

**CTRF 58th Annual Conference
Toronto, Ontario
May 7-10, 2023**



Toronto Skyline

In 2023 we will be returning to Canada's largest and most diverse city for CTRF's 58th Annual Conference. For those of you who were in Toronto at the last CTRF conference, you'll know it's a great place to host our meetings. For those of you who have never been, there's lots to discover. Toronto is home to three world-class universities, a vibrant cultural scene, and tons of interesting transportation amenities. Find out more at: [Explore & Enjoy – City of Toronto](#).

The Conference will be held at the Hyatt Regency, situated in the heart of downtown. The hotel is just steps from the waterfront, theatre district, Rogers Centre, City Hall, and Art Gallery of Ontario. Numerous restaurants and outdoor terraces are within steps. The hotel is walking distance from the Eaton Centre, a major indoor shopping mall, and has nearby access to several subway stations and streetcars. It is also within easy walking distance of Chinatown and Kensington Market. A block of rooms has already been set aside with a corporate rate for CTRF attendees.



Hyatt Regency Toronto



Art Gallery of Ontario

The Conference will build on our mission to promote the development of research in transportation and related fields and provide a forum for networking and discussion.

We plan to build on this through stimulating discussions, presentations and papers in areas including transportation policy, innovation and technology, future planning initiatives, funding and financing of infrastructure, data use and research requirements.

We invite you to submit your suggestions for themes to explore and plenary session topics to one or both of the following individuals:

Adrian Lightstone, VP Program at alightstone@cpcs.ca

Glareh Amirjamshidi, VP Meetings at glareh@gmail.com

More details will be forthcoming in future editions of Forumation as the program is being developed.

Mark the dates in your calendars now! This is the one conference of 2023 not to be missed.



58e Conférence annuelle du GRTC

Toronto, Ontario

7 au 10 mai 2023



Toronto Skyline

Cette année, pour la 58e conférence annuelle du GRTC, nous retournerons dans la plus grande ville et la plus diversifiée du Canada. Comme tous ceux et celles qui ont participé à la dernière conférence à Toronto le savent bien, Toronto est un endroit idéal pour y tenir nos conférences. Et pour ceux qui n'y sont jamais allés, il y a beaucoup à voir. Vous y trouverez trois universités de renommée mondiale, une vie culturelle dynamique, et une foule d'installations de transport. **Pour en savoir plus (site anglais avec un bouton Translate): [Explore & Enjoy – City of Toronto](#).**

La conférence se tiendra au Hyatt Regency, situé au cœur du centre-ville. L'hôtel se trouve tout près du Lac Ontario, du quartier des théâtres, du Rogers Centre, de l'hôtel de ville et du *Art Gallery of Ontario*. De nombreux restaurants et terrasses extérieures sont aussi à proximité. L'hôtel est à quelques pas du Centre Eaton, un grand centre d'achat intérieur, et de plusieurs stations de métro et de tramway. Le quartier chinois et le marché Kensington 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.



Hyatt Regency Toronto



Art Gallery of Ontario

La conférence s'appuiera sur notre mission de promouvoir le développement de la recherche en transport et les domaines connexes, et de fournir un lieu de réseautage et de discussions. Cela se fera au moyen de discussions stimulantes, de présentations, et d'articles de recherche dans les domaines tels que les politiques de transport, les innovations et la technologie, les initiatives de planification futures, le financement des infrastructures, l'utilisation des données, et les besoins en recherche.

Nous vous invitons à nous faire parvenir vos suggestions pour les thèmes à développer ou pour des sujets de séances plénières à l'un ou l'autre d'entre nous :

Adrian Lightstone, Vice-président au programme alightstone@cpcs.ca
Glareh Amirjamshidi, Vice-présidente conférence glareh@gmail.com

Plus de détails vous seront fournis dans les prochaines parutions de *Forumation*, lorsque le programme sera plus avancé. **Vous pouvez inscrire ces dates à votre agenda dès maintenant!** C'est LA conférence de 2023 à ne pas manquer.

