

Transport 2000 Canada **Western Newsletter**



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for Manitoba, Saskatchewan,
Alberta and British Columbia

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This is the email edition of the newsletter. If you want to obtain a hard copy, please advise the editor by email.

We send a hard copy of this newsletter to every federal cabinet member and to members of the House of Commons Transport Committee. We also send copies to the press.

Late News Feb.1.2001: Via Rail has refused a request by the CTA to hold off retro-fitting its controversial new railway cars until it can be determined if they are suitable for disabled passengers. VIA Rail said that the quasi-judicial Canadian Transportation Agency has no power to interfere with its business plans by overseeing the process by which 139 British built cars are brought into service.

If you have any feedback, please write to the editor by email. Thank you.



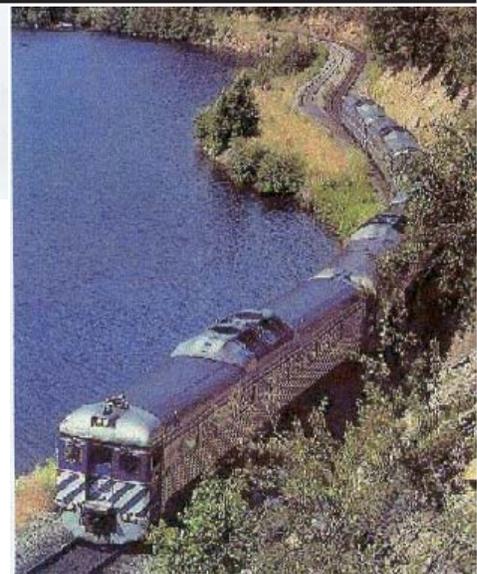
BC Transit in Victoria has bought double-decker buses.



SkyTrain II car, exterior view



SkyTrain II interior view, note the car is more spacious than the SkyTrain I cars.



BC Rail uses Diesel Rail Cars between Vancouver and Prince George. VIA is renovating six RDC's.

New SkyTrain Cars

Bombardier at Burnaby showed its Skytrain II car on January 31, 2001 to the public. Translink will get 60 of the new cars, 20 for the existing line, boosting frequency and capacity and 40 for the new Millennium line. Each new car has a capacity of 130 compared to 80 for the old cars. Doors are wider, and it is possible to walk from one car to another. The cost of each car is \$ 2.75 million.

Diesel Rail Cars, VIA's Cinderellas

In 1990 VIA still had 69 RDC's. It now allocates 7 (4 for the island) and 3 for Sudbury-White River). 13 were renovated and sold to Dallas for the DART commuter system. Many of the remainder are now sitting in the yard of Industrial Rail Services in Moncton NB. IRS will refurbish for any client.

RDC's could be used between Truro-Sydney, to replace the Northlander, Toronto - Kitchener - London and Winnipeg - Thompson (leaving Thompson - Churchill for night service).

The cost per train.km in 1989 was \$ 13.70 for a 3-car RDC train, the cost of a regular corridor train was then \$ 22.16 per train.km. The advantages of a DMU are: Easily reversible, multiple motors give redundancy, hence greater reliability and better acceleration (some say that is even more important than tilt). Note that for automatic signalling, a three car unit would be a minimum. The RDC's performed well after they were refurbished with Cummings engines. They did have problems with the air conditioners. VIA apparently does not like RDC's.

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This issue went to press on January 31 and was mailed February 5, 2001

VIA Buys 139 Nightstar Cars for \$ 125 Million for Improved Services in the Corridor and to the East.

In previous issues photos of the Nightstar equipment have been shown. Here are some interior views. [Via and J.J. Bakker]



Luxury coach with 2 and 1 seating, space for one suitcase under the seat. Overhead space is limited.



Seats are adjustable but one direction. Folding tray is on the back of the seat in front.



Service car take-out window. There is space for several food trolleys for at seat service



Sleeping car compartment for daytime use provides three seats.



Sleeping car nighttime use provides one or two bunks.



Shower, washbasin and retention toilet in luxury sleeping compartment.



Compartment for disabled in the service car. There is also space for a companion.



Bathroom for disabled adjacent to compartment.

Sleeping cars also have four compartments with washbasin and toilet, for a total of ten compartments. Each compartment also has a coffee machine, a clothes valet, intercom system, smoke/fire detector, 3 person bench seat with underseat suitcase storage and lockable doors.



Photograph taken at night, showing the cross-section of the Nightstock car and a standard VIA car. Both the height and width are less than a standard VIA car.



Rigid coupling of two cars. Standard couplers are fitted at the end of a set.

VIA Buys 139 Nightstar Cars for \$ 125 Million (continued).

Some history

In 1990 the idea was conceived to run overnight trains through the channel tunnel. Trains would run from the northern regions of Britain to the continent and from London to Amsterdam, Cologne, Berlin or the Riviera. A consortium of British, French, German, Dutch and Belgian railways was formed to design the cars. The design had to meet European (UIC) and British Rail (BR) regulations as well as safety codes for channel operation. The cars are 23 metres long, capable of running at 200 km/h (125 mph) and have an 85% availability and to run a maximum of 320,000 km (199,625 miles) per year over an operating life of thirty years.

Contract Suspended in 1998

There are several reasons why the contract was suspended by the consortium. Britain has insisted on very strict security procedures for any train going the channel tunnel. Passengers have to pass through metal detectors and have luggage x-rayed. This procedure does not allow for a multi-purpose train which will pick-up and drop-off along the way at a number of stations. Security is at present limited to London (Waterloo), Ashford, Lille International, Paris Nord, Paris Disneyland and Brussels. For trips beyond Paris or Brussels a transfer is required. The same is true for other destinations in Britain.

Other reasons are the deregulation of the airline industry, no rail by-pass around London and the privatization of British Rail into many individual franchises, destroying coordination.

At the time of suspension the fleet status was:

	Sleepers	Coaches	Service Cars
Completed	20	36	8
Started	11	11	2
<u>Not started</u>	<u>41</u>	<u>—</u>	<u>10</u>
Total	72	+ 47	+ 20 = 139

All the "not started" cars have their body shells finished, painted and are fitted with doors and windows.

Reaction in Britain

The British Government paid £ 109 million (= Can\$ 262 million) to Alstom. The British Government will not get any money back because the cars were sold to VIA at £ 60 million (Can \$ 144 million) below the threshold price. VIA paid \$ 125 million but that includes transportation costs across the ocean and finishing the empty shells.

The company described the purchase price as "exceptionally" attractive. The British Rail Passengers Council described the outcome as "scandalous". Its national director said: "Everyone knows the railways are desperately in need of money yet we have lost more than £100 million (= Can\$240 million) on this scheme and have nothing to show for it. Officials at the Department of Environment, Transport and the Regions said that "unfortunately" the sales figure was beneath the required level. They said that Eurostar (Channel tunnel operator) would have become insolvent if the Government had withheld the £109 million in 1998.

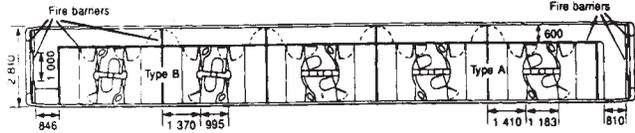
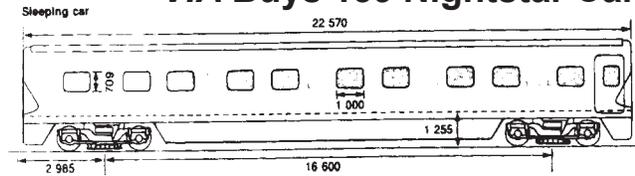
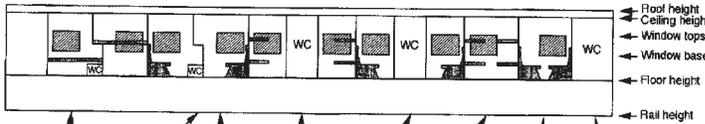
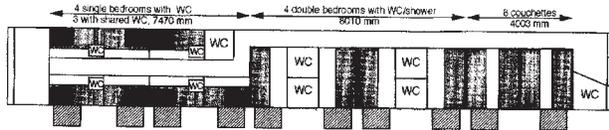
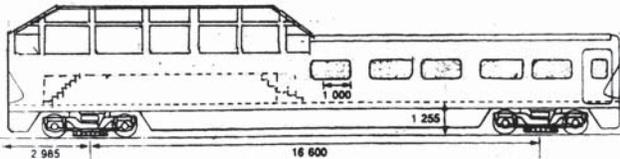


Diagram of Luxury Sleeping Car



- Single rooms 1 with WC set up for night use
- Single rooms 1 with WC set up for day use
- Shared WC & shower opposite side
- with WC & shower rooms set up for night use
- Double rooms with WC & shower set up for day use
- Couchette set up for night use 4 berths
- Couchette set up for day use 6 seats
- Shared WC, (if permitted in crumple zone)

Proposal for Modification of Sleeping Car Shell giving 23 berths, 7 single rooms (3 with WC), 4 double rooms with WC & showers, 4 couchettes. Drawing by David Jeanes.

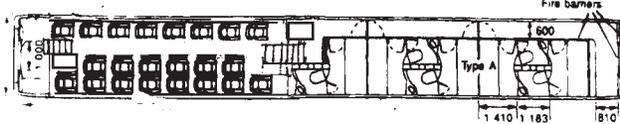


Drawing of Dome car modification, based on Sleeper Shell

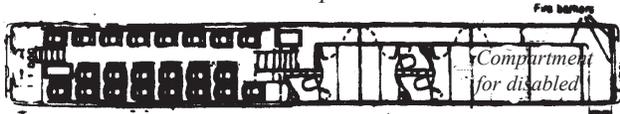


Dome / Diner version.

Dining portion would be adjacent to Service Car.



Dome / Sleeper version



Dome / Sleeper version with compartment for the disabled

Drawings of Dome versions by J. J. Bakker. Small lifts are required adjacent to the steps for food trolleys. Because there is a vestibule at each end, the car can be positioned anywhere in the consist.

VIA Buys 139 Nightstar Cars for \$ 125 Million (continued).

What does \$ 125 million Buy?

The contract is for 139 cars and includes the estimated cost of completion of all cars. All fittings and components are in stock. There is also a provision of 10% spare parts.

Although the cars are 6 inches narrower than present cars, and the cars are shorter, it is still a good buy.

