

A Virtual Conference with Real Results

Report by

Trevor Hanson, VP Meetings

Adrian Lightstone, VP Program

The 56th Canadian Transportation Research Forum (CTRF), hosted virtually in Fredericton, NB, exceeded all of our expectations. While we missed the in-person connections that typify CTRF, in some ways we were able to achieve more in some areas than we would have otherwise.

We had over 140 registered delegates, one of the highest in recent memory, which allowed attendance by a much broader audience that otherwise would not have had a chance to be exposed to CTRF and the research (approximately 50 papers, all presented live). Our plenary sessions were able to bring people together into panels from across the country, facilitating participation. We were also able to leverage technology to support simultaneous interpretation (into French and English) of all plenary sessions, luncheon sessions, and two technical sessions.

Our keynote addresses (The Honourable Minister Jill Green of the New Brunswick Department of Transportation and Infrastructure (NBDTI, the first engineer to be Minister), and Terry Howe of Ballard Power Systems), also benefitted from the technology as it provided an excellent platform to connect the speakers with the attendees and facilitate questions.

Our Monday afternoon Virtual Technical Tour was of the massive \$200 million modernization project at the Port of Saint John, New Brunswick, courtesy of Port CEO Jim Quinn and his team. Mr. Quinn narrated a behind-the-scenes look at the modernization effort, documented courtesy of another technology, drones, which were able to capture stunning footage of the port. This saved delegates a couple hours of driving, and allowed for more one-on-one discussion time with the CEO.

On Tuesday, we celebrated award winners, including paper awards, scholarships, and an Honorary Life Membership to Doug Johnson, former CTRF President, and former Assistant Deputy Minister at the New Brunswick Department of Transportation (now NBDTI).

Instead of speaker gifts this year, CTRF elected to support a local transportation-related charity in New Brunswick and provided \$500 to the Saint John Seafarer's Mission.

The Tuesday evening Trivia Night was also a success, with three teams of four competing to answer transportation trivia questions. The questions and answers led to some great debates, discussions (the Western Grain Transportation Act was one such item), and laughs. Teams were created on the spot and involved connecting the veteran CTRF attendees with new attendees and this helped facilitated networking. This would be a great initiative to bring back. While there was a minor controversy when Trevor got the scores of two teams mixed up, in the end, all walked away (clicked away with?) a prize.



Looking to the future, there are a number of lessons learned and positive developments. First, it is our hope that we can grow the participation of French first language papers and French first language sessions. Second, the virtual technology option permitted more people to attend than otherwise possible, therefore maintaining this momentum will be valuable going forward, though we will need to be mindful of how to facilitate the networking component of the conference in this manner. Third, despite their own challenges this year, the Canadian transportation industry and other partners stepped up to help us ensure the success and meaningfulness of CTRF this year. This speaks volumes to how CTRF is viewed and valued in Canada and the importance of continuing this work.

There are many people to thank who ensured the success of this conference:

- o Secretary: Carole Ann Woudsma
- o VP External Support: Joel Carlson
- o VP Awards: Kalinga Jagoda
- o VP Publications: Joseph Monteiro
- o VP External Affairs: Damien Auger
- o Councillor: Marie-Claude Lévesque
- o President: Mark Hemmes
- o As well as several other CTRF Board Members that chaired sessions: Malcolm Cairns, Jim Frost, Steve Pratte, Vijay Gill, Robin Lindsey, Glareh Amirjamshidi, Matin Foomani, Garland Chow, Gordon Baldwin
- o UNB Conference Services

We also thank our panelists, luncheon speakers, virtual technical tour host, and our delegates for their participation, and for believing that we could deliver a conference experience that, while different from previous CTRF, could meet our broader goals for providing a forum for transportation research in Canada. Finally, to our sponsors, who were instrumental in ensuring both financial support and active participation.

Plans for CTRF 2022 in Montréal are already shaping up and we look forward to seeing you there!



En 2021, une conférence virtuelle avec de vrais résultats

par

Trevor Hanson, Vice-président conférence

Adrian Lightstone, Vice-président au programme

La 56e conférence du Groupe de recherches sur les transports au Canada (GRTC), qui s'est tenue de façon virtuelle à Fredericton, NB, a surpassé toutes nos attentes. Les rencontres "en personne", qui caractérisent les conférences du GRTC, nous ont manqué, mais, d'une certaine façon, nous avons pu faire plus dans certains domaines que nous ne l'aurions fait autrement.