President's Message



The Canadian Transportation Research Forum convened its 57th Annual Conference June 12-15, 2022 in Montreal. With the dedication and hard work of the organizing committee and the support of other individuals and organizations, it was a successful event and it was great to reconnect with colleagues both old and new for the first time in three years. The conference allowed more than 100 delegates to explore the topic, “Transportation and Supply Chains in Unprecedented Times” through the two plenary sessions, two keynote speakers and nearly 50 paper presentations. Conference paper prizes were awarded, and an Honourary Life Membership was presented to long-time CTRF member Joseph Schulman. Three technical tours of local transportation facilities were convened and after a three-year pause, the ever-popular Bison Transportation Debate entertained all attendees with a spirited contest, decided by one of the slimmest margins in recent memory.

The contributions of the conference presenting sponsor CN and the supporting corporate partners were greatly appreciated. Their steadfast support allows the CTRF to continue to be able to offer a first-rate program, of interest to students, academics, government, and industry. Thank you to 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 Joseph Schulman, Don McKnight, Marie-Claude Lévesque, Caroline Healey, Gerry Kolaitis, Damien Auger, Joseph Monteiro, Joel Carlson and CTRF Secretary Carole Ann Woudsma amongst others, for all their time and efforts to convene a successful conference.

Planning is currently underway for the 58th Annual Conference in early May 2023, to be held in downtown Toronto. Thanks to the organizing team who are leading this undertaking. Further details are available in the newsletter - mark your calendars accordingly.

At the Annual General Meeting, the CTRF Board of Directors welcomed three new Councillors for the 2022-23 year; Anna Robak (Fredericton), Bill Denning (Toronto) and Mahmudur Fatmi (Kelowna). Additionally, we appreciate the participation and perspectives from three out-going Councillors: Marie-Claude Lévesque, Matin Foomani, and Robert McKinstry. Thank you for your contributions to the CTRF over your respective tenures on the Board. The CTRF is led by its volunteer Board of Directors and the time, energy and insight they individually provide is important to the strategic and operational success of the organization.

We look forward to finalizing several strategic initiatives in the coming months that will provide for an improved membership experience and deliver further value to you as a member of the CTRF.

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

Mot du président



Le Groupe de recherches sur les transports au Canada a tenu sa 57e conférence annuelle du 12 au 15 juin 2022 à Montréal. Le comité organisateur, aidé de plusieurs autres personnes et organismes, a travaillé d'arrache-pied pour en faire un grand succès. Tous ont apprécié de revoir des anciens collègues et d'en rencontrer de nouveaux, pour la première fois en trois ans. Plus de 100 personnes se sont inscrites et ont participé à la conférence « Les transports et les chaînes d'approvisionnement dans une période sans précédent » lors de deux séances plénières, des deux présentations de conférenciers invités et d'environ 50 présentations lors des sessions thématiques. Les prix des meilleurs articles ont été remis et le titre de Membre honoraire à vie a été accordé à Joseph Schulman, membre actif du GRTC depuis de nombreuses années. Des visites techniques de trois installations de la région ont été organisées, et après une pause de trois ans, le toujours populaire débat Bison Transport a fait la joie de tous, cette féroce compétition se décidant par le plus petit écart des dernières années.

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 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, Joseph Schulman, Don McKnight, Marie-Claude Lévesque, Caroline Healey, Gerry Kolaitis, Damien Auger, Joseph Monteiro, Joel Carlson et la secrétaire du GRTC Carole Ann Woudsma, entre autres, pour leur temps et tous leurs efforts qui ont mené au succès de cette conférence.

La planification de la 58e conférence annuelle, qui se tiendra au début de mai 2023 au centre-ville de Toronto, est déjà commencée. Je remercie les organisateurs qui sont déjà à l'œuvre. De plus amples détails sont inclus dans ce numéro de Foramation – inscrivez-la dès maintenant à votre agenda.