Buffing Strength and Energy Absorption

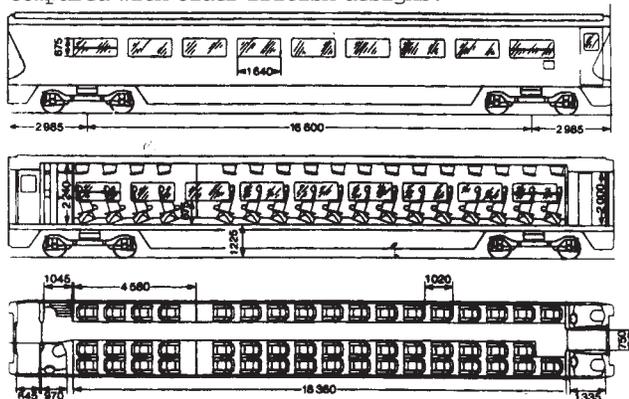
The steel construction used exceeds UIC standards and has at about 80% of North American buffing strength requirements. Some modification to the structure of the car is required, as well as an improved truck - car interface, to bring it up to 100% compliance. The cost of these modifications are included in the \$ 125 million.

Safety

The concerns about this European stock not meeting North American buff strength requirements have been addressed by VIA. The cars are designed with Crash Energy Management. The non-occupied ends of the cars crumble on impact, absorbing energy (like automobiles do) and a coupler design that prevents cars from jack-knifing or riding up over each other in a collision. The passenger portion has the maximum protection. This has been proven and demonstrated by a real high-speed staged crash, captured on video. This will probably also allow for its use in the United States.

Other safety aspects are also outstanding. All materials have been proven to be fire resistant and there are firewalls between all sleeping compartments. Another big plus is retention toilets throughout, including every sleeping compartment. Sixty percent of the sleepers also have showers. The retractable steps entrance present some problems. However all doors can be easily operated by passengers (when unlocked) and all windows are emergency exits.

The article in The Globe and Mail on December 16, 2000 questioned the safety aspects. Two teams of Transport 2000 Canada inspected the equipment on December 12 and 18, 2000 and were briefed on all aspects regarding safety. Both teams are satisfied that these cars will be safe for North American conditions. These cars are of a different design and should not be compared with older British designs.



Drawing of Coach, note 2+1 Seating.



Nightstar Test Cars Standing in Ottawa Station.

Accessibility

The corridors are wide enough for a narrow "Washington" wheelchair, but not a conventional one. Conventional wheelchairs can be taken from outside into the accessible sleeping compartment and its wash-room. The compartment with an accessible bathroom for the disabled is in the service car.

On January 25th, 2001, the Canadian Transportation Agency DENIED a request by the Council of Canadians with Disabilities (CCD) for an interim injunction to prevent VIA Rail Canada from taking delivery of 139 new railway passenger cars. Instead, VIA is ordered to submit plans for accessibility modifications before letting contracts for refitting.

Transport 2000 Canada considers the facility available for the disabled superior to any in any other form of transport. In the long distance trains an additional compartment can be created in the proposed sleeper / dome. This sleeper / dome would have to be marshalled next to the service car, so that the widened vestibule of the service car can be used. For an inter-city train VIA might get some mileage from removing one of the two single seats at one end of a coach and putting in a wheelchair tie-down. The attendant seat would then be the one across the car. This coach would also have to be placed adjacent to the service car. At present there is about 1% of the standard sleeper capacity of a train set available for the disabled in these new trains.

VIA Buys 139 Nightstar Cars for \$ 125 Million (continued). Operations

Maintenance is outstanding, with all major mechanical and electrical components underfloor in modules which slide out like drawers and can be removed onto dollies on the platform. No pit is required for such maintenance. This could allow things like air conditioning or brake module spare units to be stored in Halifax, Ottawa and Quebec City. Replacement time is 30 minutes.

Hotel Power

The electrical converter is suitable for a variety of voltages and hertz. This unit will be replaced with one compatible with the standard voltage used by VIA.

Delivery and Modifications

Shipping will start immediately and cars will start arriving by the end of January 2001. Modifications will be started during the summer. Introduction of service can be expected in the fall on the overnight trains between Montreal and Toronto, possibly via Ottawa. There is talk of extending this train to Niagara Falls.

Submission by Transport 2000 Canada

In a submission to *VIA Rail*, Transport 2000 Canada congratulates VIA in buying the Nightstar equipment. However, Transport 2000 Canada has suggestions for improvements, some of which are already being looked at by VIA. They include accessibility improvements, more baggage capacity, and more public spaces such as dining and observation/dome cars for long-distance trains. Also a greater choice of sleeping accommodation would be desirable.

Dome Cars

It was noted that dome cars were not part of the cars purchased. However there are 41 unfinished sleepers which could be modified. Two versions of a dome / sleeper and one version of a dome / diner are given in sketches in this issue.

Modified Sleepers

The second problem is that the sleepers are of a luxury type. Again a shell was used to modify the interior sleeper design to incorporate single space bedrooms (like the roomettes) and some couchette compartments (similar to a section).

Fixed Consists

The **sleeper trains** were designed to have a fixed consist of 4 or 5 sleepers, one service car and 3 coaches. It would be possible to couple two consists to form one train of 16 or 18 cars. The completed equipment would give 4 consists with sleeping cars and that would leave 24 coaches and 4 service cars, to form 4 trains for daytime corridor service. The **daytime intercity-corridor trains** would probably run between Ottawa and Montreal, as well as Montreal - Quebec.

Transport 2000 Canada proposes four types of fixed consists using modified sleepers and dome cars.

The **long consist** would consist of 2 coaches, diner/dome, service car, 2 modified sleepers, 1 luxury sleepers and a dome/ sleeper for a total of 8 cars. Initially

this set would be used for the Ocean, later it may also be used on a restored Atlantic train between Montreal and Halifax. Couplers at the end of the set would be standard North American couplers. (7 sets needed).

The **short consist** would consist of say 1 coach, diner/dome or sleeper/dome, service car, and 1 modified sleeper and 1 luxury sleeper for a total of 5 cars. This shorter set would be used for the Chaleur, Ocean second set, Atlantic (Montreal - Moncton) or Enterprise (Montreal - Ottawa - Toronto). (7 sets needed)

The **add-on** for the short consist which would be one coach, 1 luxury sleeper and 1 modified sleeper. (2 sets needed). It is meant to be added to a short set (making it 8 cars), particularly for Ottawa-Toronto, where the Enterprise (Montréal - Toronto night train) would be a short set.

The **intercity-corridor consist** would have 4 coaches and 1 service car (6 sets, which would make available 6 LRC sets for elsewhere in the corridor).

Maybe 2 coaches should have 2 + 2 seating and 2 coaches 2 + 1 seating for VIA1 service.

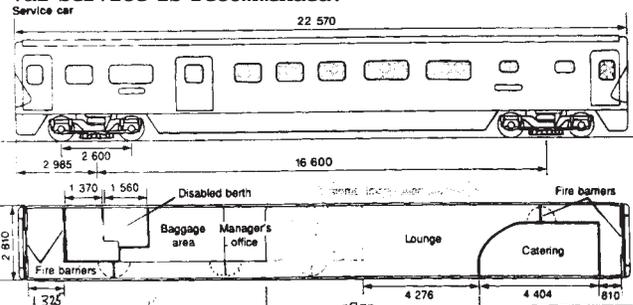
Couplers at the end of the consist would be standard North American couplers. The Intercity Corridor consists should also have MU cabling, as already exist in the LRC equipment. Some LRC cars should be converted into transition cars between standard and Nightstar cars, since the diaphragms and floor heights do not match.

Suggested Schedules

Transport 2000 Canada suggests that the Ocean schedule be retained as is, so that trains meet approximately at Truro. This will make a restoration of Truro - Sydney feasible. The short sets coupled to the Ocean would go to either the Gaspé or Moncton.

As a first improvement it is suggested that the Atlantic be restored on the Chaleur (Gaspé) days, allowing greater capacity all the way to Halifax if needed. A later phase would see a daily Atlantic with separate timings between Moncton and Halifax.

For the corridor services Ottawa - Montreal and Montreal - Quebec City, it is suggested that an old LRC engine stripped of its engine be added and used as a baggage / cab car. This would improve productivity in that trains would not have to be turned around at Ottawa, Montreal and Quebec City. A two hour interval service is recommended.



Drawing of Service Car with the two immigration compartments removed, increasing the lounge area.

Fuel Prices Part 2 *by J. J. Bakker* **Crises**

California deregulated electricity supply and promptly has run into problems. Natural gas prices have gone up, long term contracts are not allowed, new generating facilities were blocked because of environmental concerns and retail prices were capped. The cocktail spelled disaster.

Alberta subscribes to the philosophy of deregulation, it has a shortage of generating facilities, natural gas prices have gone up, and retail prices also go sky high. The provincial government with surplus revenue from energy resources is giving rebate after rebate. There is an election expected this spring, so the customers should be pacified. The price per kwh is now 15 cents.

In BC, Hydro power is provincially owned, residential customers pay 6 cents per kwh. (The BC Advantage?). BC has been selling power to California on the spot market and is making lots of money. However snow-fall has been low this winter, and reservoirs for hydropower may be low after this spring. BC Hydro hopes to buy power on the spot market in the off-season when prices are low and conserve hydro power for later.

Ontario with the same philosophy as Alberta and California also wants to deregulate power. Good luck!

Quebec Hydro is provincially owned and while they had transmission problems during the ice storm, Quebec has no intention to deregulate.

The irony is that the US in trade talks wants to see the California model used by the World Trade Organisation as part of any free trade deal. Please spare us!

Supply, Demand, Price.

With Alberta pumping natural gas at capacity, the supply is at its maximum. Demand has been encouraged. Only a year ago it was advocated to use natural gas for trucks and cars (less emissions). Demand is high, particularly with a new pipeline to Chicago. Result: prices are 30-40% higher than a year ago and rising. In BC greenhouses and other industries are going back to oil, coal or wood or so called dirty fuel.

Where Are We Going?

Now it is all very well to say the market will look after it. Under regulation there was a utility board which limited profit to a percentage of investment. It kind of encouraged investment. With the market philosophy the driving factor is profit for shareholders. The energy market this past year has shown that in an unregulated market, a supply shortage means higher prices and much higher profits! With mergers, cartels (OPEC) and ineffective anti-trust enforcement, the idea that there will be new entries in the market does not work any longer. It becomes a case of either there is a government to protect its citizens or no government and anarchy.

Power Generation from What?

Governments should do some hard thinking about electricity generation. Oil and coal pollute, natural gas and oil have insufficient supply, new hydro dams are damned by environmentalists, nuclear power the same does anybody have an answer? Windpower and solar power will only be a drop in the bucket as far as total supply is concerned.

Electric power is still the answer to satisfy the needs of industrial countries (and for that matter the underdeveloped world as well). We better start thinking how we are going to generate enough power, without oil or natural gas and do it cleanly. Quite a challenge.