Plus de 140 personnes se sont enregistrées, un sommet depuis quelques années. Ce format virtuel a permis à un plus grand nombre de personnes d'être exposé au GRTC et à la cinquantaine de papiers de recherche qui y ont été présentés. Nos séances plénieries ont permis à des gens de tout le pays de se réunir plus facilement, en créant des panels. La technologie a aussi permis d'utiliser des services de traduction simultanée (en français et en anglais) pour les séances plénieries, pour les conférenciers invités durant les lunchs et pour deux sessions thématiques.

Nos deux conférenciers invités (l'honorable Jill Green, ministre des Transports et de l'Infrastructure du Nouveau-Brunswick – la première personne avec le titre d'ingénieur à occuper ce poste; et Terry Howe, de Ballard Power Systems) ont aussi pu converser avec les participants et répondre à leurs questions grâce à la technologie.

Lundi après-midi, nous avons eu une visite technique virtuelle du Port de Saint John, Nouveau-Brunswick, organisée par le PDG Jim Quinn et son équipe, pour nous montrer le gigantesque projet de modernisation de 200\$ millions. Monsieur Quinn a commenté les travaux de modernisation en nous amenant « dans les coulisses », grâce à un autre outil technologique, les drones, qui nous ont donné des vues spectaculaires du port. Ceci a évité quelques heures de route aux participants et a donné plus de temps pour une discussion avec le PDG.

Mardi, nous avons décerné les prix des meilleurs articles, les bourses d'études, et nous avons aussi accordé le titre de Membre honoraire à vie à Doug Johnson, ancien président du GRTC et ancien sous-ministre adjoint au Ministère des transports du Nouveau-Brunswick (maintenant Transport et Infrastructure).

Plutôt que de remercier les conférenciers par un cadeau, le GRTC a décidé de soutenir un organisme local de bienfaisance lié au transport au Nouveau-Brunswick. Le GRTC a ainsi fait un don de 500\$ à la « Saint John Seafarer's Mission ».

La soirée Quizz virtuel, mardi, a aussi été un succès, avec trois équipes de quatre personnes en compétition, pour répondre à des questions sur le transport. Les questions et les réponses ont donné lieu à quelques débats mémorables, des discussions (entre autres sur La Loi sur le transport du grain de l'Ouest), et des rigolades. Les équipes ont été formées au début de la session en jumelant des vétérans du GRTC avec des nouveaux participants, une autre façon de faire du réseautage. Il serait intéressant de répéter l'expérience. Bien qu'il y ait eu une légère controverse lorsque Trevor a interverti le pointage de deux équipes, tous les participants ont obtenu un prix.

Pour l'avenir, nous pouvons tirer certaines leçons et y voir des développements positifs. Tout d'abord, nous espérons pouvoir augmenter la soumission d'articles écrits en français et la présentation de sessions entièrement en français. Deuxièmement, la technologie virtuelle a permis à plus de gens de participer à la conférence que si elle s'était déroulée en présentiel; en ce sens, il serait souhaitable de garder ce momentum pour l'avenir, tout en gardant en tête l'importance du réseautage durant toute conférence. Troisièmement, malgré leurs propres défis à surmonter cette année, l'industrie canadienne du transport et les autres partenaires ont contribué à assurer le succès et la pertinence du GRTC. Cela en dit long sur la façon dont le GRTC est perçu et apprécié au Canada, et sur l'importance de continuer nos efforts.

Plusieurs personnes doivent être remerciées pour leur contribution au succès de cette conférence :

- o Secrétaire: Carole Ann Woudsma
- o Vice-président au financement externe : Joel Carlson
- o Vice-président aux prix et bourses: Kalinga Jagoda
- o Vice-président aux publications: Joseph Monteiro
- o Vice-président aux communications externes: Damien Auger
- o Conseillère: Marie-Claude Lévesque
- o Président: Mark Hemmes
- o Ainsi que plusieurs autres membres du Conseil d'administration du GRTC qui ont présidé des sessions thématiques: Malcolm Cairns, Jim Frost, Steve Pratte, Vijay Gill, Robin Lindsey, Glareh Amirjamshidi, Matin Foomani, Garland Chow, Gordon Baldwin
- o Les services de conférence de l'Université du Nouveau-Brunswick

Nous voulons aussi remercier les panélistes, les conférenciers invités à l'heure du lunch, les personnes qui ont préparé la visite technique virtuelle, et toutes les personnes inscrites pour leur participation, et pour leur confiance que nous puissions leur offrir une conférence, même si différente des autres conférences du GRTC, qui atteindrait notre but d'offrir un forum pour la recherche sur les transports au Canada. Finalement, un merci particulier à nos commanditaires, qui ont joué un rôle déterminant par leur soutien financier et leur participation active.