L'assemblée générale annuelle a confirmé l'élection de trois nouveaux conseillers au Conseil d'administration du GRTC pour l'année 2022-23 : Anna Robak (Fredericton), Bill Denning (Toronto) et Mahmudur Fatmi (Kelowna). Nous avons aussi souligné l'apport et la participation de trois conseillers sortants : Marie-Claude Lévesque, Matin Foomani, et Robert McKinstry. Je vous remercie de votre contribution au GRTC durant vos mandats respectifs au Conseil. Le Conseil d'administration du GRTC est composé de bénévoles, et le temps, l'énergie et les idées de chacun de ses membres contribuent au succès stratégique et opérationnel de l'organisation.

Nous espérons finaliser plusieurs initiatives stratégiques dans les prochains mois qui amélioreront l'expérience des membres et qui apporteront plus de valeur au fait d'être membre du GRTC.

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

57th Conference of the CTRF Montreal, Quebec, June 12-15, 2022

*Report by
Don McKnight, VP Meetings
Joseph Schulman, VP Program*

The CTRF 57th Annual Conference, under the theme “Transportation and Supply Chains in Unprecedented Times”, took place this year over June 12-15 in downtown Montreal at the DoubleTree by Hilton. All told, 108 delegates attended, with everyone excited by the opportunity of meeting in-person following a three-year hiatus due to the coronavirus pandemic.

CTRF 57th Annual Conference Attendance by Delegate Category

Individual	36
Senior	11
Student	44
Individual One Day Only	13
Companion	4
Total	108

Program highlights included the two excellent plenary panel sessions featuring experts discussing key issues of the day: “Global Supply Chains – Where to From Here?”, moderated by Mathieu Charbonneau, Executive Director of Montreal’s Cargo M; and “Urban Mobility in the Post-COVID Era”, moderated by Prof. Catherine Morency, holder of the Chair in Mobility and the Canada Research Chair in the Mobility of People at Montreal’s École Polytechnique.

Other program highlights were our two keynote luncheon speakers: federal Minister of Transport Omar Alghabra on Monday, June 13 (live streamed from Ottawa), and Mark Hemmes, President of Quorum Corporation and Immediate Past President of CTRF, on Tuesday, June 14. Member of Parliament Annie Koutrakis, Parliamentary Secretary to Minister Alghabra, was also present at the luncheon in Montreal on the Monday.

Central to the mission of CTRF – as Canada’s leading national-level professional organization dedicated to the development, promotion and exchange of research on transportation – there was presented, over two-and-a-half days, the usual full program of research papers, some 50 in all, on a wide range of both passenger and freight transportation related topics.

This year’s conference also offered delegates the opportunity to choose to take advantage of one of three technical tours offered in the afternoon on Tuesday, June 14. These were site visits to the Port of Montreal, the CN Taschereau intermodal yard, and the Ray-Mont Logistics Montreal terminal.

Always a highlight, delegates were treated to another entertaining Bison Transport Debate, with the topic this year: “This House Resolves That Mobility is a Service Best Provided by the Commercial Sector”.

The Conference Dinner, held at the Institut de tourisme et d'hôtellerie du Québec (Quebec's centre for education in tourism, hotel and restaurant services), featured the dinner as well as a performance by 2022 Juno Award winning jazz vocalist Caity Gyorgy accompanied by acclaimed guitarist Sam Kirmayer.



The closing Awards Luncheon included: tributes to recently deceased CTRF members Nick Mulder and Mike Tretheway, presentation of the annual Best Conference Paper Awards (look for the winning papers and author names listed separately in the newsletter), recognition of CTRF member and Past President Mary Brooks having become a Member of the Order of Canada, and the award of an Honourary CTRF Life Membership to Joseph Schulman.

There are many people to thank who contributed to and ensured the success of the conference, including the delegates, authors, keynote speakers, moderators, panelists, presenters, session chairs, debaters, sponsors, and in particular the Organizing Committee:

- o Don McKnight – VP Meetings
- o Joseph Schulman – VP Program
- o Marie-Claude Lévesque – Councillor
- o Caroline Healey – Councillor
- o Gerry Kolaitis – VP Finance and Treasurer
- o Joseph Monteiro – VP Publications
- o Joel Carlson – VP External Support
- o Damien Auger – VP External Affairs
- o Kalinga Jagoda – VP Awards
- o Carole Ann Woudsma – CTRF Secretariat

We look forward to continuing our tradition and your attendance at the CTRF 58th Annual Conference in 2023 to be held in Toronto.

