

# FORUMation

## Canadian Transportation Research Forum 59th Annual Conference “Mobilizing Transportation Research in Canada” Kelowna, BC

Mark your calendars: CTRF’s 59th Annual Conference will be held in Kelowna for the first time from May 12-15, 2024. The conference will be hosted by **UBC’s Integrated Transportation Research (UiTR) laboratory**, a hub for innovative transportation modelling and climate action research.

This year’s conference theme “**Mobilizing Transportation Research in Canada**” reflects our vision for a strengthened, cross-Canada transportation research agenda in all transportation modes and sectors. We will be inviting research papers and presentations, and hosting meetings to help understand transportation research needs in Canada and foster additional dialogue. This is your opportunity to tell transportation colleagues across Canada where you think more research is needed for a transportation system that better serves Canadians, and how we can collaborate to get there.

We are positioning CTRF to be THE forum for advancing transportation research in all modes and throughout Canada. Join us! Bring colleagues and family – just be sure to be part of the CTRF evolution.

Submit your suggestions for plenary session topics to our Conference Planning Team:

Anna Robak, VP Program at [anna.robak@wsp.com](mailto:anna.robak@wsp.com)

Mahmudur Fatmi, VP Meetings at [mahmudur.fatmi@ubc.ca](mailto:mahmudur.fatmi@ubc.ca)

More details forthcoming in future editions of Forumation

*Welcome to Kelowna, Canada’s  
fastest growing city!*

Kelowna is located in the Okanagan Valley – the fastest growing city in Canada. It is home to UBC’s Okanagan campus and Okanagan college. Kettle Valley Steam Railway - a heritage railway is also in the Okanagan. Kelowna is home to the only desert region in all of Canada, and there is a plethora of warm weather activities to explore. Kelowna has over 40 wineries, 19 golf courses and 304 sunny days a year. The perfect destination for next year’s conference.

Find out more at: [Kelowna, BC](#)



*Hotel Eldorado*

# FORUMation

## **Groupe de recherches sur les transports au Canada 59e conférence annuelle Mobiliser la recherche sur les transports au Canada Kelowna (C.-B.)**

Marquez vos calendriers : La 59e conférence annuelle du GRTC se tiendra pour la première fois à Kelowna du 12 au 15 mai 2024. La conférence sera organisée par le laboratoire de recherche intégré sur les transports (UiTR) de l'UBC, un centre de modélisation novateur des transports et de recherche sur l'action climatique.

Le thème de la conférence de cette année, « **Mobiliser la recherche sur les transports au Canada** », reflète notre vision d'un programme de recherche sur les transports renforcé et pancanadien dans tous les modes et secteurs de transport. Nous solliciterons des documents de recherche et des présentations, et organiserons des réunions pour aider à comprendre les besoins en matière de recherche sur les transports au Canada et favoriser un dialogue plus approfondi. C'est l'occasion pour vous de dire à vos collègues du secteur des transports partout au Canada où vous pensez que davantage de recherche est nécessaire pour un système de transport qui sert mieux la population canadienne, et comment nous pouvons collaborer pour y arriver.

Nous faisons en sorte que le GRTC devienne LE groupe pour l'avancement de la recherche sur les transports dans tous les modes de transport et dans tout le Canada. Joignez-vous à nous! Amenez vos collègues et votre famille - assurez-vous de faire partie de l'évolution du GRTC.

Soumettez vos suggestions de sujets de séances plénières à notre équipe chargée de l'organisation de la conférence :

Anna Robak, vice-présidente, Programmes : [anna.robak@wsp.com](mailto:anna.robak@wsp.com)  
Mahmudur Fatmi, vice-président, Réunions : [mahmudur.fatmi@ubc.ca](mailto:mahmudur.fatmi@ubc.ca)

Plus de détails dans les prochains numéros de Forumation

*Bienvenue à Kelowna, la ville canadienne qui connaît la croissance la plus rapide!*

Kelowna est située dans la vallée de l'Okanagan et est la ville qui connaît la plus forte croissance au Canada. Elle accueille le campus Okanagan de l'UBC et le Collège Okanagan. Le Kettle Valley Steam Railway - un chemin de fer patrimonial - se trouve également dans l'Okanagan. Kelowna est la seule région désertique de tout le Canada, et il y a une multitude d'activités à pratiquer par temps chaud. Kelowna compte plus de 40 vignobles, 19 terrains de golf et 304 journées ensoleillées par année. Il s'agit de la destination idéale pour la conférence de ***l'année prochaine***.