La planification de la conférence du GRTC en 2022, à Montréal, est déjà commencée et nous espérons vous y voir!

President's Message



The Canadian Transportation Research Forum convened its 56th Annual Conference May 17-18, 2021. As conditions dictated, this event was planned to be a fully virtual event, 'hosted' from Fredericton, New Brunswick. With the dedication and hard work of the organizing committee and the support of other individuals and organizations, it was a successful event. The conference allowed more than 140 registrants to explore the topic, "Ensuring Resilience in Transportation Systems: Anticipating and Responding to Pandemic, Climate, Demographic and Economic Changes" through the two plenary sessions, two keynote speakers and 48 paper presentations. Conference paper prizes and scholarships were awarded, an Honourary Life Membership was presented to long-time CTRF supporter and Past-President, Doug Johnson (2009-2011) and a virtual port tour and transportation trivia evening rounded out the event.

The University of New Brunswick Conference Services virtual meeting platform and their excellent support staff allowed the CTRF to host this event. Through the support of the Government of New Brunswick, the conference was able to offer the plenary, keynote and select paper presentations in both official languages. The contributions of the presenting sponsor CN and the supporting corporate partners was greatly appreciated, continuing to allow the CTRF to offer a first-rate program, of interest to students, academics, government and industry. Thank you to CN and Transport Canada for continued sponsorship of the academic scholarships as this ongoing support of the awards helps further the education of future leaders in the transportation field in Canada.

Sincere thanks to CTRF Board Members Trevor Hanson, Adrian Lightstone, Joel Carlson, Marie-Claude Lévesque, Damien Auger and CTRF Secretary Carole Ann Woudsma amongst others, for all the time and effort to convene the conference.

Planning is currently underway for the 57th Annual Conference in May 2022, to be held in-person in Montreal. The ability to do this will ultimately depend on the circumstances closer to the date, but rest assured the CTRF Board of Directors is fully committed to offer an event that allows for the presentation and discussion of research ideas and perspectives on transportation issues in an atmosphere of professional collegiality - that best occurs when members are together. Further details on the Montreal conference will be announced in the coming months.

Lastly, I would like to acknowledge Past-President Mark Hemmes and on behalf of the Board of Directors, thank him for the past two years of leadership – especially through the past 15 months. No different than in our individual lives, the CTRF has had to tackle a variety of unforeseen challenges, not only impacting the operations and corporate affairs of the organization, but also requiring the hosting of two virtual conferences, a first for many members of this volunteer-led organization.

I welcome and encourage any and all comments and ideas from the CTRF membership. I can be reached at stevep@ccga.ca

Sincerely,
Steve Pratte
President

Mot du président



Le Groupe de recherches sur les transports au Canada a tenu sa 56e conférence annuelle les 17 et 18 mai 2021. Comme l'exigeait la situation actuelle, cet évènement a été entièrement présenté en format virtuel. Le comité organisateur, basé à Fredericton au Nouveau-Brunswick, aidé de plusieurs autres personnes et organisations, a travaillé d'arrache-pied pour en faire un succès complet. Plus de 140 personnes se sont inscrites et ont participé à la conférence « Assurer la résilience des systèmes de transport: anticiper et réagir aux changements dus à la pandémie, climatiques, démographiques et économiques » lors des deux séances plénières, des deux présentations de conférenciers invités, et des 48 présentations des sessions thématiques. Les prix des meilleurs articles et les bourses d'études ont été remis, et le titre de Membre honoraire à vie a été accordé à Doug Johnson, ardent supporteur du GRTC et ancien président (2009-2011). Finalement, une visite virtuelle du port de Saint John et une soirée quizz ont complété le tout.