Keeping Transit Going, during Power Outage

*by Tom
Parkinson*

Power outages and rolling blackouts are in the news lately. Vancouver had its own experience on Tuesday January 16th at 2240h when a switch failed at a major power company transmission centre. Surges and disturbances were too great for normal backup and alternate feed arrangements to work. As a result much of Vancouver and some suburbs were without power for 5-10 minutes, but the downtown, West End and parts of the West Side were out of power for over one and a half hours, affecting 100,000 people.

By rights the TransLink (ex BC Transit) trolleybuses and SkyTrain subway should have been out of service for the duration, but dedicated transit staff thought otherwise. Feeding power from suburban sub-stations trolleybus service was maintained, albeit slowly. Reportable voltage dropped to 300V in places at times and buses stalled. By turning heat off, and using the traction batteries as needed, most service continued. On SkyTrain all four consecutive sub-stations at the west end of the line were without power. The entire area was fed, through the 3rd rail only, from the Nanaimo traction sub-station a distance of 6 km (4 miles).

An alert and experienced controller pulled trains from service and stopped further trains entering the area.

She ordered trains to be staffed (they are otherwise driverless) and routed it through downtown. It just made it with the attendant reporting that it barely started from the terminal station at Waterfront. By limiting the area to no more than two trains, and cleverly starting a train from Waterfront as another one was using regenerative braking into the station, an approximately 10 minute headway service was maintained for the duration of the power failure. During this time the control centre also had to deal with a series of alarms caused by the low voltage, and the complexity of individually dispatched and short-turned trains.

Meanwhile, communications, station lighting and train control were operating on the battery emergency UPS supplies. Escalators and elevators were shut down. A power technician drove an emergency generator 12 km to downtown and was just plugging it into Stadium station when the UPS power expired. Track switches were briefly disturbed (stopping trains) and then restored.

All-in-all another first class effort from TransLink and SkyTrain staff. It would have been so easy at that time of night just to stop service.

Passenger Train Services in the West, Now and in the Future by J. J. Bakker.

First let me clarify what is meant by passenger train services. We are talking about regular public transport, operated all year round. It should not be confused with cruise trains, which operate during a tourist season and is not available to anybody along the line.

VIA Rail Canada

In the west VIA has four train services, namely:

The Canadian, which operates three times a week from Toronto, via Capreol, Winnipeg, Saskatoon, Edmonton, Jasper, Kamloops to Vancouver.

Northern Spirits (used to be called the Hudson Bay) also operates three times per week between Winnipeg and Churchill. At Winnipeg connections are made from the west, from the east the connection is once a week. Northern Spirits is considered a remote train and is operated by order of the government. VIA has to absorb the losses as part of its overall subsidy.

The **Skeena** operates three times a week between Jasper and Prince Rupert with an overnight stop in Prince George. It connects once a week from Vancouver and has no same day connections to or from the east or to Vancouver. It is also considered a remote service.

The **Malahat** operates daily between Victoria and Courtenay on Vancouver Island. It is also considered a remote service. The Malahat uses Rail Diesel Cars.

BC Rail.

The **Caribou Prospector** is operated by BC Rail as a daily train as far as Lillooet. The train continues to Prince George three times a week. BC Rail uses RDC's for this service. BC Rail is provincially owned. VIA schedules do not show BC Rail services. The schedule is such that the trains of VIA and BC Rail overnight at the same time in Prince George.

In addition BC Rail operates tourist trains in the summer such as the Royal Hudson steam train, the Pacific Starlight Dinner train and the Whistler Explorer.

Amtrak

The **Cascades** by Amtrak provides a daily service using Talgo equipment between Vancouver and Seattle. This train is financially supported by the state of Washington. There is a second train between Bellingham and Seattle. Amtrak and the state of Washington would like to extend this second service also to Vancouver. However it would require a financial contribution from either the BC Government or the Federal Government or both. There is also a need to relocate the BN track between Bellingham and Mud Bay, so as to speed up the train.

West Coast High Speed Train Service

The plan is to develop over time a high speed train corridor from Vancouver (if there is financial participation by BC or Canada), Bellingham, WA - Seattle, WA - Portland, OR - Eugene, OR.

Without financial participation of B.C. or Canada, Vancouver will be left out of this West Coast Corridor. BC likes to advertise that Vancouver is so attractive for new business ventures and low cost electricity. Just try and get there. Readers can write to their representatives and express their support.

Restoration of Services in the West?

In 1990 the Federal Government cut passenger rail services nationally by 50%, however the cuts in the west were 75%. With almost new equipment for the east, there is now a chance to restore some services in the west. Ideally the West should get new bilevel cars (Superliners) as used by Amtrak and built by Bombardier. While equipment renewal should remain the objective, in the meantime we should expect improved service with existing equipment.

The Effect of Nightstar Equipment

The introduction of the Nightstar equipment in the east will make 4 existing trainsets available for the west in 2002. Unfortunately VIA has plenty of end of train dome cars, but insufficient midtrain dome cars.

<u>VIA owned Dome Cars</u>	Total	In Use	Stored
End of Train Dome Cars			2001
Park cars with HEP1	14	10	
Park cars without HEP1	3		3
Ex-US Silver Sky cars (no HEP)	8		8
Midtrain Dome cars			
SkyLine	15	13	

VIA should look into a HEP3 program for the 3 Park cars and the 8 Silver-Sky cars, and also see whether any or all could be converted to midtrain dome cars.

Another Submission to Government

Transport 2000 Canada made a submission to the government to restore service on the south (CP) line. Mr. Rob Ritchie, President and CEO of CPR outlined in a speech his interest in entering into a "public-private partnership" to accomplish "roll-on roll-off" trucks on trains between Calgary and Kamloops, as well as between Montreal and Toronto. In this concept the entire truck (tractor+trailer) is rolled onto the train at one end and driven off at the other, as is done in Europe. Trucks pollute 5X as much as rail transport (102 grammes per tonne.km vs. 20 grammes per tonne.km).

Transport 2000 Canada proposes to combine this concept with the reintroduction of passenger rail on the CP line, by combining a short passenger train with a "roll-on roll-off" train. A "roll-on roll-off" train would require passenger accommodation for drivers anyway. Also for the concept to work, service would have to be frequent. It would not require an extra train path, it would save on crews and it also has benefits such as emission reduction and reducing traffic demand on the Trans Canada Highway.

Several short trains (say 2 sleepers, service/dome car 2 coaches) would be better than an occasional very long train with their own train path. Some short trains would start in Winnipeg, all would serve Vancouver.

At this time, Transport 2000 Canada proposes a **task force** with representation from Transport 2000 Canada to examine the feasibility. There are complications, such as the requirement of CP that passenger trains must have sewage retention. (CP sold the non-complying cars to VIA in the first place).

The visible presence of the Federal Government in the west would also be a national unity benefit.

Transit in Western Canada, Costs and Who Pays.

Federal Transit Infrastructure Funding

The Federal Government is getting interested in helping cities with transit infrastructure. David Collette, Minister of Transport is urging Ottawa to speed up the work on a north-south line and extend it to the Ottawa airport, downtown (Sparks Street) and Place du Portage in Hull.

Vancouver has been mentioned as another city that could benefit.

The Federation of Mayors and Municipalities has also urged to use the infrastructure program for transit. About 60% of all vehicle.km are in urban areas, targeted expenditures would give the greatest benefit.

Translink Frustrated

Provincial Government will not help

The Board of Translink has been taking a lot of heat by voting to implement a vehicle levy, based on the size of vehicle. The fee would have to be collected through the Provincial Government, since they license vehicles. Translink expected cooperation based on a memo of understanding signed on June 18, 1998.

The memo states that both the Greater Vancouver Regional District and the province agree to, "collaboratively implement an effective mechanism for enforcement of fees." The memo also states "the province recognizes that ongoing legal entitlement to revenue sources is essential for the GVTA to discharge its responsibilities."

Since there will be an election call prior to June 2001, the Provincial Government does not want to have anything to do with collecting the vehicle levy. The province will also not provide an alternate source of funding, but it is noted that the decision came just after the feds indicated they may help in funding transit infrastructure. Past experience should tell them that federal funding though welcome will not be enough and will not be a substitute for the vehicle levy.

The Provincial Government still hopes that the New Westminster - Lougheed Mall link can be a photo-op prior to the next election.

The result will be that Translink now intends in 2002 to implement service cuts of up to 25%, and delay road improvements. Translink will keep its focus off big-budget items like Skytrain and new bridges. Instead, it will focus on maintaining core transit services and trolley buses.

Planned transit improvements like express buses and the SkyTrain extension to Coquitlam will be put on hold. Some road improvements like the widening of the Fraser perimeter road will also be halted. Translink may return the responsibility of \$ 20 million a year maintenance of some roads to the municipalities.

It is clear that neither the Provincial Government nor some suburban mayors understand that roads are not free and urban transport solutions are not simple. So emissions will increase in the Fraser valley. The same people oppose a natural gas power plant at Sumas, WA.

Victoria Uses Double Decker Buses

As the picture on the front page shows, BC Transit Victoria has introduced double deckers on some of its bus routes.

The buses are on a chassis of Dennis Specialist Vehicles (UK), have three axles, and a Duple Metsee (UK) body. The engine is Cummings (USA) with 330 bhp (compared to 250 bhp for a standard bus). The buses were assembled in Portugal. The weight is 14560 kg net, which is 14% more than a low floor New Flyer bus.

The low floor doors (330 mm entry height) and is wheelchair accessible with a ramp. It has 51 seats on the upper deck, 28 permanent seats and 5 flip-up seats on the lower deck for a total of 84 seats (compared to 38 seats on a New Flyer low-floor bus).

The length of the bus is 12 m (39'4"), width 2.5 m (8'2") Height 4.3 m (14') which is about 4' higher than a standard low floor bus. Turning radius is 10.1 m compared to 13.4 m for a New Flyer low floor bus.

The big advantage of double decker buses is that there are more seats, since no standing is allowed on the upper deck. Also compared to an articulated bus, it has less components that can go wrong and the bus is more manoeuvrable.

The editor tried to introduce them in Edmonton and St. Albert. Transit staff made sure that the doors to garages and maintenance facilities would convert them again to single deckers. Edmonton also had some low bridges downtown.

Seattle Affirms Light Rail

The Central Puget Sound Regional Transit Authority (Sound Transit) has cost overruns in excess of the previously allocated project budget ~ overruns mainly associated with extensive tunnelling urged by public input. The initial 21-mile line is projected to run in more than 4 miles of tunnel under Seattle hills and neighborhoods, and a waterway.