57e Conférence du GRTC à Montréal, Qc, du 12 au 15 juin 2022

La 57e conférence annuelle, sous le thème “Les transports et les chaînes d’approvisionnement dans une période sans précédent”, s’est tenue du 12 au 15 juin au centre-ville de Montréal, au DoubleTree par Hilton. Au total, 108 personnes se sont enregistrées, tous étant fébriles à l’idée de se rencontrer en personne, après une pause de trois ans due à la pandémie du coronavirus.

Participation à la 57e conférence annuelle du GRTC selon la catégorie d’inscription

Individu	36
Aîné	11
Étudiant	44
Individu – Une journée	13
Conjoint	4
Total	108

Les faits saillants du programme incluait deux excellentes séances plénières regroupant des experts des sujets d'actualité : « Chaînes d'approvisionnement mondiales – Où allons-nous? », discussion présidée par Mathieu Charbonneau, directeur général de CargoM ; et « Mobilité urbaine dans une ère post-COVID », discussion présidée par la professeure Catherine Morency, titulaire de la Chaire Mobilité et de la Chaire de recherche du Canada sur la mobilité des personnes, à l'École Polytechnique de Montréal.

Parmi les autres éléments importants du programme, nous devons mentionner les deux conférenciers invités à l'heure du lunch : le ministre fédéral des Transports Omar Alghabra le lundi 13 juin (vidéo en direct d'Ottawa), et Mark Hemmes, président de Quorum Corporation et président sortant du GRTC, le mardi 14 juin. La députée Annie Koutrakis, secrétaire parlementaire du ministre Alghabra, était aussi présente à Montréal, au lunch du lundi.

Au cœur de la mission du GRTC – en tant que principale organisation professionnelle de niveau national au Canada vouée au développement, à la promotion et à l'échange de la recherche sur les transports – le programme complet habituel d'articles de recherches, une cinquantaine au total, ont été présentés, sur une période de deux jours et demi, portant sur un large éventail de sujets liés au transport de personnes et de marchandises.

La conférence de cette année offrait aussi aux participants le choix parmi trois visites techniques durant l'après-midi du mardi 14 juin. Il s'agissait de visites au Port de Montréal, au terminal intermodal Taschereau de CN, et du terminal de Montréal de Ray-Mont Logistics.

Toujours un moment fort, les délégués ont eu droit à un autre débat commandité par Bison Transport, dont le thème était « Cette chambre établit que la mobilité est un service qui doit être fourni par le secteur commercial ». Quant au souper-banquet, il a eu lieu à l'Institut de tourisme et d'hôtellerie du Québec (centre québécois de formation en tourisme, hôtellerie et restauration), agrémenté d'un spectacle de la chanteuse de jazz Caity Gyorgy, lauréate d'un prix Juno 2022, accompagnée du célèbre guitariste Sam Kirmayer.

Le lunch de clôture et de remise de prix a aussi été l'occasion de rendre hommage à deux membres du GRTC décédés récemment, Nick Mulder et Mike Tretheway; de présenter les prix des meilleurs articles de la conférence (voir le détail des gagnants dans un autre article de cette publication), de souligner la nomination de Mary Brooks (membre actuelle et ancienne présidente du GRTC) à l'Ordre du Canada, et de présenter le certificat de Membre honoraire à vie à Joseph Schulman.

Plusieurs personnes doivent être remerciées pour leur contribution au succès de cette conférence, incluant les délégués, les auteurs des articles, les conférenciers invités, les modérateurs, les panélistes, les présentateurs, les présidents de sessions thématiques, les participants au débat, les commanditaires, et particulièrement, le comité organisateur :

- o Don McKnight – Vice-président Conférence
- o Joseph Schulman – Vice-président Programme
- o Marie-Claude Lévesque – Conseillère
- o Caroline Healey – Conseillère
- o Gerry Kolaitis – Vice-président Finance et trésorier
- o Joseph Monteiro – Vice-président Publications
- o Joel Carlson – Vice-président Financement externe
- o Damien Auger – Vice-président Communications externes
- o Kalinga Jagoda – Vice-président Prix et bourses
- o Carole Ann Woudsma – Secrétaire du GRTC

Nous nous réjouissons de poursuivre la tradition et nous espérons que vous participerez à la 58e conférence annuelle du GRTC, qui se tiendra à Toronto en 2023.