**Pour en savoir plus, consultez le site : *Kelowna, BC (en anglais seulement)***



*Hotel Eldorado*

## President's Message



**I am delighted to join you as the new President of the Canadian Transportation Research Forum.** It is an honour for me to continue in the steps of former presidents from New Brunswick, including Albert Stevens (1980-81), Eric Hildebrand (2001-02), and Doug Johnson (2009-11) who have served as mentors for me as I progressed in my career. Transportation research has been near and dear to me since my undergraduate days now over 20 years ago. It is now something I do on a daily basis as a Professor of Civil Engineering at the University of New Brunswick and coordinator of the UNB Transportation Group. I wish to thank Steve Pratte, now Past President, for his leadership over the last two years. It is because of him, and our dedicated team, that CTRF was able to “keep the doors open and lights on” during a time of considerable upheaval precipitated by the COVID-19 pandemic. We also want to thank you, our members, supporters and sponsors, for sticking with us during this time.

As we have emerged from that time of uncertainty, it has allowed us to catch our breath as an organization, while also taking stock of where we are and where we are going.

**The bottom line is that Canada needs a national forum for transportation research more than ever,** an organization that brings together the many different voices from the many different sectors that have a role to play in transportation research. **CTRF needs to be seen as that forum.**

When I look at the transportation research landscape in Canada, I am impressed by the many organizations (a number of which I am also a member of) that profile transportation research. But it also strikes me that there is not a single organization that is documenting the transportation research needs that may be unique to Canada, and doing so across multiple modes, multiple sectors, and multiple disciplines. Having served on a Transportation Research Board Standing Committee for several years, I see the value of a forum where researchers, practitioners, public and private sectors and others invested in the transportation system come together to document research needs in a committee format. This can provide a catalyst for action. But we need to be clear to others (as well as ourselves) on what makes CTRF different from other transportation organizations. To me, it is the potential to be a “big tent” where participation helps every individual and organization achieve their personal and professional goals fostered by transportation research.

It is my goal as President to see CTRF become the preeminent organization in Canada for fostering multimodal/multisectoral transportation research dialogue and showcasing innovative and thought-provoking research. My hope is that this is something that happens throughout the year culminating in in-person meetings at our annual conference. I was incredibly impressed by the recent conference (and thank you to the local organizing committee!) where I felt the panel sessions were very effective in presenting the types of opportunities and challenges facing different sectors (such as air and rail), and it struck me that we needed more of that dialogue, and sustained dialogue. It left me with questions like: Where is research most needed? Are there gaps in research funding programs in Canada that are limiting progress? Are we doing enough to connect researchers, practitioners, policy makers and shippers? Similarly, I was equally impressed with the research papers that were presented. The number of researchers (and students!) choosing to showcase their work at CTRF is a testament to the forum and encouraging atmosphere. It also struck me that there are likely many other researchers in universities, private companies, governments, who have some innovative stories to tell. How can we encourage more people to share their research stories with us?

After a few years of operating in survival mode, I can already tell that our new Board is motivated to seek ways to see CTRF thrive, strengthen and build partnerships, foster connections, and be the focal point for advancing Canadian transportation research. But we need your help. We want you to be part of this journey. We will be coming up with new ideas and will need your participation. We will need your in-kind and financial support. We will need your energy and enthusiasm...and your patience...as we all work to make CTRF the organization we know that Canada needs.

Sincerely,  
Trevor Hanson

## Message du président



Je suis heureux de me joindre à vous à titre de nouveau président du Groupe de recherches sur les transports au Canada (GRTC). C'est un honneur pour moi de suivre les traces des anciens présidents du Groupe au Nouveau-Brunswick, notamment Albert Stevens (1980-81), Eric Hildebrand (2001-02) et Doug Johnson (2009-11), qui m'ont servi de mentors tout au long de ma carrière. La recherche sur les transports me tient à cœur depuis mes études de premier cycle, il y a maintenant plus de 20 ans. C'est maintenant quelque chose que je fais quotidiennement en tant que professeur de génie civil à l'Université du Nouveau-Brunswick et coordonnateur du groupe des transports de l'UNB. Je tiens à remercier Steve Pratte, aujourd'hui président sortant, pour le leadership dont il a fait preuve au cours des deux dernières années. C'est grâce à lui et à notre équipe dévouée que la GRTC a pu survivre pendant une période marquée par de grands bouleversements précipités par la pandémie de COVID-19. Nous tenons également à vous remercier, vous, nos membres, nos supporters et nos commanditaires, d'être restés à nos côtés pendant ce temps.

Cette période d'incertitude nous a permis de reprendre notre souffle en tant qu'organisation, tout en faisant le point sur notre situation et nos objectifs.

En bref, le Canada a plus que jamais besoin d'un groupe national pour la recherche sur les transports, soit d'un organisme qui rassemble les différentes voix des différents secteurs qui ont un rôle à jouer dans la recherche sur les transports. Le GRTC doit être considéré comme ce groupe.