Total rail and bus project cost has been increased by 50% (to \$3.6 billion, including extensive bus projects) and the inauguration date has been set 2 years later, to 2009. This has encouraged rail opponents to mobilize against the current project, demanding that the Sound Transit board refuse to proceed. However, the transit board voted (14-1) on January 11, 2001 to continue to move forward with the project and accept a Federal Transit Administration grant for the first phase.

On January 19, 2001 Transportation Secretary Rodney Slater signed off on the \$500 million grant agreement for Sound Transit's light-rail project. It was done in the last hours of the Clinton administration.

**For up-to-date transportation news
Try Transport 2000 Canada Hotline: 1-800-771-5035
or www.transport2000.ca
For news from the United States try
<http://www.narprail.org/hot.htm>**

Edmonton Starts to Extend South LRT Line

In April 1999 Edmonton City Council overruled its staff and directed in the Master Transportation Plan: "Construct the South LRT Extension, including transit priority measures and improved bus access from West Edmonton and Millwoods to the LRT extension". In 1992/1993 it had already been decided that the South LRT would be primarily at grade.

There are four stages:

1. University - Health Sciences
2. Health Sciences - Neil Crawford
3. Neil Crawford - Southgate
4. Southgate - Heritage.

1. University - Health Sciences

This first section involves two six metre diameter tunnels which will extend from the University station at a 6% grade to a portal located 100 m south of 87 Avenue. Since the standard so far was 4.5% grade, all cars require disc brakes on the articulated truck. Calgary also uses 6% and has these disc brakes.

The Health Sciences station will be at grade with a central platform, suitable for 4-car trains. Eventually a pedestrian bridge connected with escalators and elevators will connect the platform with the University Hospital and a redeveloped EDC (Education & Development Centre) Building.

The problem section is the sand layer and whether it can be grouted.

Completion of this first stage is expected to be in 2005 at an estimated cost of \$ 100 million..

2. Health Sciences - Neil Crawford

The second section is on the west side of 114 Street between the residential areas of Belgravia and McKernan. The two communities will have to make an informed decision about whether there should be a station at 76 Avenue. The communities really fear high density development and that is the real issue that should be addressed. The line will require extensive landscaping to be designed in consultation with the communities.

Because this section is a surface line, costs will be lower and construction should be faster. At Crawford Station there can be bus interchange with buses from West Edmonton (via Quesnel Bridge).

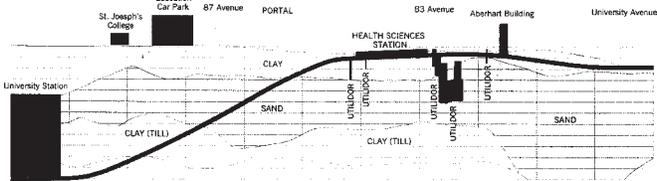
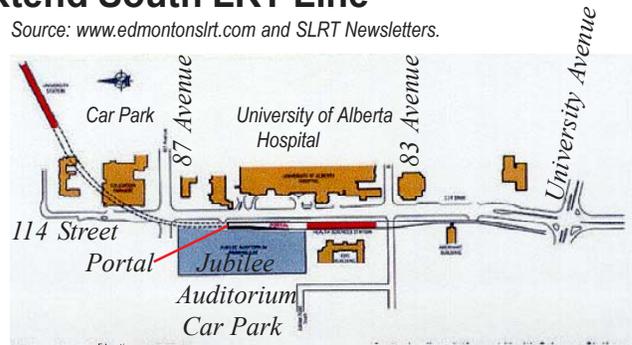
3. Neil Crawford - Southgate

This section is on the west side of 113th Street along the University Farm and on the east side of 111th Street, where space exists for the LRT. Other than crossing 111th Street the line will be at grade. There are few land use problems. Again because it is on the surface, construction should be faster and less costly than stage 1. Southgate is a major transit transfer station. All the express buses can then become feeder buses, and operating costs should be greatly reduced.

4. Southgate - Heritage.

The only obstacle for this section is the crossing of the Whitemud Freeway. Heritage is again a bus transfer station.

Source: www.edmontonslrl.com and SLRT Newsletters.



Plan and Profile of Phase 1 of the South LRT Line



Simulated View of the Portal opposite the University Hospital, the Health Science Station is on the right.

Trolleybuses in Edmonton and Vancouver

There is a vast difference in attitude between Edmonton and Vancouver when it comes to trolleybuses. Notwithstanding the setback on the vehicle levy by the provincial government, Vancouver is going ahead with the replacement of trolleybuses. It will call for bids for low floor 40 ft. and 60' (articulated) trolleybuses. Vancouver is committed to low pollution trolleybuses.

By contrast Edmonton has steadily reduced the use of trolleybuses over the years, using various excuses. One excuse is that the existing fleet has no low floor buses. Well Edmonton could join Vancouver in their order, a larger order should produce a better price.

The real reason in Edmonton that operators do not like trolleybuses and will find any excuse not to drive them. The answer to that is to make the trolleyroutes a separate division and privatize. It is a scandal that the equivalent of \$ 14.8 million in good buses are in storage. In our next issue we will analyse Edmonton Transit's performance since their Horizon 2000 plan was implemented.

Railway Mergers and Track Sharing

CN, but not CP, suggested that maybe CP and CN should merge. The minister of Transport wants to see a process for mergers in Canada, and not be dependent on rules in the U.S. only.

Meanwhile CP and CN have started to jointly use tracks. In the Fraser Valley, tracks are now one-way between Matsqui/Mission and Basque. It gives a greater capacity and allows longer freight trains. VIA's Canadian westbound runs on CN, and eastbound on CP. This has been going on since January 2000. VIA has added station stops on the CP side of the Fraser for eastbound trains at Mission, Agassiz, Katz, and North Bend.

The suggestion to use these tracks jointly was made by me in 1965 in an article in the Edmonton Journal. The chorus of experts said it was impossible and one CN official even told me that it would require 12 bridges across the river. It takes time to change a culture.

There is now talk of operating one way between Sudbury and Winnipeg. The prime reason here is to be able to run longer (150 cars+), without having to lengthen sidings.

While long trains maybe OK for bulk goods (coal, pot-ash, grain), they are a disaster for container trains. Just imagine what would happen to the trucking industry if they would not move a single truck until they had a convoy of 150. That is why the railways are unable to divert truck traffic to rail. That would need a change in culture to frequent short trains. JJB.

Windpower for Calgary?

Calgary Transit is considering the world's first wind-powered train. OK, it won't have sails (although it might have sales). Calgary Transit is negotiating with a company which owns 20 windmills near Pincher Creek to provide the electricity for the city's LRT. This would make sure the C-Train would no longer depend on electricity generated by coal and gas and protect it from volatile prices in the recently-deregulated power market in Alberta.

Air Canada Ups and Downs

On August 3, 2000 Air Canada gave its 180 days commitment of improvements. It hired 2000 additional staff to help in the customer services. It should be said that improvements occurred. The integration of the two airlines after the merger became much better after the reservation systems were merged.

On December 8, 2000 Air Canada said they had fulfilled their commitment ahead of schedule, and the campaign was completed.

On December 21, 2000 Air Canada announced that it would reduce staff by 3,500 (mostly by attrition) and increased fares by 6% because of higher fuel costs. It would also reduce capacity because of a downturn in economic activity. The weather was also blamed, however by our recollection weather delays occur annually sometime and somewhere in Canada.

Meanwhile Royal and Canada 3000 decided to merge, hoping to be an alternative to Air Canada. They have a few flights, but they are not an alternative.

To Russia With Love (in a Tunnel?)

The first step has been taken in creating a railway between the USA and Russia with a tunnel under the Bering Strait. The United States wants to have an international commission to study the first phase of this project, namely linking British Columbia and Alaska. The 1440 km of railway would be hacked through the wilderness and would cost US\$ 5 billion. The US has allocated \$ 6 million for the study.

Reaching Russia would probably cost more than the estimated high of \$ 60 billion.

At least Canada and the US use the same railway gauge. The tunnel idea should be of interest to our future offspring organisation: Transport 3000 Canada.

VIA Orders 21 P42DC's from General Electric

VIA has ordered 21 P42DCs from GE. They have cancelled their order for F59PHIs from EMD. These P42 are known as pullers, not speeders and are limited to 110 mph. The engines are giants compared to LRCs and Euro Night Stars. They won't be able to accelerate a train as efficiently as an F59 could. Amtrak engineers often complained these units were slow to load and to accelerate. The P42s will probably be assigned to long-distance trains such as the Ocean and the Canadian (2 P42s can easily replace 3 F40s, and in some cases a single P42 can replace 2 F40s, as Amtrak has already done).

The question then is what will replace the LRC? Why did n't they check out faster and lower Euro GMs like the EWS class? [Source: Internet]

Transport 2000 Canada, Western Newsletter

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Our Mission: Transport 2000 Canada represents the interests of public transportation by promoting socially, environmentally and economically sustainable policies, programs, services and actions.

Transport 2000 Canada is a national federation of consumers devoted to advancing the public interest in transportation of all modes. A registered charity, it is involved with research, public education and advocacy of public transport issues. It publishes: Transport Action. Transport 2000 BC and Transport 2000 Prairies are separate organizations in the western provinces. Half the membership fees go to the Federal Organization.

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Transport 2000 Canada Western Newsletter



2001-2
April 2001

for Manitoba, Saskatchewan,
Alberta and British Columbia

Editor's Address: 4119 Reid Road, P. O. Box 247, Eagle Bay, B.C. V0E 1T0. email: jbakker@jetstream.net % (250) 675-4779

This is the email edition of the newsletter. If you want to obtain a hard copy, please advise the editor by email.

If you have any feedback, please write to the editor by email. Thank you.

We send a hard copy of this newsletter to every federal cabinet member and to members of the House of Commons Transport Committee. We also send copies to the press.

This issue went to press on April 5, 2001 and was mailed on April 9, 2001.



VIA Train 52 (Oakville-Montreal) sweeps into Brockville, Ontario. 22nd August 2000. LRC in charge. Some LRC engines will be converted to cab/baggage cars as suggested in Transport 2000 Canada submission to VIA. See page 3 for more about VIA and Nightstar cars. Photo: Steve Hobson.



Talent Diesel Light Railcar arriving in Ottawa. Meanwhile Premier Harris wants to build a ring road so as to promote more sprawl and pollution. Photo: Tim Lane.



New BC Rail Northwind Logo and Cars



Outside view of single level Dome car, see also page 3.



Inside View of Dome Car on the Northwind Tourist Train of BC Rail. These cars were converted from old VIA Baggage cars in Colorado. Photos courtesy BC Rail

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Editorial

All over Canada, but particularly in the west we are faced with strikes in the public sector.