CTRF Conference Plenary
Global Supply Chains – Where to From Here?
Report by Jim Frost

Moderator: Mathieu Charbonneau, Executive Director, Cargo M

John Carey, Freight Management Association

Mr. Carey began his presentation by citing the impact of the Covid-19 pandemic, which “tanked” the world economy for 5 weeks in 2020. With respect to the container market, it led to ‘blank” sailings, and a huge increase in demand, along with a massive increase in rates, especially on the trans-Pacific. Because shipping lines were anxious to get containers back to Asia to load North American imports, containers were not available for exporters. He complained that the container lines are, effectively, a “monopoly”, operating as they do in just three main alliances. Their revenues during this period have increased 62%, while profits are up 1,076%. Overall, the industry will see profits of \$750B in 2022.

Other issues also affected the supply chain, including a strike at CN, rail blockades, two work stoppages in the Port of Montreal, fires and floods in BC and border blockades.

Other changes affecting the industry have included a move to “just-in-case” rather than “just-in-time”. The pandemic also highlighted other supply chain deficiencies; North American railways are, effectively, a duopoly, with only six lines serving the whole continent. Precision Scheduled Railroading (PSR) has reduced costs, but also service. CN’s revenue was up 5% but equipment velocity was down 12% in 2021. In Mr. Carey’s view, this runs counter to their common carrier obligations.

The Canadian supply chain “needs fixing”. Labour shortages need to be addressed, and investments need to be made in infrastructure such as ports. We also need better data and more transparency. Mr. Carey applauded initiatives such as the National Supply Chain Task Force. He called for a Service Contingency Plan Initiative, and urged that a Five Eyes of Ocean Shipping be established and the Shipping Conferences Exemption Act be abolished.

Guillaume Brossard, Montreal Port Authority

The Port of Montreal is a very urban port, with 26 km of docks and not much room to grow. It operates 100 km of rail, connecting with both CN and CP. It is the second largest container port in the country, after Vancouver. It has capacity to handle 2.1 million TEUs. Containers comprise 42% of the port’s tonnage and \$100 million in cargo value. The port also generates 120,000 jobs in the Montreal region.

It operates sustainably; all cranes are electric. It has worked tirelessly to reduce container dwell and truck wait times. On average, they only wait 25 minutes to load, with a 45-minute turnaround.

Montreal serves a market of 110 million people within a 48-hour drive; 40 million within one day. It has eight international services, which service either directly or via transshipment in Europe or the Caribbean (Freeport).

Montreal is also a “destination” port. All cargo is discharged and ships are then loaded to their full St Lawrence River draft limit. The port’s cargo mix is almost fully balanced, at 52% import and 48% export. Its market is very diversified, with Europe at 35%, the Mediterranean at 21% and Asia at 27%. A new direct call from Asia will be inaugurated in the coming weeks. Unlike other Norther American ports, the port has not experienced any ships waiting to dock.

To address looming capacity issues, the port is pursuing the development of a terminal at Contrecoeur, about 50 km downstream from the main port. This will be a \$1B terminal with capacity of 1.15 million TEUs. Construction is to start in 2023, to be operational in 2026. Financing is being provided by the government of Quebec (\$55 million) and the Canadian Infrastructure Bank (\$300 million) and other sources yet to be determined.

Kevin Caron, Airports Council International

Mr. Caron discussed Airports and the Global Supply Chain. He pointed out that Montreal is a world capital of civil aviation, with the International Civil Aviation Organization (ICAO), a UN organization, being headquartered there.