Le GRTC a pu présenter cette conférence grâce à la plateforme de réunion virtuelle des Services de conférence de l'Université du Nouveau-Brunswick et de son excellent personnel de soutien technique. Le gouvernement du Nouveau-Brunswick a contribué en fournissant les services de traduction anglais-français pour les séances plénières, les conférenciers invités et quelques sessions thématiques. Le support du commanditaire principal CN et des autres commanditaires partenaires a été grandement apprécié, permettant au GRTC d'offrir un programme de premier ordre, et intéressant tout autant les étudiants, les universitaires, et les professionnels travaillant dans des organismes gouvernementaux ou dans l'industrie des transports. Un merci à CN et à Transport Canada pour les bourses d'études attribuées depuis plusieurs années, ce qui permet d'aider à développer les futurs leaders au Canada dans le domaine des transports.

Je tiens à remercier les membres du Conseil d'administration du GRTC, Trevor Hanson, Adrian Lightstone, Joel Carlson, Marie-Claude Lévesque, Damien Auger et la secrétaire du GRTC Carole Ann Woudsma, pour tout le temps et les efforts consacrés à la préparation de cette conférence.

La planification de la 57e conférence annuelle est déjà commencée. Elle aura lieu en mai 2022 à Montréal, et devrait être « en personne ». Tout dépendra évidemment des circonstances à ce moment-là, mais soyez assurés que le Conseil d'administration s'engage à offrir un évènement qui permet la présentation et la discussion d'idées de recherche et de perspectives sur les questions de transport dans une atmosphère de collégialité professionnelle – ce qui est facilité lorsque nous sommes tous ensemble en personne. De plus amples détails sur la conférence de Montréal seront annoncés dans les prochains mois.

Finalement, je voudrais remercier le Président sortant, Mark Hemmes, en mon nom et au nom des membres du Conseil d'administration, pour son leadership durant les deux dernières années, et spécialement les 15 derniers mois. Tout comme dans nos vies privées, le GRTC a dû faire face à une variété de situations imprévues, non seulement ayant un impact sur les affaires courantes de notre organisation, mais aussi requérant l'organisation de deux conférences virtuelles, une première pour plusieurs membres de notre organisation, basée sur le volontariat.

À tous les membres, je vous encourage à me faire parvenir vos idées et commentaires. Vous pouvez me rejoindre à stevep@ccga.ca

Cordialement,

Steve Pratte

Président



***CTR Conference Plenary Session
Issues and Challenges: A Review of the Impact of the Pandemic***
Report by Jim Frost

The past year has seen unprecedented impacts on Canada's transportation industry, with a dramatic decline in domestic and international passenger travel in every mode

Moderator: Trevor Hanson, University of New Brunswick

Panelists:

Aylin Lusi, Vice President, Public Affairs, UPS Canada

Daniel Firth, Programme Director, Transport and Urban Planning, C40 Cities

Daniel-Robert Gooch, President, Canadian Airports Council

Aylin Lusi, UPS Canada

UPS started with a \$100 investment in 1907 as a bicycle messenger service. It is now the world's largest package delivery company with 543,000 employees. In Canada the company has 62 facilities, including its customs brokerage office in Fredericton, which has 500 employees.

In 2020, UPS delivered 6.3 billion packages worldwide, a 13.7% increase over the previous year. Like other elements of the supply chain industry, they are noticing a shift away from b2b and more towards consumer goods. This includes a change in the contents they are delivering, such as PPE, consumer goods and even groceries.

During the COVID-19 pandemic, they were designated an essential service, and have been able to offer a full spectrum of supply chain services, including cross-border continuity with air cargo and trucking.

A big question is what kinds of trends will persist after the pandemic is over i.e. will there continue to be as much consumer demand?

Daniel Firth, C40 Cities

Mr. Firth discussed “The Role of Transport in a Green and Just Recovery”. He cited several acute responses to the pandemic, including: 1) reconfiguring streets; 2) avoiding transit for essential services; 3) bringing food to neighbourhoods; and 4) supporting businesses in re-opening.

With respect to the post-pandemic period he suggested buildings and transportation will be most affected. There will be major issues with mass transit, as revenues and ridership have declined precipitously. Two benefits, however, are reduced emissions from urban transit and less pollution. He suggested that cities need to continue to protect lower income and service sector workers and to continue to connect city residents for work, education and community events.