It is high time that labour disputes are resolved in a different manner than by strikes. With transit strikes everybody loses, even though the city administration says they are saving money. But then of course the top city administrators do not use transit.

Unions and Management have to realize that **public transport is for passengers**. It does not pay to alianate your customers. Binding arbitration means there will not be negotiation, because the arbitor is expected to settle the dispute. Final position arbitration where the arbitor choses either one or the other position (no compromises) may be a better way of handling disputes.

In private enterprise the problem is always stated as the bottom line. That reason however does not appear to apply to severance packages for departing or under-performing management. The real problem is to have bottoms on attractive and comfortable seats.

The viewpoints in this editorial are my own and are not necessarily policy of Transport 2000 Canada.

John Bakker, Editor



Edmonton Trolleybus at Northern Alberta Institute of Technology, November 28, 2000. See more about Edmonton Transit on pages 7 and 8. Photo by Steve Hobson.

Late News Items at Going to Press Time Strikes

On Wednesday April 4, 2001, negotiations continued in both Calgary and Vancouver between transit unions and management. Calgary management restarted limited peak hour service on some bus routes. Also Premier Klein has offered to bring the two sides together. Meanwhile in Vancouver SkyTrain services resumed.

GO Transit

In Ontario GO Transit would like to expand services. Costs would have to be shared with the feds and the province on one third basis each. So far the province has shown only interest in road building.

BC Rail Whistler Northwind

BC Rail ran its promotional trip from Vancouver to Prince George, leaving Vancouver on April 2.

Acela Express Service Expanded

In addition to the single Washington-Boston weekday round trip that began December 11, Amtrak started a new Washington-New York weekday round trip and a Boston-New York weekday round trip on March 5. Amtrak will add more Metroliner service on weekends. More Acela Express trips are expected to be added when the general timetable change takes place on April 30. Acela Express on-time performance was over 97% between January 8 and February 21.

Amtrak ordered 20 High Speed (tilting) sets in 1996 and 1998 consisting of 2 power cars and 6 coaches. The operating speed is 240 km/h, and the trains seat 260 coach and 44 first class passengers.



As a contrast, Train 693 (Winnipeg to Churchill) with a pair of FP9's pauses at The Pas, Manitoba. August 7, 1998. This is Hudson Bay Railway territory. Photo: Steve Hobson.



Bar Detail in Northwind Tour Train. Photos courtesy BC Rail



End Observation Car of Northwind Tour Train.

VIA Rebuffs CTA's Request to Delay Work

Eager to get its new Nightstar equipment into service, VIA Rail Canada has declined a request from the Canadian Transportation Agency to delay modifying the cars while it awaits a determination that its fleet of second-hand European passenger cars are suitable for handicapped passengers.

In making its decision public, VIA stated that the CTA has no power to interfere with what it claims are internal business plans involving the modification of the 139 Alstom-built Nightstar cars.

The CTA rejected VIA's arguments and gave an order to comply. VIA has now gone to court to appeal.

The scope of the work includes: installation of steps for low-level platforms; replacement of the European-style couplers with type H tight-locks; addition of frost protection, additional heat, and snow seals if necessary; elimination of office space for customs officials in the food service cars; additional storage space for carry-on luggage; strengthening of the carbody at strategic points to bring the equipment closer to North American buff force standards; and conversion of the HEP system to VIA's 480V/60Hz/3 phase standard.

The CAD\$130 million purchase, announced last December at Montreal's Central Station, was greeted with a varied response from the travelling public. Some welcomed the acquisition as an indication of efforts to revive passenger service nationwide. Others were critical, highlighting the fact that the cars do not meet Canadian standards for collision protection or for access by disabled passengers.

Critics' statements regarding crash worthiness appear to have been made without verifying the actual data related to the Nightstar cars. According to VIA's legal counsel, VIA has filed a libel suit against one vocal safety critic of the equipment. VIA maintains cars can be modified to meet safety standards.

Legislatively, the accessibility point is moot. In 1996, the Canadian Supreme Court stated subsequent judgments must take account of the financial impact on the carrier of modifications for accessibility. Canada does not currently have an equivalent to the Americans with Disabilities Act, but rather a voluntary code citing the need for at least one handicapped-accessible car per train, something with which all VIA's existing trains and the Nightstar cars comply with.

Canadian transportation advocacy group Transport 2000 Canada believes that criticism arose out of "ignorance of the facts," stating that talk of "unsafe trains" has essentially vanished.

Once enough cars are operational, VIA intends to re-equip trains 50 and 51 on the overnight Montreal-Toronto run by this fall. The Nightstar cars will also find their way onto other runs. Likely routes include the Quebec City - Windsor Corridor and the Montreal-Maritimes runs.

Accessibility Concerns.

A standard wheelchair can use a width of 650 mm (26"). The coach aisle of the Nightstar was used by a wheelchair user during a test.

Comparison of dimensions between LRC and Nightstar Equipment.

	LRC		Nightstar Equipment					
	Coach		Coach		Service Car	Sleeper		
	Inch	mm	Inch	mm	Inch	mm	Inch	mm
External Door	36"	900	36"	900	39"	975	36"	900
Internal door	29.5"	740	29.5"	740	28"	700	n.a.	
Aisle	21"	525	26"	650	22"	550	22**	550
Washroom door	34.5"	860	n.a.		wide**	n.a.		
Inter-car gangway	29.5"	740	39"	950	39"	950	39"	950

* 490 mm (19.5") at floor level

** Between compartment for the disabled and its washroom facilities.

The Nightstar coach has a single seat at the service car end that could be removed to make a 800 by 1200 space for a wheelchair tied-down space (normally 750 by 1200).

Conclusion

The dimensions in the coach are better than in an LRC car. In addition the service car offers an accessible bedroom which is not available in the VIA Budd HEP1 cars. Frankly we at Transport 2000 Canada cannot understand what the objections really are.

BC Rail Services for 2001

Train Schedule Caribou Prospector: *April 28 to October 21

Days	3,5,7*	1,2,4,6		1,4,6*	2,3,5,7
North Vancouver	07:00	07:00	Prince George	07:00	
Whistler	09:45	09:45	Lillooet	15:45	15:45
Lillooet	12:45	12:45	Whistler	18:40	18:40
Prince George	21:25		N. Vancouver	21:15	21:15

Schedule Whistler Northwind May 6 through September 30, 2001

This is a tourist train with panorama cars. Meals except Whistler included

Sunday: Depart North Vancouver 08:15 Arrive Whistler 12:10

Monday: Depart Whistler 08:15 Arrive 100 Mile House 17:00

Tuesday: Depart 100 Mile House 12:00 Arrive Prince George 20:20

Wednesday: Depart Prince George 08:30 Arrive 100 Mile House 16:55

Thursday: Depart 100 Mile House 13:00 Arrive Whistler 9:15 p.m.

The Northwind train has a varied consist, but uses among them three single level **glass topped cars**. These three cars were converted from old VIA baggage car frames by Colorado Railcar. BC Rail also operates a dinner train and a steam train to Squamish.

Information about these services 1-800-663-8238.

Our Submission to VIA

In our last issue we described that in a submission to VIA Transport 2000 Canada proposed to use some unfinished sleeper cars and convert them into dome cars. We also suggested that Cab-baggage cars be created from old LRC engines.

VIA has not responded to the submission. However we understand that VIA is checking with the manufacturers whether the shells of Nightstar cars can be converted to dome cars.

VIA will test former LRC locomotives without engines as cab-baggage cars in the corridor and perhaps elsewhere.

Transportation and the Environment - or "How to do Nothing" is Presented

As the graphs below show, in freight the problem is trucks, in passenger transport the culprits are the plane and the urban car. Anybody devising policy would expect that one would concentrate one's attention on the highest polluters in transportation.

Not so, the decision makers use planes and cars, so we are dealing with a lot of bias. In freight the trucking lobby is very effective to thwart any initiative that would limit their opportunity to pollute.

So what will the government actually do and how is it presented. The government is relying on California and its emission standards to reduce emissions here. The engine makers will have to change.

Canada puts \$120 million into cleaning environment

The federal government announced on February 18, 2001 that it will spend \$120.2 million fighting smog and cutting emissions from cars, trucks and industrial plants. The objective is to cut smog-causing nitrogen-oxide emissions from vehicles by 90 per cent over a 10 year period and is not expecting any backlash. Automakers will be required to make the reductions, through new technology, by the 2004 model year. Of the \$120.2 million, \$48.4 million will be spent implementing new emission standards for vehicles, engines and fuels over the next four years. The money will go towards:

- ◆ The development and implementation of regulations for vehicles, off-road equipment and fuels
- ◆ The upgrading of the vehicle testing laboratory at Environment Canada's Environmental Technology Centre in Ottawa
- ◆ Laboratory testing of vehicles

The federal government will also force Ontario to cut in half the amount of pollution-causing emissions from its electrical generators.

A Canada-United States Air Quality Agreement was signed in December. The agreement involves commitments from both countries to reduce pollutants that cause ground-level ozone to form. The commitments also contain agreements on monitoring and reporting measurements.

What Transport Canada Will Do..

Transport Canada will continue to lead the transportation component of the federal action plan on climate change. In particular, it will work with Natural Resources Canada, other departments and stakeholders to launch in 2001 the five transportation measures in the government's Action Plan 2000:

- ◆ **New Vehicle Fuel Efficiency** - to implement significant improvements through voluntary agreements with the auto industry, to be phased in between now and 2010, and harmonized with the United States. This initiative includes a consumer education campaign to aggressively promote the purchase of cleaner, more fuel efficient vehicles and fuels.
- ◆ **Community Transport Pilots** - to develop, with municipalities, provinces, territories and other partners, 4 to 5 showcases across Canada to demonstrate and evaluate a range of urban strategies to reduce emissions.
- ◆ **Freight Efficiency & Technologies** - to develop partnerships and voluntary agreements in the freight sector, to encourage the take-up of cost-effective practices and technologies, and identify opportunities for efficient integration of the freight modes.
- ◆ **Ethanol Support** - to encourage the construction of new ethanol plants in Canada in order to triple the supply and use of ethanol-blended gasoline by 2010.
- ◆ **Fuel Cell Partnership** - to work with fuel cell suppliers, fuel providers, the automobile industry and governments, to demonstrate and deploy hydrogen and other fuelling infrastructure, and to encourage the uptake of fuel cell vehicles in Canada.