Lorsque je regarde le paysage de la recherche sur les transports au Canada, je suis impressionné par les nombreux organismes (certains dont je suis également membre) qui dressent le profil de la recherche sur les transports. Toutefois, je suis également frappé par le fait qu'il n'y a pas un seul organisme qui documente les besoins en recherche sur les transports qui peuvent être uniques au Canada, et ce, pour plusieurs modes de transport, plusieurs secteurs et plusieurs disciplines. Ayant siégé pendant plusieurs années à un comité permanent du Conseil de recherches sur les transports, je vois la valeur d'un groupe où les chercheurs, les professionnels, les membres des secteurs public et privé et d'autres personnes investies dans le système de transport se réunissent pour documenter les besoins en matière de recherche sous la forme d'un comité. Cette démarche peut servir de catalyseur à l'action. Cependant, nous devons expliquer clairement aux autres (ainsi qu'à nous-mêmes) ce qui différencie la GRTC des autres organismes de transport. Pour moi, c'est le potentiel d'être un chapiteau où la participation aide chaque personne et chaque organisme à atteindre ses objectifs personnels et professionnels favorisés par la recherche sur les transports.

En tant que président, mon objectif est de faire du GRTC le principal organisme au Canada pour favoriser le dialogue sur la recherche multimodale et multisectorielle en matière de transport et pour mettre en valeur des travaux de recherche novateurs et qui suscitent la réflexion. J'espère que ce processus se déroulera tout au long de l'année et qu'il aboutira à des réunions en personne lors de notre conférence annuelle. J'ai été incroyablement impressionné par la récente conférence (et je remercie le comité organisateur local) au cours de laquelle j'ai eu l'impression que les séances de discussion étaient très efficaces pour présenter les types d'occasions et de défis auxquels font face les différents secteurs (tels que le transport aérien et le transport ferroviaire), et j'ai été frappé par le fait que nous avons besoin de plus de dialogue, et d'un dialogue soutenu. Je me suis posé des questions telles que les suivantes : Où les besoins en matière de recherche sont-ils les plus importants? Les programmes de financement de la recherche au Canada présentent-ils des lacunes qui limitent les progrès? Faisons-nous assez pour mettre en relation les chercheurs, les professionnels, les responsables des politiques et les expéditeurs? De même, j'ai été impressionné par les documents de recherche qui ont été présentés. Le nombre de chercheurs (et d'étudiants) qui ont choisi de présenter leurs travaux au GRTC témoigne de l'importance du groupe et de l'atmosphère encourageante qui y règne. J'ai également été frappé par le fait qu'il y a probablement beaucoup d'autres chercheurs dans les universités, les entreprises privées et les gouvernements, qui ont des histoires novatrices à raconter. Comment pouvons-nous encourager davantage de personnes à nous faire part de leurs expériences de recherche?

Après quelques années de fonctionnement en « mode survie », je peux déjà dire que notre nouveau conseil d'administration est motivé pour trouver des moyens de voir la GRTC prospérer, renforcer et établir des partenariats, favoriser les relations et devenir le point central de l'avancement de la recherche sur les transports au Canada. Nous avons cependant besoin de votre aide. Nous voulons que vous fassiez partie de la démarche. Nous trouverons de nouvelles idées et nous aurons besoin de votre participation. Nous aurons besoin de votre soutien financier et matériel. Nous aurons besoin de votre énergie et de votre enthousiasme... et de votre patience... alors que nous travaillons à faire du GRTC l'organisme dont nous savons que le Canada a besoin.

Sincèrement,

Trevor Hanson



## ***58th Conference of the CTRF Toronto, Ontario, May 7-10, 2023***

Report by  
Glareh Amirjamshidi  
Adrian Lightstone

The CTRF 58th Annual Conference, under the theme “Getting Back on Course: Transportation and Supply Chains in an Uncertain World”, took place this year over May 7-10 in downtown Toronto at the Hyatt Regency. All told, 115 delegates attended, with everyone excited to continue our tradition of meeting in-person to promote the development of research in transportation and related fields.

### **CTRF 58th Annual Conference Attendance by Delegate Category**

Individual	46
Senior	11
Student	42
One Day Only	12
Companion	4
Total	115

**Program highlights included the two excellent plenary panel sessions featuring experts discussing key issues of the day:**

- **View from the Deck - Great Lakes and Seaway Shipping**, with panelists from the Hamilton Oshawa Port Authority, Association of Canadian Port Authorities, Great Lakes St. Lawrence Governors & Premiers, and St. Lawrence Seaway Management Corporation.
- **Getting Back on Track: Regional and Intercity Rail**, with panelists from Metrolinx, VIA Rail, and ONxpress.



