks, Dalhousie University / Mary R. Brooks Transportation Consulting

Dr. Mary Brooks pointed out that ports are a key part of global supply chains and the Canadian model is a good one. The presentation made the point that the Review needs to be open and transparent. "If we want world class governance, we need world class reporting standards". Dr. Brooks summarized some of her recent research, which found that some CPAs take a casual approach to reporting while others are more stringent. For instance, only 12 of 17 ports make audited financial statements available and remuneration is not always disclosed.

Dr. Brooks' concluded that in her opinion the Canadian model is a good one and that the private equity approach is not in the best interests of the country. However, ports not in compliance with acceptable reporting standards should be held accountable and Transport Canada should ensure this happens. In addition, appointments to Port Boards should be less political; the airports model would be preferable.

Karen Kancens, Shipping Federation of Canada

Ms. Kancens provided the perspective of the Shipping Federation of Canada, whose members' ships are all foreign flags. It was pointed out that Canada is reliant upon foreign flag vessels for its international trade. One issue of concern is infrastructure. Capacity needs to be added to the Canadian port system; the country needs a strategic, national approach to port infrastructure, which is more closely linked to trade objectives.

Another issue is cost accountability. Fees are considered high on a comparative basis with other countries. These include those for the Seaway, pilotage, and CPA's. In the case of CPA dues there is minimal recourse for port users and should be more transparency in how they are established. Supply chain efficiency and digitalization is another issue with potential for improvement. In the Shipping Federation's view, Canada needs a bolder vision and a national vision similar to the Port Community System in Europe. This would also include having data systems already in place connected into a single point of transmission. In addition, the Green Shipping initiative should be leveraged, and a national standard be established allowing financial incentives for green ships being introduced, similar to some ports in Europe.

Peter Xotta, Port of Vancouver

In the Port of Vancouver's view, the Act does reasonably well, but it is 22 years old and needs to be modernized. Port of Vancouver provided the review with 66 recommendations but suggested the current governance structure be retained. However, it also suggested that a tiered ports system be introduced to reflect the relative size of each of them. There is also a need to bring a meaningful Indigenous perspective into consideration.

From a financial perspective, ports need to be able to borrow an amount that allows them to maintain an investment grade rating or through a pre-determined multiple of EBIDTA. There also needs to be more flexibility regarding land management and transactions near ports. The country needs to protect trade-enabling uses of industrial land. Lastly, the system needs more and better data, and Port of Vancouver welcomes recent initiatives regarding supply chain visibility.

Questions

One audience member asked when the Port Modernization report will be released. This is not known at the moment, and the COVID-19 crisis has delayed it.

Mr. Xotta was asked what percentage of the legislation should be updated. The reply was that it is about 80% right but a tiered system would be helpful; he did point out that the current system has resulted in over \$1B of port investment by the Port of Vancouver.

Another question referred to potential port investments in Melford and Sydney, NS and it was pointed out that these are not currently Canadian Port Authorities and largely private initiatives.

Mr. Xotta referred to the National Trade Corridors program, which is a merit-based system and works well.

Keynote Address
Tony Boemi, VP Growth and Development, Montreal Port Authority
Report by Jim Frost

Mr Boemi provided some background on the Port of Montreal. In 2019 all sectors experienced an increase except for the cruise business. Overall port tonnage was 40.6 million tonnes. In Q1 2020, despite the railway blockades and in the early stages of the COVID-19 pandemic, overall tonnage was up 2.5%.

Montreal's value proposition is its location which is accessible to 110 million people within a 2-day transit. It has on-dock rail and import dwell times of less than 2 days. Uniquely, its container operations feature a full discharge and loading of each vessel, unlike any other port in North America. The average vessel size is 4,250 TEUs, with the largest up to 5,500-6,000 TEUs.

Montreal has a very balanced trade, with 52% imports and 48% exports. Where North Europe once dominated, the port has diversified its trade, with 35% with North Europe, 27% with Asia, 22% with the Mediterranean, 7% with the Middle East, 5% with Latin America and 4% with Africa and Oceania.

The MPA collaborates with many local organizations such as CargoM, which is focussed on developing a logistics cluster in the Montreal region. It also collaborates with other ports such as Antwerp, and Adani (India). It is part of the SmartPort group of 12 ports worldwide, including Los Angeles, which is working with Chainport and TradeLens on blockchain initiatives.

Sustainability is another focus. The MPA has introduced new electric RTG's on its terminals, and its new cruise terminal features 24,000 plants on the roof, shore power and LNG refuelling.