Aviation was severely impact by the Covid-19 pandemic. The industry handled 9.1 billion passengers in 2019 and only 3.6 billion in 2020. “Shutting down is easy, starting up is very difficult”.

Until the pandemic, 40% of air cargo was carried in passenger aircraft; it is now 77%.

In terms of an industry outlook, on a negative note it is dealing with inflation, rising interest rates, geopolitical issues, labour market bottlenecks. On a positive note, there is a lot of pent-up demand, consumers have a lot of accumulated savings, over 70% of the population is vaccinated and international restrictions are being lifted.

Future opportunities lie in the high value / time sensitive cargo sector, as well as emergency aid. The industry will likely have to deal with ongoing staff shortages, however.

Girish Nair, CN

CN operates a “Y” shaped network connecting three coasts, with 30,000 km of track.

Some of the ports that it serves, notably Vancouver, are still dealing with congestion issues. Vancouver also experienced to effects of major fires and floods in the past year. Contracts for dockside Labour on the west coast expire on July 1 and this is causing some anxiety.

In terms of the overall market, there is still lots of demand, but also lots of inventory on hand. A lot of volume came too late in the season. In Toronto, for instance, there are 4,000 containers on the ground, average dwell times have spiked, warehouses are full and there is a 20% driver shortage.

Looking to the future, Mr. Nair suggested Canada needs more port capacity and to get it built needs a better “public private partnership”, and spirit of cooperation. The new intermodal terminal in Milton, ON is still 7-8 years from completion, while Brampton produces 56,000 ft. of rail per day – the same as Deltaport.

Mr. Nair also thinks we will begin to see “near-shoring” or “re-shoring” as a response to recent supply chain issues. In the future, sustainability, with electric trucks and locomotives will be important. He does not think ocean rates will drop with new capacity being introduced as scrapping of older tonnage and slow steaming will reduce capacity.

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Bison Transport Debate 2022

Report by Mark Hemmes

This year's conference marked a return to the popular Bison Transport Reception & Debate after a three-year hiatus due to the pandemic. The debate proposition was *"This House Resolves That Mobility is a Service Best Provided by the Commercial Sector"*. Incumbents Chris Bachmann and Joel Carlson were against the proposition and challenged by Trevor Hanson and Garland Chow who were in support. The positions of each debating team were determined by a coin toss the eve of the debate, rather than individual beliefs. As is tradition, the debate was moderated by Barry Prentice, and Bill Denning stepped in as timer.



Trevor began his support of the proposition stressing that mobility was a right to be granted to all. His impassioned approach to the topic, worthy of a preacher or politician, stressed that leaving the provision of mobility service solely by public or government would not serve the public with the service needed but should rather be provided through the commercial sector with guidance and assistance by Governments.

Countering Trevor's position, Joel stated that mobility is a service too often provided by the commercial sector and provided examples of how having the commercial/ private sector involved has not led to positive outcomes. Examples included the developing world safety and access are continuing issues hindering mobility and Britain's experience of privatizing the rail network which resulted in accident and derailments and led to the reestablishment of a government operated system. He concluded with the question of who benefits most by commercial involvement in the provision of mobility services, quoting from a paper written by Prof. Trevor Hanson: "Older adults often turn to friends and family for rides before formal alternatives. Car based volunteer programs have demonstrated potential to address the gaps between transportation services and personal automobiles in rural and low-density areas". Joel concluded by asking Prof. Hanson why he believes that if commercial means are the best solution, why does this gap exist?

Garland responded to the Joel's comments reinforcing the position that mobility has two suppliers: The actual suppliers of the service and those that supply the equipment and information. The question is then who provides the service itself, in consideration of who provides the actual physical access to the service – public supported or privately held? It must be done in a manner that provides speed, safety, and reliability. He contends that the private/ commercial sector is best placed to accomplish that as a publicly provided service has the risk of becoming a monopoly and will not be as efficient or effective due to the barrier of market entry. A publicly operated service will stifle innovation and increased integration.