He suggested several priority actions including: 1) building retrofits; 2) decarbonizing the grid; 3) protecting urban nature reserves; and 4) building sustainable transportation networks.

In terms of transportation, he suggested three priority actions: 1) keep cities moving; 2) embed “smart” mobility; and 3) we need 75% of vehicles to be zero emissions vehicles by 2030.

Daniel Robert Gooch, Canadian Airports Council

Mr. Gooch described the impact of the pandemic on air travel; traffic is down and so far is “staying” down. There is some variation by airports by region. Moving east, the situation is the worst, with some airports in Atlantic Canada having no air service.

With respect to COVID relief, rent is only being deferred and eventually has to be paid back. This will be very difficult. Some funds have been made available to small airports, but ½ of them are for infrastructure, not ongoing operations. Some have run through their capital reserves and some have completely run out of capital altogether. The result will be to add \$2.8B in additional debt to the members of the Council.

In terms of what is needed, they need a plan that is scalable; the set up now can barely handle the volume of requests that it is processing. They would also like to see greater national consistency.



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Honourable Jill Green, Minister, Transportation and Infrastructure, New Brunswick
How New Brunswick is readying its transportation infrastructure for current and future challenges
Report by Jim Frost

Minister Green is the first Professional Engineer (P.Eng.) to be appointed Minister of Transportation and Infrastructure in New Brunswick.

She discussed several transportation and infrastructure priorities of the NB government. These include: 1) reducing GHGs; 2) recovery efforts related to flooding and climate emergencies; 3) the introduction of a formal project management system; 4) the establishment of a portfolio management office; and 5) the introduction of asset management.

The minister described two major initiatives: 1) the Petitcodiac Bridge in Moncton, which is replacing a causeway and allowing a normal flow of water to return to that watershed after decades; and 2) a major study of the Chignecto Isthmus which connects Nova Scotia and New Brunswick, and over which both a CN rail line and the Trans Canada Highway pass, which could be severely impacted by rising sea levels.

Overall, the department supports the incorporation of climate change analysis in the planning of all transportation projects.

In terms of COVID and in response to a question, the minister noted that one major change that has been introduced and will be retained is electronic tender submissions. Bidders like it and it is green.



Port Saint John Virtual Technical Tour
Fireside Chat with Jim Quinn, President & CEO, Port Saint John
Report by Jim Frost

Port Saint John is the third busiest port in Canada by tonnage, after only Vancouver and Montreal. Mr. Quinn hosted one of the most interesting technical tours in recent memory. Using a drone, he proudly showed off the port's \$205 million west side Modernization Program that will result in doubling the size of its container terminal and allow it to accommodate vessels up to 10,000 TEUs. Two new Post-Panamax container gantry cranes were installed by DP World, the terminal operator.

Last year, CP Rail purchased the CMQ Railway and is now able to provide virtually seamless service to and from the port. It interchanges with NB Southern, owned by the Irving Group, at Brownsville Junction, about 200 miles from Saint John. CP is aggressively promoting the Saint John gateway, emphasizing its closer proximity to central Canada and the mid-west than its principal rival, Halifax. The Port and CP have already managed to attract a European service operated by Hapag-Lloyd, whose first ship was expected to call a week after the tour, on May 27.

Mr. Quinn also highlighted the importance of the cruise industry to Saint John, which has been shut down by COVID. He also described the other cargoes handled by the port, including crude and refined oil, potash from Saskatchewan, and gypsum that is manufactured into wallboard. A small bulk terminal also handles salt and limestone.



CTRF Conference Plenary Session
Moving Forward: How COVID and Technology are Changing Transportation Forever
Report by Jim Frost

A sharp rise in e-commerce, mass uptake in virtual working, change in commuting patterns, and exposure of the vulnerability of our supply chains will have lasting effects that may never return to their pre-pandemic state.

Moderator: Adrian Lightstone, WSP

Panelists

Bruce Burrows, President and CEO, Chamber of Marine Commerce

Hamish Campbell, Country Manager, Via On-Demand Transit

Yves Desjardins-Siciliano, CEO, Siemens Mobility Canada

Bruce Burrows, Chamber of Marine Commerce

Mr. Burrows' organization represents the owners of 85 Canadian-flag vessels plus 60 barges and supply ships, as well as shippers and other stakeholders. Together, they generate \$60B in economic activity and 328,000 jobs. He pointed out that one ship carries the equivalent cargo of 301 rail cars and 964 trucks.