The MPA's infrastructure program includes optimizing the rail network, Phase II of the new Viau terminal, which will bring that terminal's capacity to 600,000 TEUs, and improvements to the port's grain containerization facilities.

In the medium term, the port is also focused on the development of an entirely new facility at Contrecoeur, downstream of the current port, on the south shore of the St. Lawrence. It will have two berths, with capacity to handle 1.15 million TEUs and is expected to be operational in 2023-24. It is located adjacent to the new Autoroute 30 which bypasses much of Montreal and links to Highway 401 west of the city.



Plenary Session
Change and Uncertainty – The Past Year in Perspective
Report by Barry E. Prentice

The session began with CTRF President Mark Hemmes, who also served as Moderator, providing an introduction to the session. It was observed that the conference theme that was determined in the fall of 2019, could not be more apt: "Planning in Times of Unprecedented Change and Uncertainty". The pandemic had not only changed the CTRF meetings, but shaped the comments from each of the invited speakers. Change and uncertainty in the past year were very much influenced by the first five months of this year. Each speaker noted the impact of the pandemic in their sector.

Panelists:

Bruce Burrows, President, Canadian Chamber of Maritime Commerce

The pandemic has had a greater effect on the economy than on personnel. Crew changes are still moving seamlessly, but demand in general is down. A bright spot however is the Port of Thunder Bay that is moving about 40% more grain. In general, the ports are seeing softer demand, and the shipping industry is experiencing 10 to 20 percent less revenue.

The issues remain largely the same. GHGs remain a concern and the IMO is working toward a global regulatory regime, predominantly the move to low sulphur fuels. Invasive species in the Great Lakes remains a constant threat. The workforce has some gaps, especially in Captains and Mates who are in short supply. Finally, ice breaking and high-water levels are concerns. The fast-flowing water being released to control Lake Ontario's level is affecting some locks.

Geoff Woods, Vice President – Policy, Canadian Trucking Alliance

Trucking has received special attention during the pandemic as an essential service, but the system had not been prepared. Truck stops were closed, making it difficult for drivers to gain access to food and shower facilities on the road. Also, health insurance is an issue as well as the transferring of paperwork problematic. Many of these issues have largely abated, but the economic issues are rising. Fewer shipments because of shutdowns, more empty miles, and delays in payment (normally 30-40 days, now 60-90 days). The government wage subsidy is helping.

The issues for trucking are bringing about long awaited technological advances. The industry is pleased to see that electronic logging devices are becoming mandatory. They are not so pleased with the new industry structure called "Driver Inc." in which companies with these drivers can circumvent costs that apply to other companies. Similarly, there are concerns about tampering with environmental emissions control equipment, insurance and truck safety.

David Przednowek, Director, Sales & Marketing – Bulk, CN

The railways have been proactive in creating a safe workspace in the light of Covid-19. Cleaning has been enhanced, face masks are mandatory and an entire risk mitigation strategy has been developed. The economic effects of the pandemic have been noticeable. The decline in manufacturing and retail demand has resulted in fewer inbound containers. As a result, there are fewer empty containers available for outbound shipments. The automobile plants are served by containers and their operations are helping. However, the railways have a lot of railcars in storage. Grain has been a bright spot because of the large crop and earlier difficulties. The drop-off in demand for oil has affected rail demand, but also reduced the demand for ethanol. Consequently, there is less DDG (dry distillers grains) available for export.

**2021 Annual Conference
Fredericton, New Brunswick
May 16-19, 2021**

COVID-19 has impacted nearly every aspect our lives and it continues to make long term planning difficult, though we are hopeful that by May 2021, we will all be in a position to meet in person again at the CTRF Annual Conference to be hosted in Fredericton, New Brunswick's Capital City. We look forward to showcasing what Fredericton and New Brunswick have to offer and hope you will mark your calendars for May 16-19, 2021 for CTRF in Fredericton.

The conference will be hosted at the historic (and newly renovated) riverfront Crowne Plaza Lord Beaverbrook Hotel, right across from the New Brunswick Legislative Assembly and in the heart of Downtown Fredericton. The famed Bison Transport Debate will be hosted in the Long Hall of the University of New Brunswick's Richard J. Currie Center, with floor to ceiling windows offering a picturesque view of Downtown Fredericton and an excellent location for a lively debate. The Tuesday banquet will be held at the prestigious Beaverbrook Art Gallery, located right next to the hotel. We have two plans for after dinner: tours of the Gallery as well as a bowling social event.