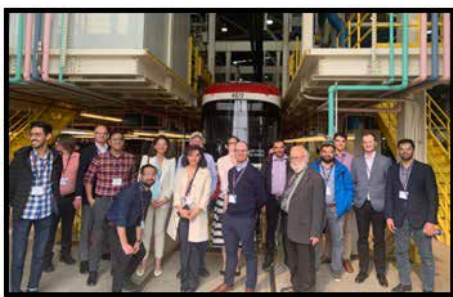
**Other program highlights were our two keynote luncheon speakers:**

- Provincial Minister of Transportation Caroline Mulroney (video) and Greg Malczewski, Director of the System Planning Branch, Ministry of Transportation Ontario
- Monette Pasher, President, Canadian Airports Council



**Keynote Speakers**

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 60 in all, on a wide range of passenger and freight transportation related topics.



**Technical Tour**

This year’s conference also offered delegates the opportunity to choose to take advantage of one of four technical tours offered in the afternoon on Tuesday, May 9. These were site visits to Billy Bishop Toronto City Airport, TTC Leslie Streetcar Barns, Metrolinx Davenport Diamond, and the University Health Network, KITE Research Institute.

Always a highlight, delegates were treated to another entertaining Bison Transport Debate, with the topic this year: “This House Resolves That Sales of Electric Vehicles Should Not Be Subsidized in Canada”. More details to follow.

The Conference Dinner, held at Hyatt Regency, featured the dinner as well as a performance by the University of Toronto faculty of music. The dinner included the award of an Honourary CTRF Life Membership to Don McKnight.

The closing Awards Luncheon included presentation of the annual Best Conference Paper Awards and a preview of next year’s conference to be held in Kelowna in 2024.

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, volunteers who staffed the registration desk, and in particular the Organizing Committee:



- o Glareh Amirjamshidi – VP Meetings
- o Adrian Lightstone – VP Program
- o Vijay Gill – Councillor
- o Bill Denning – Councillor
- o Joseph Monteiro – VP Publications
- o Jim Frost – VP External Support
- o Damien Auger – VP External Affairs
- o Kalinga Jagoda – VP Awards
- o Carole Ann Woudsma – CTRF Secretariat



**2023 Conference Companions**

We look forward to continuing our tradition and your attendance at the CTRF 59th Annual Conference in 2024 to be held in Kelowna.

# 58e conférence du GRTC Toronto (Ontario du 7 au 10 mai 2023)

Rapport par  
Glareh Amirjamshidi  
Adrian Lightstone

La 58e conférence annuelle du GRTC, sous le thème « Se remettre sur les rails : le transport et les chaînes d’approvisionnement dans un monde plein d’incertitudes », s’est déroulée cette année du 7 au 10 mai à l’hôtel Hyatt Regency situé au centre-ville de Toronto. Au total, 115 délégués y ont participé, tous ravis de poursuivre notre tradition et de se réunir en personne pour promouvoir le développement de la recherche dans le domaine des transports et les domaines connexes.

## Participation à la 58e conférence annuelle du GRTC par catégorie de délégués

Personnes seules	46
Experts	11
Étudiants	42
Un jour seulement	12
Personne accompagnatrice	4
Total	115

Parmi les points saillants du programme, citons les deux excellentes séances plénières au cours desquelles des experts ont discuté des questions importantes de l’heure :

- **Vue du pont : Transport maritime sur les Grands Lacs et la Voie maritime**, avec des intervenants de l’Administration portuaire de Hamilton Oshawa, de l’Association des administrations portuaires canadiennes, des gouverneurs et premiers ministres des Grands Lacs et du Saint-Laurent et de la Corporation de gestion de la Voie maritime du Saint-Laurent.
- **Se remettre sur les rails : le réseau ferroviaire régional et interurbain**, avec des intervenants de Metrolinx, VIA Rail et ONxpress.

D’autres points forts du programme ont été les deux orateurs principaux du midi :

- Caroline Mulroney, ministre provinciale des transports (vidéo) et Greg Malczewski, directeur de la Direction de la planification du système, ministère des Transports de l’Ontario
- Monette Pasher, présidente, Conseil des aéroports du Canada



Au cœur de la mission du GRTC, en tant qu'organisation professionnelle de niveau national dédiée au développement, à la promotion et à l'échange de recherches sur les transports, a été présenté, pendant deux jours et demi, le programme complet habituel de documents de recherche, une soixantaine en tout, portant sur un large éventail de sujets liés au transport de passagers et de marchandises.



Technical Tour

La conférence de cette année a également offert aux délégués la possibilité de participer à l'une des quatre visites techniques proposées dans l'après-midi du mardi 9 mai. Il s'agissait de visites de l'Aéroport Billy Bishop de Toronto, des hangars du tramway Leslie de la TTC, du projet Davenport Diamond de Metrolinx et du KITE Research Institute de l'University Health Network.