COVID has had a big impact on the marine industry, the biggest one being a 25% increase in e-commerce in Canada and 32% in the US.

With respect to addressing economic recovery, they have an aggressive plan which includes: 1) digitalization of the port/ship interface; 2) R&D; 3) Infrastructure investment; 4) virtual buoys for 4 season operations; 5) improved data collection; 6) and the development of multi-modal transport hubs such as in the Welland Canal.

Hamish Campbell, Via On-Demand Transit

Mr. Campbell addressed the topic of how technology is helping transit agencies "build back better". He pointed out how the digital revolution is going to shift the consumer away from the private ownership of vehicles. Other trends include 1) increasing urbanization; 2) transportation being consumed digitally; 3) an overall reduction in transit use; 4) a continuation of employees working from home; and 5) a resultant loss of 50-60% of peak ridership.

Ontario has asked the TTC to consider private micro-transit, and Via is known for on demand micro-transit. They have such a service in the Niagara region, having introduced transit in an area that had no transit. They consider the future is "sharing" and pooling.

Yves Desjardins, Siemens Mobility Canada

According to Mr. Desjardins, the geographic reality of Canada is such that we need a variety of different transit solutions. We have high rates of immigration at approximately 400,000 per year, who all require housing. He is of the opinion that the integration of transit is important when building new communities and densifying old ones.

Mr. Desjardins believes new transit routes can be established along old railway rights-of-way by re-purposing them. They can be used for trails, transit and potentially LRT.

Terry Howe, Business Development Manager, Ballard Power Systems

Fuel Cell Technology: Ballard's vision for zero emission trucks

Report by Malcolm Cairns

The Tuesday luncheon speaker at the 2021 CTRF virtual meeting was Terry Howe, Business Development Manager, at Ballard Power Systems Inc. headquartered in Burnaby BC.

Mr. Howe made his presentation with a power-point entitled “Fuel Cell Technology: Ballard’s vision for zero emission trucks” which made the followings points:

- Commercial diesel trucks are significant contributors to GHG emissions, and governments are driving the adoption of zero emission trucks with a variety of policies and regulations: low emission zones and corridors, and aggressive emission regulations of vehicles;
- Global decarbonization is driving the demand for fuel cell technology that converts hydrogen into electricity that powers vehicles. Fuel cells are more appropriate for heavy duty applications such as trucks, buses, rail and marine – but light duty applications can also be served by battery or hybrid technologies;
- Electric vehicle applications are growing, and are expected to expand significantly in the future, but in the case of trucking, long-haul ranges, the need for speedy refueling, and the need for full utilization that is impeded by battery stacks is leading to fuel cells as the best alternative to diesel;

The next portion of the presentation described the current use of Ballard hydrogen fuel cells worldwide in heavy duty trucking, as well as buses, passenger trains, and marine ships;

- Quoting several recent reports, it is suggested that “in less than 10 years, it will be cheaper to run a fuel cell vehicle than a battery or diesel vehicle for certain commercial applications”;
- The key to unlocking the underlying hydrogen economy will be renewable energy and carbon sequestration: green hydrogen in Quebec, for example, and blue hydrogen in Alberta;

The presentation concluded with remarks on the manufacturing processes at Ballard and their continued investment in fuel cell technology.

The presentation sparked considerable interest from the audience, with several questions and answers, including information on the CP rail hydrogen fuel cell pilot project, and a comparison of Lion electric trucks with fuel cell trucks.



Conference Paper Winners 2021 CTRF Annual Conference

- The Ron Rice Award for the Best Conference Paper (\$1,500)

Roxana Rasouli, Moataz Mohamed and Saiedeh Razavi

Costs and Benefits of Shared Mobility in a Suburban Context: The Impact of Powertrain Technology

- Runner up Paper (\$800)

Shang Zhang and Matthew J. Roorda

Potential Crowd-Shipper Commute Pattern in the Toronto Area: Analysis from a Household Travel Survey

- Runner up Paper (\$400)

Hasan Shahrier and Muhammad Ahsanul Habib

Structural Equation and Multinomial Logit Regression Modelling approach for Understanding the Travel Behaviour of Elderly People

2021-2022 CTRF Board of Directors

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**Announcing CTRF's 57th Annual Conference
Montreal, Quebec
May 29 - June 1, 2022**

CTRF is delighted to announce that, for our 57th Annual Conference, we are planning to resume our long-standing tradition of meeting in-person. For the 2022 conference, we will return to Montreal, Canada's city of unrivaled joie de vivre. As those of you who attended our historic 50th annual conference know well, Montreal is a great location for CTRF meetings. In addition to its role as a rail, air and marine transportation centre, Montreal's renown for Old World charm infused with North American energy is unparalleled. Discover more about Montreal's offerings at <https://www.mtl.org/en>.