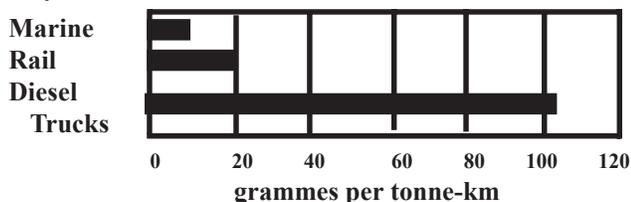
Will Voluntary Encouragements Work?

It is all so tentative, typical committee work, we must not upset the folks, everything is voluntary, the government will not hurt you, we are so afraid of the trucking lobby, and please do not expect us to really do anything. Why do we actually have a government if it cannot take any bold action at all? And why do we have a parliament when there is no informed debate. Besides the concentration on the fuel cell ignores the total energy efficiency of that technology, compared to say electric railways, light rail transit or trolley buses.

A Reminder about Emissions

The information we published in March 2000 showed that for freight trucks pollute the most, more than five times than rail. So what do the truckers say? First they want longer trucks with more trailers. Second they say that they expect that there will be cleaner engines. However they do not want to see tax incentives to force them to get these newer engines.

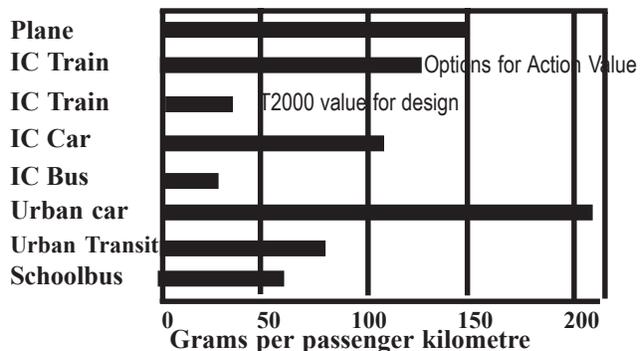
Green House Gases (GHG) Emissions for Freight by Mode in 1997. Source Chart 2.9 Options for Actions



For passenger traffic the urban car pollutes the most, while for intercity traffic the plane and the car pollute the most.

GHC Emissions per Passenger-km by Mode

Source: Chart 2.8 Options for Action and J. Pearce Transport 2000 Atlantic



Canada's Transportation Infrastructure

- ◆ 1,800 aerodromes/airports
- ◆ 28,000 aircraft
- ◆ 3,260 rail locomotives, 112,000 freight cars, 430 passenger cars
- ◆ 50,000 route-kilometers of railway track
- ◆ 2,170 commercial marine vessels
- ◆ 300 marine ports
- ◆ 11,600 urban transit buses
- ◆ 900,000 kilometers of road
 - 16,000 service stations, including: 1500 propane stations, 975 ethanol stations, 200 natural gas stations
- ◆ 375,000 heavy-duty trucks
- ◆ 17 million cars and light trucks and 20 million licensed drivers

Projected Transportation Activity

It is estimated that fuel consumption will increase by 50% by 2020 from 1990, based on present trends. So what about reducing emissions? Transport Canada has some aims to reduce emissions. Transport Canada has the authority to regulate emissions of air pollutants from trains, aircraft and ships. With the recent passing of the Canadian Environmental Protection Act, **however, Transport Canada no longer regulates motor vehicle emissions; this is now Environment Canada's responsibility.**

Bush Reneges on Emissions and Kyoto

President Bush had promised to reduce CO₂ emissions during the election. Now that he is President he has reneged on that promise citing the energy crisis. He also will not sign the Kyoto agreement. Should the whole world export its non-renewable resources to the USA, just because the US does not want to insulate its houses, waste energy or reduce emissions?

The fear is that Canada will now follow Bush his lead (?) and do even less than they originally intended.

NAFTA Report Promotes Trucking

A report for the NAFTA environmental commission gave a public relations boost to the trucking industry last week when it said that trucks will be cleaner than trains by the year 2020, in terms of nitrogen oxides and particulates. But it also said that rail will be ten times less polluting in terms of greenhouse gas emissions. Critics have said that the projection of cleaner trucks is based on flawed assumptions.

Flawed Assumptions

The report assumes that truck NOX and particulate emission reductions will improve about 90 per cent faster than for rail. This assumes there will be no technology transfer and that governments will not change rail standards between 2005 and 2020. It also assumes that truck traffic on trade highways such as the 401 can double or even quadruple without increasing emissions from traffic slowed in added congestion. The trucking industry also wants to see more triple trailer trucks (truck trains on roads) and increase permissible working hours per week to 84. Both measures would reduce safety on the roads. In comparison rail traffic is much better controlled and much safer.

And What About Electricity?

NAFTA ignores that the trucking industry cannot electrify and therefore switch away from fossil fuels. Trains, in the heavily used corridors (Quebec - Windsor, Calgary / Edmonton - Vancouver) could electrify and use electricity from non-fossil fuel sources.

CN Proposes Shipper Rebate

CN President Paul Tellier has proposed that governments rebate railway fuel taxes not to the railways but to shippers. This would level the playing field with trucks that use public roads by giving shippers an added incentive to shift freight from road to rail. CN estimates the annual value of the tax credit at \$160 million, but it would save taxpayers about \$500 million a year in road costs.

Intermodal Problem Is More Complex

The proposal of CN is interesting, however the problem of not attracting truck traffic to rail is more complex. The big advantage of trucking is the pick-up and delivery to the doors of their customers. Spur tracks have been removed and the railways are not interested in less than carload lots.

The railways are trying either with piggyback (Trailers on trains) or with special trailers that can be placed on railway bogies (roadrailer), to attract truck traffic onto rail. The delays at the terminals are however too great and the frequency of service is poor. In the Montreal - Toronto corridor service should probably be hourly, rather than only overnight. It would mean shorter trains, hence we suggest to combine them with passenger trains.

It is interesting that CN fiercely opposes VIA to carry premium freight on the overnight train between Montreal and Toronto. For that matter they do not want it on any passenger train. If CN was really serious about getting more freight on trains they should explore all possibilities and work together with VIA as partners rather than treat VIA as an adversary.

Pricing and Costing

Rail cost accounting is as great a mystery as airline seat pricing to the outsider. If there is energy saving, and if there is labour saving as in the case of piggyback then why is truck traffic not diverting?

Now one problem is that trucks do not pay adequately for the infrastructure they use. This problem can only be corrected over a period of time, unless we want to wreck the economy.

One aspect of the "Roll-On Roll-Off" concept (see next page) is that a toll on the highway can correct that. It can also give a lower toll to trucks that pollute less. In other words if the NAFTA study were true and pollution did reduce by 90%, then tolls can be reduced accordingly. But it should be based on performance, not on an anticipated future maybe.

Judging from the correspondence with government departments, there seems to be no appetite to actually tackle the problem. It is so much easier to do nothing, or use platitudes such as the market will solve it all. Indications are that the markets are not infallible.

Truck "Roll-On Roll-Off" Concept.

In our last issue we described the concept of instituting "Roll-on Roll-off" trains between Calgary and Kamloops. These trains would be combined with a short VIA consist of 3 to 5 cars. "Roll-on Roll-Off" would be made more attractive by instituting tolls through the National Parks. By removing the trucks on the mountain passes, the need for doubling of the Trans Canada Highway would be eliminated. There would be a need to address a number of danger locations on the highway, such as just east of Golden, more passing lanes and illuminating the snowshed tunnels.

The responses were to put it mildly interesting.

How Did Ministers Respond?

The original letter was sent on January 16, 2001 to the Prime Minister, Minister of Finance, Minister of Transport, Minister of Environment and the Minister of Industry.

Responses are summarized. Anybody who has email can get a copy of the entire correspondence file.

Minister of Finance (February 8, 2001).

The Minister of Finance responded by saying that he had noted the suggestion of the "Roll-on Roll-off" concept and that it would reduce emissions and as an alternative to twinning parts of the Trans Canada Highway. *[Editor: In other words I can save money.]*

Correspondence Secretary of Minister of Transport. (February 16, 2001)

VIA is making a plan for the future. CP is responsible for freight. Thank you for your letter. *[Editor: It is likely the minister never saw the letter. The response in essence was the usual brush off, and please get lost and do not bother us.]*

Minister of the Environment (March 19, 2001).

[The response was to the Jan. 16 letter. It is not known whether the minister had seen the second letter of March 7, 2001]

A more thoughtful response, which showed the minister had actually read the letter.

The minister refers to CP's Expressway, which carries trailers and the CN's "Roadrailer" which uses trailers adapted for direct mounting on railway bogies. He also refers to the increased capital cost allowance in the 2000 Budget for railway equipment. *[Editor's note: "Roll-on Roll-off" transports the entire truck not only the trailer, as such loading and unloading is faster. Examples are the Shuttle of the Channel tunnel and the rolling highway through the Alps.]*

Modal integration was analysed for five corridors, including Vancouver-Calgary in 1998, 1999. The Transportation Issue Table concluded that modal diversion would result in relatively small greenhouse gas reductions at considerable cost. *[Editor's note: There was a workshop on this report in Calgary in Feb. 2000. Our view was that the report was very weak indeed. It did not include the "Roll-on Roll-off" concept, nor its related aspects of not building or widening roads. First steps always have a small impact]*

The NCCP, National Climate Change Process, also has initiated reporting on emissions from locomotives and how to maintain a cap on nitrogen oxide emissions. There was also a workshop in Vancouver by the "Centre of Sustainable Transportation (www.cstctd.org).

The minister forwarded a copy of the correspondence to the minister responsible for the National Parks, Hon. Sheila Copps.

Second Letter in Response to Transport

March 7, 2001

Rt. Hon. Jean Chrétien, PC, MP.; Hon. David Anderson, P.C. MP.; Hon. David Collenette, P.C., MP.; Hon. Brian Tobin, P.C., MP.; Hon. Paul Martin, P.C., MP.

Dear Ministers

Subject: Missed Opportunities for Western Canada

I am in receipt of a letter by the Special Assistant West and North Naseem Nuraney, designated by the Minister of Transport to respond to my letter: Opportunities for Western Canada.

My letter of January 16, 2001 dealt with:

1. **Global warming and the problem of emissions.** (not addressed in the answer),
2. **"Roll-On Roll-Off Trains"** between Calgary and Kamloops (viewed as a CP problem in the answer),
3. Combining "Roll-On Roll-off Trains" with **passenger accommodation** (viewed as a VIA problem),
4. The request for doubling the Trans Canada Highway (not addressed in the answer),
5. Using **tolls** on the Trans Canada Highway at the National Parks to encourage the use of "Roll-On Roll Off Trains" by truckers (not addressed in the answer), and to
6. Set up a **task force** (not addressed in the answer).