We are looking at tours, which include e-bike demos, the Fredericton Trail System, St. Andrews-By-the-Sea, as well as technical tours.

Fredericton International Airport (YFC), with its newly updated terminal, is a short flight from Toronto, Montreal and Ottawa. The city is only an hour drive to the Atlantic Ocean on the Bay of Fundy also only a few hours drive to other east coast destinations in PEI and Nova Scotia.

We realize that the world is ever changing and the plans we have today may not work for tomorrow. We remain committed to fostering the exchange of transportation research at CTRF in Fredericton, yet if circumstances change, we will adapt to ensure CTRF continues in 2021.

Trevor Hanson & Adrian Lightstone



**Conférence annuelle
Fredericton, Nouveau-Brunswick
16 au 19 mai 2021**

La COVID-19 a eu un impact sur presque tous les aspects de notre vie et continue de rendre la planification à long terme difficile, bien que nous espérons que d'ici mai 2021, nous serons tous en mesure de nous rencontrer à nouveau lors de la conférence annuelle du GRTC qui se tiendra à Fredericton, la capitale du Nouveau-Brunswick. Nous avons hâte de vous présenter ce que Fredericton et le Nouveau-Brunswick ont à offrir et espérons que vous mettrez les dates du 16 au 19 mai 2021 à vos agendas pour la conférence du GRTC à Fredericton.

La conférence aura lieu à l'hôtel historique (et récemment rénové) Crowne Plaza Lord Beaverbrook situé au bord de la rivière, juste en face de l'Assemblée législative du Nouveau-Brunswick et au cœur du centre-ville de Fredericton. Le célèbre débat commandité par Bison Transport aura lieu dans le grand hall du centre Richard J. Currie de l'Université du Nouveau-Brunswick, avec ses baies vitrées offrant une vue imprenable sur le centre-ville de Fredericton et l'emplacement parfait pour un débat animé. Le banquet du mardi aura lieu à la prestigieuse Galerie d'art Beaverbrook, située juste à côté de l'hôtel. Nous avons prévu deux activités après le repas: une visite de la galerie ainsi qu'une soirée de bowling.

Nous envisageons offrir quelques visites, qui comprennent des démonstrations de vélos électriques, le réseau de sentiers de Fredericton, St. Andrews by-the-Sea, ainsi que des visites techniques.

L'aéroport international de Fredericton (YFC), avec son terminal récemment rénové, n'est qu'à quelques heures de vol de Toronto, Montréal et Ottawa. La ville n'est qu'à une heure de route de l'océan Atlantique sur la baie de Fundy, et à seulement quelques heures de route d'autres destinations sur la côte est, à l'Île-du-Prince-Édouard et en Nouvelle-Écosse.

Nous savons que le monde est en constante évolution et que les plans que nous faisons aujourd'hui risquent de ne pas se réaliser demain. Nous restons déterminés à favoriser l'échange d'idées et de recherches en transport à cette conférence du GRTC à Fredericton, mais si les circonstances l'exigent, nous nous adapterons pour assurer que la mission du GRTC se poursuive en 2021.

Trevor Hanson et Adrian Lightstone



Transparency in Governance: Seaport Practices

The research of PortEconomics members **Mary R. Brooks, Geraldine Knatz, Thanos Pallis** and **Gordon Wilmsmeier** reveals uneven levels of port transparency, as well as the need for further improvements in that transparency.

PortReport No. 5 explores the levels and standards of transparency in the governance of ports. Key actors in port governance, such as government departments involved in port policy-making, port authorities, and port regulators need to be transparent about their behavior, policies, and practices as a way of enhancing economic performance and accountability to their stakeholders, particularly the community that hosts the port.

Download the full report here:

<https://www.porteconomics.eu/2020/06/22/portreport-no-5-transparency-in-governance-seaport-practices/>



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September Webinars

Make sure to look at the September Webinar program starting on Wednesday September 9 and check out your emails to receive the registrations links. CTRF Webinars are free for current members.



Upcoming Events:

Wednesday September 09

Optimizing Infrastructure (2 hrs)

Friday September 11

Attaining Sustainability Part I
(1 ½ hrs) & Part II (1 ½ hrs)

Wednesday September 16

Determining Mode Choice (2 hrs)

Friday September 18

Methods in Urban Transportation Planning? Part II (1 ½ hrs) & Transportation in Remote Areas (1 hr)

Wednesday September 23

E-Vehicles (1 ½ hrs) & Autonomous Vehicles (1 hr)



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