Double Tree by Hilton

The conference will be held at the DoubleTree by Hilton, situated downtown in the heart of the Quartier des Spectacles entertainment district. The hotel is just steps from Place des Arts, Place des Festivals and the Museum of Contemporary Art.

Numerous restaurants and outdoor terraces

are also within a few steps. The hotel is connected to Complexe Desjardins, a major indoor shopping mall and has nearby access to 2 Metro stations. It is also within easy walking distance of Chinatown and Old Montreal. A block of rooms has already been set aside with a corporate rate for CTRF attendees.



Montreal Skyline

With the vast changes wrought by the coronavirus pandemic, a main focus of the conference will be on re-imagining transportation in the post-COVID-19 world, including how transportation, supply chains, and transportation planning and research have been impacted and will be different in the future. We intend to build on this through our usual stimulating discussions, presentations and array of papers in areas including transportation policy, innovation and technology, planning, modeling, future infrastructure needs, funding and financing, data use and research requirements.



**Place Jacques Cartier –
Old Montreal**

We invite you to submit your suggestions for themes to explore and plenary session topics 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 Forumation as the program is being developed. So be sure to mark this date in your calendars now! This is the one conference of 2022 not to be missed.

57^e Conférence annuelle du GRTC
Montréal, Québec
29 mai au 1er juin 2022

Le GRTC est heureux de vous annoncer que nous planifions notre 57^e conférence annuelle en revenant à notre tradition de se réunir en personne. Pour la conférence de 2022, nous retournerons à Montréal, ville canadienne reconnue pour sa joie de vivre. Comme tous ceux et celles qui ont participé à la 50^e conférence le savent bien, Montréal est un endroit idéal pour y tenir les réunions du GRTC. En plus de jouer un rôle important pour les transports ferroviaire, aérien et maritime, Montréal est reconnue pour son mélange harmonieux du charme européen et de l'énergie nord-américaine. Découvrez tout ce que Montréal a à vous offrir en consultant le site <https://www.mtl.org/fr>.



Montréal



DoubleTree par Hilton

La conférence se tiendra au DoubleTree par Hilton, situé au centre-ville, au cœur du Quartier des spectacles. L'hôtel se trouve à quelques pas de la Place des Arts, de la Place des Festivals et du Musée d'art contemporain. De nombreux restaurants et terrasses extérieures sont aussi à proximité. L'hôtel est directement relié au Complexe Desjardins, un grand centre d'achat intérieur, et est situé tout près de 2 stations de Métro. Le quartier chinois et le Vieux-Montréal sont aussi à distance de marche. Un bloc de chambres a déjà été réservé à un tarif spécial pour les participants de la conférence du GRTC.

Avec tous les changements découlant de la pandémie du coronavirus, la conférence portera principalement sur les façons de repenser les transports dans un monde post COVID-19, incluant les impacts présents et futurs sur les transports, les chaînes d'approvisionnement, la planification et la recherche. Nous avons l'intention de développer ces thèmes au moyen de discussions stimulantes, de présentations et d'un éventail de documents dans les domaines tels que les politiques de transport, les innovations et la technologie, la planification, la modélisation, les besoins futurs en infrastructure, le financement, l'utilisation des données, et les besoins en recherche.



Place Jacques Cartier
Vieux-Montréal

Nous vous invitons à nous faire parvenir vos suggestions pour le thème de la conférence ou pour des sujets de séance plénière à l'un ou l'autre d'entre nous :

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Plus de détails vous seront fournis dans les prochaines parutions de Forumation, lorsque le programme sera plus avancé. Mais vous pouvez indiquer ces dates à votre agenda dès maintenant! C'est LA conférence de 2022 à ne pas manquer.