In other words a multi-dimensional problem is addressed as something maybe VIA or Canadian Pacific might look at in isolation. But please do not expect the government to do anything.

I assume therefore that the Government has a policy of "Drift" embellished with a few platitudes. Clearly there is no intent to address either the solutions proposed or for that matter to reduce truck emissions in Western Canada.

It is a pity that constructive proposals, do not get the attention of government. No wonder the west is disillusioned with the Federal Government.

Canada, including Western Canada deserves better.

Yours truly, J. J. Bakker

V. P. West Transport 2000 Canada.

Real Answer to Second Letter

We are still waiting

Governments Negotiate on Highway Infrastructure

The Transport Minister David Collenette announced on April 3, 2001 the start of negotiations with the provinces and territories on the Strategic Highway Infrastructure Program (SHIP). In the February 2000 Budget Speech, the Government of Canada committed to improve the economy and the quality of life for Canadians by investing \$600 million over four years.

The projects to be considered will include continued twinning of parts of the Trans-Canada Highway, widening of highways, and construction of interchanges.

Edmonton Transit Fails to Recapture its Market

In the Seventies Edmonton Transit was considered a Model Transit System. It introduced the Timed Transfer System, it was run efficiently and as the first North American City of under one million introduced Light Rail Transit as part of its network. Notwithstanding the high automobile ownership the rides per capita increased until 1982.

Why Did It Fail?

There were several factors that conspired for Edmonton Transit to fail, starting in 1982. First there was a transit strike of six weeks, which taught many to use cars. See also page 10 for Calgary and Vancouver strikes. The strike coincided with the opening of West Edmonton Mall, destroying downtown. And the recession in Alberta started in 1982.

City Management helped by increasing fares and reducing service a year later. The net effect was that the rides per capita, a measure of transit market penetration, went down. See the graph.

Considering Other Factors

Using an index allows us to compare various factors on one graph. We have used 1971 as 100. It can be seen that Transit Costs increased. It was not until 1984 that management costs were reduced.

Up to 1982 wages followed the cost of living, however the jump in 1982, 1983 and 1984 has meant that wages were higher than the cost of living. Now in late 1981 there was a manpower shortage and many drivers left for other jobs. The union negotiated a three year deal, at the end of that period there was higher unemployment due to the recession in Alberta.

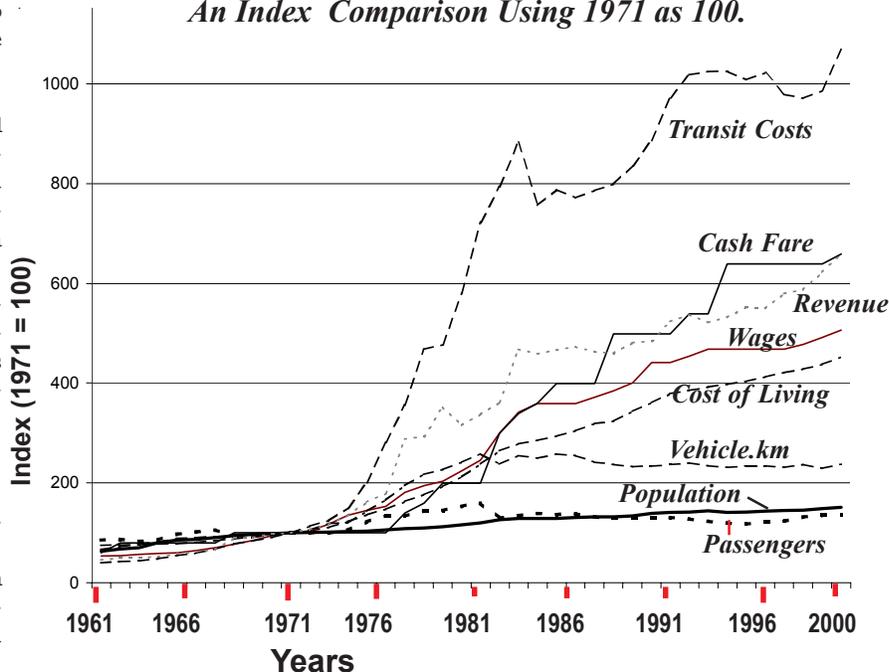
The fares increased more than the cost of living, while fuel prices did not. The combination of factors caused a loss of passengers. It also did not help that in implementing the cutbacks in service, the timed connections often did not work any longer at a number of locations (for example at Westmount).

Horizon 2000

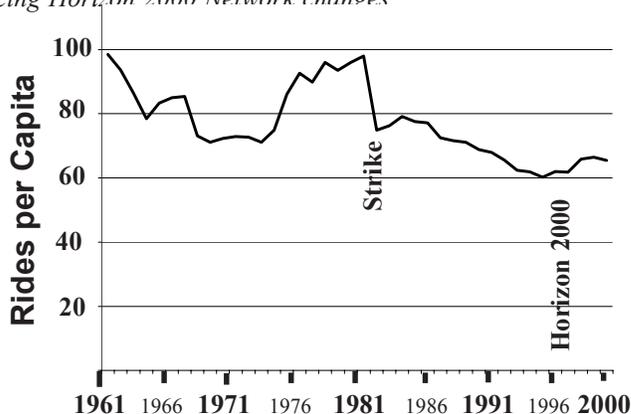
During 1997 Edmonton Transit implemented Horizon 2000, changing every bus route number, eliminating some routes and adding others. The goal was to increase ridership. What was the net effect? Well the graphs show very little change. Rides per capita have gone down, the rides increased but the population increased more.

Ridership is computed from cash receipts, tickets sold and passes sold. In 1998 the assumed rides per pass was increased from 43 per month to 46, which explains part of the reported increase in rides. In reality the changes produced very little improvement in ridership. Edmonton Transit has a long way to go before it can be considered a leader again.

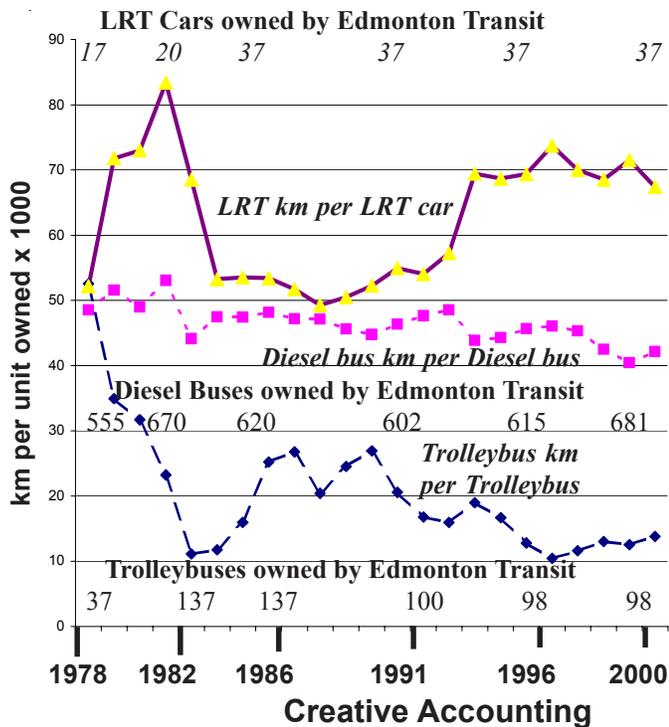
*Edmonton Transit 1961 to 2000
An Index Comparison Using 1971 as 100.*



- 1964-1978 Introduction of Timed Transfer System
- 1978 Opening of first LRT line to the North-East
- 1981 LRT extended to Clareview, 100 BBC Trolley buses purchased
- 1982 Six Week Transit Strike, followed by fare hikes and reduced service
- 1983 LRT extended downtown to Corona
- 1987 37 Flyer Trolley buses sold to Mexico City
- 1989 Grandin Station opened
- 1992 University Station opened
- 1997 Introducing Horizon 2000 Network changes



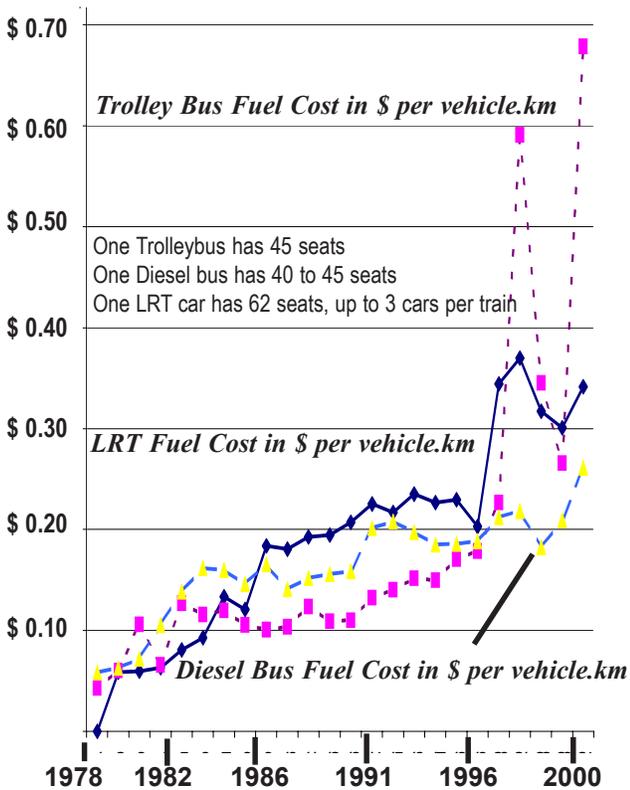
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or www.transport2000.ca
For news from the United States try
<http://www.narprail.org/hot.htm>



Creative Accounting

Fuel cost for trolleybuses now includes the work on overhead wires. The result distorts the real economy and lack of emissions of trolleybuses, as shown in the graph below. The change started in 1997.

Before 1997 fuel costs per vehicle.km were lower than diesel, since 1997 to 2000 these costs have skyrocketed. No, no it is not deregulation of electricity prices, that did not start until January 2001 in Alberta. Overhead wiring costs should be charged to any bus operating under wires, because ETS has 40 stored trolley buses which they refuse to use.



The Trolleybus Scandal in Edmonton

In 1993 City Council directed the Department of Transportation and Streets *to make maximum use* of the system and vehicles. The department instead is only interested in preferred routing or scheduling *without* regard to capital investments, public preferences, vehicle emissions and their costs.

The city has spent \$ 47 million in capital investments since 1980, over \$ 10 million in the last 10 years. Most infrastructure has been upgraded. To get value for that investment the system has to be used. The greater the use the less the cost per vehicle.km will be. And the less use is made the greater the cost.