Toujours un élément marquant, le débat de Bison Transport, dont le thème cette année était : « Cette assemblée décide que les ventes de véhicules électriques ne devraient pas être subventionnées au Canada », a été une fois de plus très animé cette année. Plus de détails à venir.

Le souper dans le cadre de la conférence, qui a eu lieu à l'hôtel Hyatt Regency, a été l'occasion de présenter une prestation de la faculté de musique de l'Université de Toronto. Au cours de ce repas, Don McKnight s'est vu décerner le titre de membre honoraire à vie du GRTC.

Le dîner de clôture a permis de remettre les prix annuels du meilleur article de la conférence et de donner un aperçu de la conférence de l'année prochaine qui se tiendra à Kelowna.

Il convient de remercier les nombreuses personnes qui ont contribué à la réussite de la conférence, notamment les délégués, les auteurs, les orateurs principaux, les modérateurs, les intervenants, les présentateurs, les présidents de séance, les participants aux débats, les commanditaires, les bénévoles qui ont assuré le service d'inscription et, plus particulièrement, le comité d'organisation :



- o Glareh Amirjamshidi, vice-présidente, Réunions
- o Adrian Lightstone, vice-président, Programmes
- o Vijay Gill, conseiller
- o Bill Denning, conseiller
- o Joseph Monteiro, vice-président, Publications
- o Jim Frost, vice-président, Soutien externe
- o Damien Auger, vice-président, Affaires extérieures
- o Kalinga Jagoda, vice-président, Prix
- o Carole Ann Woudsma, Secrétariat du GRTC



Personnes accompagnatrices en 2023

Nous avons hâte de poursuivre notre tradition et de vous voir en 2024 lors de la 59e conférence annuelle du GRTC à Kelowna.



# Plenary 1 — View from the Deck — Great Lakes and Seaway Shipping

Report by Robin Lindsey

Moderator: James Frost, MariNova Consulting Ltd.

## John Schmidt, Program Manager, Great Lakes and St. Lawrence Governors and Premiers

The Conference of Great Lakes and St. Lawrence Governors and Premiers is an intergovernmental organization comprising Ontario, Québec and eight US states. In his presentation, John Schmidt described the composition of the Conference, its mandate and its activities. The region encompasses 100 million people, over 100 ports and a US \$6 trillion economy. The Conference has an Advisory Committee comprising industry, government and other stakeholders. The main goals of the Conference are to support the region's industrial core by doubling maritime trade while reducing the environmental impact of shipping by making the Seaway a green corridor.

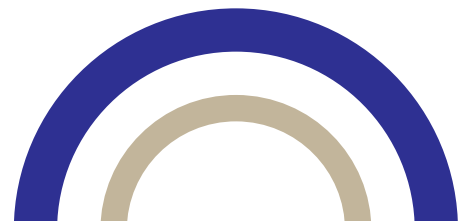
The Conference has been involved in a number of major projects and initiatives. A regional maritime initiative was launched in 2013, and a regional maritime strategy was initiated 2 years later. Work on an emissions inventory began in 2021 in a partnership with the International Council on Clean Transportation. Emissions are broken out by vessel type (i.e., bulk carriers, chemical tankers, etc.). The Conference is developing a tracking system for cargo by tonnage and value, and metrics to monitor progress such as emissions of CO2 per tonne-km. A project for decarbonization involving biofuel use is in the works, and an electrified ferry will begin service to Toronto Island Airport. Other initiatives include a Smart Ships Coalition involving academics, industry and government. In the longer term, the Conference is planning to develop Marine Autonomous shipping in collaboration with Norway.

## Debbie Murray, Senior Director, Policy and Regulatory Affairs, Association of Canadian Port Authorities

In her presentation, Debbie Murray described trends and issues in Canadian maritime transportation from the perspective of Canadian Port Authorities (CPAs). The Association of CPAs was established in 1958. CPAs are quasi-independent entities governed by the Canada Marine Act with the federal government as the sole shareholder. CPAs deal with a number of pressing challenges including environmental regulation, decarbonization, development of new fuels, digitalization, supply chain disruptions and inclusion of First Nations and communities.

Maritime shipping is responsible for three percent of global emissions; a fraction that is expected to increase if no action is taken. Initiatives to reduce emissions include the introduction of hydrogen, LNG and eventually ammonia as fuels. "Windships" are envisaged that are powered by hybrid diesel electric and sail power, and possibly operated autonomously. All CPAs are members of a Green Marine Alliance that is aiming to reduce the footprint of ports by sharing best practices, adopting shore power, and certifying green ships, ports and terminals. As far as supply chain disruptions Canadian ports showed their resilience by maintaining steady throughput during the pandemic.