Chris began his rebuttal pointing to the definition of the question and asking what is the commercial sector best known for? His answer is market failure. He contends that market failure is when a market fails to upkeep its resources adequately and asking what can you do about that? You can regulate or educate but mostly it is answered through public provision as is done with policing, healthcare, and infrastructure. The commercial sector is less focused on provision of service and more on their return on investment. He added that we need to have the public sector do transportation planning. He asked if the commercial sector will concern themselves with reaching out to the vulnerable parts of the population such as seniors and immigrants. He closed by referencing the days earlier plenary discussions that pointed to the failures of the commercial marine and rail systems during and after the pandemic.



When the audience voted, the result favoured the challengers and their support of the resolution. Winning by one vote was Trevor Hanson and Garland Chow who took possession of the Bison Transport trophy.

As always, good fun was had by all.



CTRF Conference Plenary Urban Mobility in the Post-COVID Era Report by Lawrence McKeown

The second conference plenary, on June 14th, focussed on Urban Mobility in the Post-COVID Era. Moderated seamlessly by Polytechnique Montréal engineering Professor Catherine Morency the panel featured speakers representing different but related facets of urban mobility. The common message of all panelists is that urban travel behaviour has been disrupted by the impact of COVID-19 and will no longer resemble pre-pandemic patterns for a variety of reasons. And of course, each had an underlying perspective reflecting interests of their specific organization.

The first speaker – **Marco D'Angelo, President & CEO of the Canadian Urban Transit Association** – outlined the stark impact COVID-19 had on transit ridership while noting that service levels had to remain intact to move essential workers. Since farebox revenues account for roughly half of industry operating revenues, \$4.6 billion in federal-provincial financing was needed to bridge transit until the economy re-opened, only to face new challenges. With health concerns still top-of-mind, many choice riders have switched to personal modes, even private vehicles despite soaring gasoline prices.

Recovery has been uneven as transit agencies catering to captive riders recovered more of pre-pandemic ridership while a challenge remains for agencies serving choice riders having some work flexibility. Mr. D'Angelo also noted that the flatter peaks and altered travel patterns that emerged may require more integrated and on-demand service. However, most current investment seems to be in fixed-route rapid transit serving suburban to central areas during the peak. And Ontario is removing road tolls and constructing highways as the answer to traffic congestion and housing availability!

Next was **Chris Harding from the Autorité régionale de transport métropolitain (ARTM)**, responsible for managing and integrating road and public transport in Greater Montréal. Mr. Harding outlined impacts of COVID-19 and pointed to signs of recovery into the fall of 2021, before Omicron emerged. Using a variety of data, he noted a large 29% increase in foot traffic downtown as well as lower travel volumes when a curfew was imposed by the provincial government. Some patterns were masked by a lack of transit data because of rear door boarding with no tapping during the initial waves.

Mr. Harding provided local examples of trends earlier pointed to by Mr. D'Angelo, such as a reduction in peaking and fewer choice riders taking longer transit trips from suburbs, compared to areas where workers had fewer options to work from home. In Montréal, it appears a bifurcation is occurring with central areas increasing foot traffic, building bike lanes and using more transit while some suburban areas threaten a return to auto-dependency. Even with the data limited to the pre-Omicron period, this seems to provide glimpses of the emerging "new normal" for Montréal urban travel patterns.

The third speaker, **Emily Gates, is Head of Service for Transit**, a company that provides a trip planning App. Available in over 300 urban areas; it has been described as the Expedia of urban trip planning focusing on sustainable modes. Based on some work with the American Public Transit Association, Ms. Gates also noted that the pandemic has flattened travel peaks. With urban travel, COVID-19 has also spurred innovation as well as shifted options with transit service needing to provide more on-demand options for first and last mile as home-based central city work trips appear to be waning.

Real time data from the Transit App users can feed into continuous service adjustments while crowd-sourcing intercept surveys can assess on-board experiences and preferences. This may represent part of a more integrated and on-demand option that Mr. D'Angelo cited earlier in the session. And with respect to the previous evening's Bison Transport Debate on who is best able to provide mobility, this App exemplifies the middle ground of private sector innovation to better use public sector infrastructure.