Ms. Murray concluded her presentation by reviewing the Ports Modernization Review and Bill C-33: Strengthening the Port System and Railway Safety in Canada Act. Bill C-33 aims to ease port congestion by facilitating investment, improve resilience, and provide structure to relationships between ports and Indigenous and local communities. Ms. Murray noted Association concerns about the clarity of the legislation, rules for making Board appointments and potential compliance difficulties for small ports.



## **Ken Carey, Senior manager, Real Estate market Development, St. Lawrence Seaway Management Corporation**

Ken Carey described the operations and goals of the St. Lawrence Seaway Management Corporation. The SLSMC is a not-for-profit corporation responsible for movement of marine traffic through the Seaway in partnership with its US counterpart: the Great Lakes St. Lawrence Seaway Development Corporation. The Great Lakes/Seaway System serves 150 million people. It transports a wide variety of freight including grain, iron ore, coal, salt (for roads), limestone, liquid bulk, general cargo and project cargo (e.g., windmills). In 2022, it moved a total of 36.3 million tonnes of freight.

The Seaway attracts business by offering a cost competitive, fluid and transparent supply chain, safe and reliable infrastructure with room for expansion, and dependable vessel availability. Ports along the Seaway engage in cooperation (i.e., a mix of competition and cooperation). The Seaway itself also competes and cooperates with rail and trucking, and it competes for traffic with the Mississippi River system. The SLSMC acts as a catalyst in bringing ports and shippers together although it does not participate in actual negotiations.

The SLSMC has been expanding business in various directions. In 2019, it completed deployment of Hands Free Mooring technology which increased the number of vessels that can use the Seaway from 800 to 8,000. It is seeking to diversify business away from bulk and toward container shipping. A cruise ship service is now thriving on the Great Lakes. HoverLink Ontario is planning to transport passengers across Lake Ontario from Niagara to Toronto by hovercraft. Service is scheduled to begin in summer 2024. The SLSMC also owns revenue-generating property with many tenants.

## **Gina Delle Rose-Ash, Supply Chain & Strategic Innovation Lead, Hamilton Oshawa Port Authority**

Gina Delle Rose-Ash described operations of the Hamilton Oshawa Port Authority (HOPA). HOPA was created in 2019 by a merger of the Hamilton Port Authority and the Oshawa Port Authority. HOPA's mandate is to facilitate trade and support Canadian industry by providing industrial space and efficient transportation connections. It handles annually 10 million tonnes of steel, bulk, grain and other agricultural products. The port covers 1000 acres of land and hosts 140 tenant companies. Infrastructure is funded from four grants. Environmental initiatives include electric vehicle charging, solar installations, energy efficiency upgrades and LNG bunkering in Hamilton Port.

HOPA optimizes its supply chain operations by combining internal data optimization and external data analysis in a partnership with McMaster University. It has pursued shortsea shipping on the Great Lakes, piloting service between Hamilton and Montreal, and feeder service between Montreal and Hamilton although the latter was suspended due to delays in getting approval. HOPA has also studied the possibility of replacing truck transportation between Toronto and five mid-west US cities with shipping; a shift that would help to reduce traffic congestion along the land routes. In conclusion, Ms. Rose-Ash noted that Canadian ports would benefit from greater financial flexibility, better data on cargo flows and opportunities, and regulatory support.

The plenary session concluded with a brief Q&A period.

### **Contact Information**

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**[info@ctrf.ca](mailto:info@ctrf.ca)**

*Honourable Caroline Mulroney, Minister of Transportation, Province of Ontario*

*Mr. Greg Malczewski, Director, System Planning Branch, Ministry of Transportation of Ontario*

### Report by Steve Pratte

The Monday luncheon address gave conference attendees an opportunity to hear from two transportation officials representing the Government of Ontario. As a national organization with an annual event that is convened in different provinces each year, the CTRF attempts to provide a platform for executive leadership or senior officials from the host jurisdiction's department of transportation to address the conference to provide insight and perspective into the current state of affairs within their portfolio.

The session began with a 10-minute virtual message by the **Honourable Caroline Mulroney, Minister of Transportation, Province of Ontario**. The Minister highlighted the province's capital plan and noted that three of the four major priority transit projects had begun, with the fourth to commence tunneling in 2024. The Minister noted that the government continues to address the infrastructure deficit in the province and is attempting to reduce the burden of red tape to facilitate investment and construction in a more expeditious and timely manner. The Minister described how new and novel approaches were being used for contacting and procurement, particularly around complex transit projects to increase the speed at which projects can be delivered, a result of the 2020 Building Transit Faster Act. The projected population growth of the province was noted and that the government's ten-year \$70 billion commitment for transit projects would help to facilitate the future mobility of residents.

This was followed by a comprehensive presentation by **Mr. Greg Malczewski, Director, System Planning Branch, Ministry of Transportation of Ontario**, titled: "Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe". For close to thirty minutes, Mr. Malczewski explained the development of this comprehensive transportation plan for the region. Driven by the forecast that by 2051 that the area's population will grow from 10 to 15 million residents, this initiative established a long-term vision which was then supported by technical input leading to the identification of over 600 potential projects. This list was evaluated by a comprehensive set of metrics, developed in consultation with the public and technical experts, leading to the preparation of the long-range plan, that was released in 2022. The 2051 vision for mobility has four pillars: fighting gridlock and improving road performance, getting people moving on a connected transit system, supporting a more sustainable and resilient region and efficiently moving goods. Mr. Malczewski provided an insightful and comprehensive overview of the plan from the perspective of MTO and finished the session by answering several questions from conference attendees.



# Bison Transport Debate 2023

## Report by Joel Carlson

The 26th annual **Bison Transport** debate took place at the University of Toronto's Hart House on May 9, 2023. The debate proposition was *"This House Resolves That Sales of Electric Vehicles Should Not Be Subsidized in Canada"*. The incumbents, Trevor Hanson and Anna Robak, argued against the proposition, while the challengers, Vijay Gill and Gord Baldwin, defended it. **In CTRF tradition, a coin toss was used to select the position each team had to defend, so the arguments presented may not represent the personal positions of the individuals involved.**

Vijay Gill started the debate by emphasizing their credibility and addressing likely misconceptions about their stance on climate change. He argued that subsidizing EVs contributes to over-specification of vehicles, leading to increased lithium mining with negative environmental and geopolitical consequences. Vijay also claimed that subsidizing EVs is essentially subsidizing more cars and exacerbating congestion, contradicting the Government of Ontario's plan to invest in public transit.

Trevor Hanson began by highlighting the wealthy ownership of EVs, and asked rhetorically, why he was arguing for his opponents. In response, he proposed a broader definition of EVs to include vehicles like electrified bikes and wheelchairs, arguing that subsidies could promote equity, innovation, and Canada's competitiveness in the global market.

Gord Baldwin presented arguments against subsidizing EVs, stating that investments are already being made in EVs without subsidies, and governments are subsidizing the oil and gas sector. He suggested subsidizing chargers instead of vehicles and expressed concerns about scalability, the cost of replacing batteries, and the allocation of public funds for transit and community transportation.

Anna Robak emphasized the goal of creating net new mobility and enabling those who otherwise couldn't travel. She advocated for infrastructure development, research, and maintenance on roads to support the year-round use of EVs falling under their broader definition (e.g. bikes). Anna also noted that the vehicles in question would require less lithium compared to conventional cars.

During the debate, audience members presented diverse perspectives. Some argued that maintaining subsidies is inevitable if subsidies are introduced, while others supported targeted subsidies and highlighted health benefits associated with electrification. The importance of penalizing gasoline car use and the effectiveness of incentives over penalties were also discussed.

In closing arguments, Trevor highlighted the success of EVs in the market and emphasized that subsidies are about investing in the future and positioning Canada for equity, innovation, and competitiveness in the global market. Vijay reiterated the negative impacts of EV over-specification caused by subsidies.

The debate concluded with a vote, which resulted in a close victory for the challengers, Vijay Gill and Gord Baldwin, with a final count of 25 to 24. They were declared the winners of the 2023 Bison Transport Debate!





**Conference Paper Winners  
2023 CTRF Annual Conference**

**The Ron Rice Award for the Best Conference Paper**

Capt. Alain Richard

*Optimization of the Speed of Merchant Ships in a Context of Instability*

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**First Runner-up Paper**

Ayobami Adewale and Chris Lee

*Effects of Road Geometry on Car-Following Behaviours and Collision Risk of Human-Driven Vehicles and Autonomous Vehicles in a Vehicle Platoon*

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**Second Runner-up Paper**

Md Shahadat Hossain, Mahmudur Fatmi, Annesha Enam

*Modeling Vehicle Type Choice Decisions within an Integrated Urban Transportation Modeling Framework*

**CTRF Scholarship Competition 2023-2024**

***Congratulations to the following students***

**Transport Canada Scholarship in Sustainable Transportation**

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**Transport Canada Scholarship in Sustainable Transportation**

*Kashfia Nokshi - Dalhousie University*

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**Transport Canada Scholarship in Economics, Efficiency and Competitiveness in Transportation**

*Hasan Shahrier - Dalhousie University*

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**Transport Canada Scholarship in Safety and Security**

*Elahe Sherafat - Toronto Metropolitan University*

**Thank you to all scholarship program supporters.**

### **Michael Acosta, Via Rail**

Via's network is 12,500 km, but they only own 3% of the rail lines they use. Pre-pandemic, passenger volumes amounted to 5 million; at one point they had dropped by 95%, but last year were at 1.1 million. They had to lay off staff. In 2022, they experienced "revenge" travel and traffic started to increase again. Their focus now is being relevant. They have bought new train sets for the Quebec City-Montreal-Ottawa-Toronto corridor and are looking forward to the results of the High Frequency Rail (HFR) initiative.