The final speaker was **Marco Viviani, a Vice-president with Communauto**, a carsharing company with 4,000 vehicles operating in 16 cities. Mr. Viviani suggested carsharing is a mobility option aimed at serving the trade-off between distance and flexibility. With a penetration rate of 7% of all Montréal households, rising to almost one-fifth downtown, it offers two types of services: 1) Two-way reservations and 2) Free floating. While uptake paused during the pandemic, prospects could brighten with new vehicle shortages and higher priced rentals. While this service does not reduce the volume or impacts of urban travel, it certainly indicates changing travel options and consumer behaviour.

The panel speakers spawned an interesting question and answer session on topics ranging from the role of taxis and ridesharing to the need for pricing disincentives to prevent a return of auto-dependency. The only consensus seemed to be that more data and research on these emerging mobility trends are needed.



CTRF 2022 Annual Conference Technical Tours **Report by Joseph Schulman**

As part of this year's conference, Tuesday afternoon was devoted to tours of some of Montreal's major transportation operations. Delegates had the opportunity to choose one of three tours: the Port of Montreal, the CN Taschereau intermodal terminal, and the Ray-Mont Logistics Montreal transload terminal.

Port of Montreal: The tour was led by Port's Director, Growth and Commercial Relations. The tour focused on the port's intermodal operations, including a tour of the Cast Terminal, the port's largest container terminal (800,000 TEU handling capacity). Because of the port's inland location, it is a destination port, and is served by the world's largest shipping lines. The port is also unique in North America in that it operates, within the port, its own 100 km on-dock rail network which is connected to both of Canada's national rail networks. Rail convoys (120 rail car capacity) are assembled near the ships and then sent to the interchange zone where they are hitched to CN and CP locomotives.

Ray-Mont Logistics: Ray-Mont provided us with a very interesting tour of their Montreal transload terminal. Led by the Terminal Manager, the CTRF group was allowed to view first-hand, the transloading of bulk commodities (mainly agricultural products). This involves the transfer of product from covered hopper rail cars (e.g., grain from Western Canada) and truck (e.g., pulses from Quebec and Ontario) into containers for export via the Port of Montreal. The terminal also serves as a major off-site terminal for the storage of empty containers until required by the container lines calling at the Port of Montreal.

CN Taschereau Intermodal Terminal: Led by the Senior Terminal Manager and Terminal Manager, CN provided an informative tour of the intermodal operations at the Tashchereau Yard, a sprawling yard which also performs locomotive maintenance, freight marshalling, automobile storage, and other activities. The visit included a briefing in the administration building followed by a tour allowing delegates to view the intermodal operations. Typical intermodal train lengths serviced are between 10,000 ft and 12,000 ft. The intermodal tracks are comprised of 'service tracks' and 'pad tracks', the latter used for loading/unloading containers in proximity to the truck staging areas. Trucks access the site by a service road contained entirely on the CN property. An automated gate system is used to receive truckers. Most of the containers handled originate in or are destined to overseas markets.



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***Conference Paper Winners
2022 CTRF Annual Conference***

The Ron Rice Award for the Best Conference Paper

Terence Dimatulac, Hanna Maoh, and Rupp Carriveau
*An Archetypal Network Model for Identifying Potential Charging Locations for
Long-Haul Electric Trucks in Ontario, Canada*

First Runner-up Paper

Valeriya Mordvinova
Canadian Aviation amid the COVID-19 Pandemic

Second Runner-up Paper

Hamed Ali Zadeh, Catherine Morency, and Martin Trépanier
Mode Competitiveness Analysis of Interregional Corridors in Province of Quebec

Transportation Events

**Australasian Transport Research Forum
September 28-30, 2022
Tonsley Campus, Flinders University
Adelaide, Australia
[Conference Website](#)**

**TAC Conference & Exhibition
October 2-5, 2022
Edmonton, Alberta
<https://www.tac-atc.ca/en/conference>**

**Canadian Transportation Research Forum
May 7-10, 2023
Hyatt Regency Toronto
Toronto, Ontario
[Conference Website](#)**

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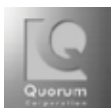


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