### **Jake Schabas, VP Metrolinx**

Metrolinx plans and operates the regional transportation system in Toronto, which includes 4 LRTs and 4 subway lines. It will undergo \$75 Billion in investment in the next 25 years. Their target is to provide service every 15 minutes, which is considered a "tipping Point" for service. They are transforming from one that has to operate with freight railways to one with double tracks, which will allow them to operate 40% faster and provide 10,000 weekly trips. It will no longer be a commuter service but one that operates "all day, every day".

There will be two stages of GO Train expansion. They will consist of "early and complimentary" which will include station improvements. On corridor works will be electrified on most of the network.

### **Guillame Marbach – ONxpress**

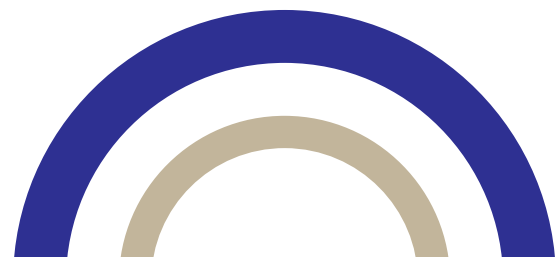
The On-Corridor (OnCorr) Project will bring frequent, all day, two-way rail service to the Greater Toronto and Hamilton Area.

The project includes adding over 200 kilometers of new rail track and electrifying over 600 kilometers of existing track as well as introducing a state-of-the-art electric train fleet.

ONxpress consists of four companies – Aecom, Alstom, PCL and DB E.C.O Group. Civil infrastructure will be provided by Aecon, PCL and WSP/Hatch. The fleet will be provided by Alstom. Operations and maintenance will be customer centric, with a safety first, long term mindset.

Electrification will be a key element. They want people to "love" taking the train.

In the Q&A, the issue of forecasting was raised, and the impact of working from home, as well as leisure and discretionary travel having future impacts.



## Luncheon Address: Tuesday, May 9, 2023

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*Monette Pasher, President & CEO, Association of Canadian Airports*

*Report by Jim Frost*

Ms. Pasher addressed 5 items: 1) pandemic impact; 2) recovery; 3) airport charges; 4) future focus, and 5) summer readiness.

A big issue is airports pay rent to the federal government and there has been no rent relief during or after the pandemic. They have invested \$30B since the divestiture program began and \$6B has been paid back to the federal government. During COVID, 90% of their collective revenue disappeared. They lost \$4.5B in revenue and took on \$3.2B in debt.

The health of Canada's airports affects the country's competitiveness. During the pandemic, US airports received US\$ 40B in aid, while Canadian airports received \$1.4B in support. The result is fee increases i.e. by NavCanada.

In terms of recovery they are seeing seat capacity recovery; some top airports are back to 85% of their pre-pandemic levels, but regional airports are 20% behind this. Some airports are even above 2019 levels already.

Airport charges average less than 12% of the ticket price, while the AIF fees are 5.5%. The ACA would like to see the federal government invest in airport infrastructure to lessen these charges. Otherwise, the consumer can expect these fees to keep increasing, and those increases have averaged 1% per year.

ACA's overall vision is to make travel fun and enjoyable again.

Innovations to be expected include Border Modernization, ArriveCan with advanced declaration and USCBP mobile passport control. The only process that has not been digitalized yet is baggage movement, but this is possible in the future with AI. YVR has created a digital twin and Edmonton has developed a solar farm on site and is working towards creating a hydrogen hub on its property.

In terms of airport policy advancements, they are moving towards data sharing, enhanced CBSA technology processing at the border. New air sector consultations are presently underway.

Headwinds include system-wide debt, which is \$28B; they need \$18B in new investment. Collectively, they would like a lot more system resiliency than they had prior to the pandemic.

The Q&A included a question regarding regional connectivity; some airports lost all of their flights and have not yet regained them. Plus, changes to the competitive landscape are having a big impact on many smaller communities and this is a big concern of the ACA.



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## UPCOMING EVENTS



### **2023 TAC Conference & Exhibition**

September 24-27, 2023

Ottawa, ON

<https://www.tac-atc.ca/en/conference>

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### **Australasian Transport Research Forum 44th Annual Conference**

November 29 – December 1, 2023

Perth, Western Australia

<https://australasiantransportresearchforum.org.au/news/2023-conference-perth/>

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### **Canadian Transportation Research Forum**

59th Annual Conference

May 12 – 15, 2024

Kelowna, BC

[https://ctrf.ca/?page\\_id=9904](https://ctrf.ca/?page_id=9904)