New Flyer Low Floor Bus at Stadium Station. Photo; Steve Hobson

Edmonton Transit Fleet

GM New Look 35' Buses	18
BBC 40' Trolleys	98
New Flyer Low Floor 40' Buses	188
GM New Look 40' Buses	530
Community Buses	20
Light Rail Vehicles	37

Source: ETS



LRT at Belvedere Station, now with a pedestrian overpass over the LRT and CN tracks to the bus station. Photo; Steve Hobson

Emissions, Noise and what the Public wants

The average diesel fleet emits 33.07 tonnes of toxic per million kilometres. A clean diesel reduces that to 18.82, a trolleybus allowing for emissions at the power plant 9.31, and if wind power was used 0.

In noise pollution the diesel emits 85 dB, the trolley bus 60 dB, the same as ambient street noise.

In surveys of those responding to mode preference 64% would like to see more LRT, 24% more trolley buses, 4% more diesels and 8% were interested in the most cost effective alternative. The objection to diesels were fumes, noxious smoke and air pollution.

So Edmonton Transit uses more diesels regardless of council or the population. Why bother with elections?

Calgary Transit on Strike.

Calgary copies ideas from Edmonton. When Edmonton opened its LRT in 1978, Calgary had to have one too, theirs started in 1981. However give Calgary credit they improved on Edmonton, borrowed money and completed three radial lines prior to the Winter Olympics of 1986.

Now Calgary is trying to copy Edmonton again, although 19 years later. Edmonton had its long strike in 1982, Calgary has its strike in 2001. It is a bad idea to teach your customers on how to do without you. Edmonton almost immediately lost 15% of its passengers, after its six week strike. And in Edmonton the union had to give in and accept the city's offer. Calgary will find out that it will lose many passengers. Edmonton never got the passengers back.

So what is the real issue. Calgary found that it was too expensive to use big buses as shuttle buses or on its late evening feeder routes through residential areas. They looked into contracting out these services. The ATU (Amalgamated Transit Union) offered to run these smaller buses with drivers having a reduced wage rate. Because some of these services are through runs, in other words no split shifts, senior drivers would like to operate them, BUT at the full rate.

In other words about 30 senior drivers hold the City at ransom. I am in favour of unions, however sometimes there is a lack of reason for some actions. Unfortunately it gives unions everywhere a bad name.

The city has made an offer. The union in various ways has now voted three times to reject that offer which resulted in a stalemate. When the strike started the union thought that the city would cave in after 48 hours. It did not happen. The union timed the strike during the provincial election, expecting that the provincial government would intervene. It did not and it had no effect on the provincial election. Public opinion is supporting the city's position by 2 to 1. Every day of strike will mean more passengers will buy a second hand car. With the slump in new car sales.....

After five weeks the city started to provide, using a private contractor, a shuttle service in the peak hours between parking lots and the CBD. On day 42 about 60 transit managers will provide a skeleton service during peak hours.

Vancouver & Victoria Transit Strike

Vancouver was still later with rail transit than Calgary and Edmonton. By striking April 1 Vancouver too wants to show how one can do without transit. One of the issue is contracting out smaller bus services on under utilized routes. The other issue is wages and part-time drivers. Because the SkyTrain is automated, it could be kept operating. However pickets prevented maintenance workers belonging to a different union from reaching their job during the first days of the strike. SkyTrain resumed on April 4.

By striking just before a provincial election, it is hoped that the provincial government would force concessions from the employer. The premier has already said he will not get involved.

Victoria Transit also went on strike on April 1, 2001.

Translink Budget Slashed by \$ 7 million

The Translink Board said the cuts were necessary because of a funding shortfall left by the failed vehicle levy, because the province does not want to collect it. The cuts will apply to bus service and road repairs.

Translink now intends to ask the provincial government for a two-cent a litre gas tax for the lower mainland. But Translink Chair George Puil said the gas tax will not solve the region's transit troubles.

He said there still wouldn't be enough money to carry out planned improvements to transit service.

Relations between Translink and the NDP government are now rock bottom. Translink has high hopes of co-operation from Liberal leader Gordon Campbell after the next election. Mr. Gordon Campbell is a former mayor of Vancouver. However his election platform is based on tax cuts, and that with a declining economy. It has not been possible to get any policy statement from the liberals as to how they will finance public transit, if at all. Mr. Campbell is talking about referendums regarding such a gas tax and a number of other issues on which he refuses to take a stand.

And Liberal transportation critic, Doug Symons, thinks Translink negotiated a bad deal when it was created. He thinks they should now live with it. That raises the question why would the liberals not negotiate a better deal? One would think they would be interested in better government and serving the voters better.

Small Buses and Part-time Workers

In Calgary small buses are operated by union members but at a different rate. In Vancouver small buses are operated under contract, where the union can bid on the contract. Small buses are used where there is insufficient patronage for a large bus, these small buses feed into the regular network. The primary reason for their use is costs, it becomes a choice between total abandonment of services or a lower cost of operation. Abandonment of service will contribute to a loss of passengers on the main lines with a resulting loss of service (and jobs). The hope is that by maintaining small buses, transit will retain passengers and will with a fuel crisis or so build up patronage. If patronage does build up, then it could revert back to regular buses with regular drivers.

Part-time workers work only a few hours a day, usually in the peak hours. Giving drivers a full shift straight shift is not possible with the peak demand that transit has. Giving drivers a full, but split shift is possible if the ratio of buses in the peak to midday is about 2. Beyond that staffing has to occur either by giving overtime, have short shifts which means paying make-up time or using part-time drivers. The union prefers the first two alternatives, management the latter. Overtime or paying drivers for not working is costly. It is likely to lead to service cuts, so as to eliminate overtime, which in turn means a loss of passengers, which in turn means a reduction of service.

The Edmonton strike in 1982 was about part-time drivers. By the time the strike was finished, patronage reduction was such that far less part-time drivers were needed than first thought necessary.

Change and No-Change Left.

Anyone travelling through Toronto Pearson International Airport after June 1 will have to pay an extra fee. Leaving Toronto will cost \$ 10, and when changing planes it will cost \$ 7. Toronto will be the only airport in Canada where **connecting** passengers will be charged.

[Editor's note: If a trip is more inconvenient should not the passenger be compensated, rather than being charged extra? Maybe arriving passengers, especially in Toronto, should also get money!].

The new levy is expected to generate at least \$275 million a year. It will help pay for Pearson's 10-year redevelopment plan, expected to cost \$4.5 billion.

Last year Pearson airport handled 28.9 million passengers, about one-quarter of them in transit.

The new fee is temporary (like Income Tax was), but no date has been set for it to be lifted.

Canada 3000 + Royal Airlines + CanJet

After Royal Aviation Inc. and Canada 3000 announced plan to join forces, Canada 3000 added Canjet to the mix. Canada 3000 has concentrated on long haul international flights, while Royal and Canjet have short-haul domestic capabilities. CanJet has grown to about 450 employees from 30 when it launched last May. It flies to six cities in Central and Eastern Canada. The new **Canada 3000** will have a fleet of 40 aircraft with more on order and 4,400 employees. Air Canada has 375 planes and 40,000 employees.

Transport 2000 Canada, Western Newsletter

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Roots Air Another New Airline

Starting with two routes, Toronto - Vancouver and Toronto - Calgary and with 4 planes Roots Air took to the air on Monday March 26, 2001. Two planes were not available when service began, causing cancellation of Calgary flights. Roots Air aims to attract business travellers with greater service but lower fares than Air Canada. It will have three classes in its cabins. A planned Toronto - Los Angeles link was scrapped. Instead there will be a Toronto - Edmonton flight.

Retrenchment at Air Canada

Some of the new flights that Air Canada announced last year have been quietly abandoned. Montreal - Edmonton which was reported as having a 75% occupancy, was scrapped. Toronto - Kelowna's daily flight now only goes on the weekend, although this summer daily service will be restored. Unfortunately the connections between Toronto - Calgary and Calgary - Kelowna flights are very poor.

Good public transport consists of a reliable, frequent service with good connections. Air Canada has improved its reliability, but keeps changing frequency of service and in the process ruins connections. Perhaps the approach has to be one of regular frequencies but changes in the size of aircraft.

The other problem is the range of fares within the same class. Roots Air by instituting three classes is solving that problem. Air Canada may want to look at that as well. Maybe half the economy seats can be given more legroom. Personally I would like that.

WestJet

WestJet started operations on February 29, 1996 with 3 planes. The airline started operations flying to the cities of Vancouver, Kelowna, Calgary, Edmonton and Winnipeg. Since that time, the company has continued to expand, bringing more western cities into WestJet's world.

Now WestJet Airlines serves the 17 Canadian cities of Victoria, Comox, Vancouver, Abbotsford/Fraser Valley, Prince George, Kelowna, Calgary, Edmonton, Grande Prairie, Fort McMurray, Saskatoon, Regina, Winnipeg, Thunder Bay, Hamilton, Ottawa and Moncton. The airline is providing limited addition service to Brandon until May 2001. WestJet has a fleet of 23 Boeing 737-200 aircraft and will take delivery of its first new generation 737-700 aircraft during the second quarter of this year.

WestJet went public in July 1999. Because of the merger of Air Canada and Canadian, there was a window of opportunity for WestJet to expand its service beyond its current route structure. In December 1999, WestJet announced that it would be extending its successful low fare strategy across Canada. In March 2000, WestJet added service to Hamilton (the airline is now the only domestic passenger service at the John C. Munro Hamilton International Airport) and began to build the city as it's eastern hub. In April 2000, WestJet added Moncton to its network and in June 2000 Ottawa was also added. Westjet unlike Canada 3000 or Roots Air concentrates on offering low-fare, short-haul air travel services.

Transport 2000 Canada **Western Newsletter**



2001-3
July 2001

**for Manitoba, Saskatchewan,
Alberta and British Columbia**

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This is the email edition of the newsletter. If you want to obtain a hard copy, please advise the editor by email.

Please note the articles on pages 2 and 3 as they relate to Diesel Multiple Units. On pages 6 and 7 there is some background as to the conflict between management and labour in transit strikes.

We send a hard copy of this newsletter to every federal cabinet member and to members of the House of Commons Transport Committee. We also send copies to the press.

If you have any feedback, please write to the editor by email. Thank you.



Alstom Citadis Low Floor unit in Lyon (F) and on the right a high floor car made by BN (Bombardier) in The Hague.



LRT in Europe. Note the green grass right-of-way. Vancouver does not want to see any of this, it should be buried underground. Photos are reproduced with permission

from Tramways and Urban Transit, Official Journal of the Light Rail Transit Association Website: www.lrta.org. This monthly magazine gives a wealth of information on urban transit.

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“Do not fix it, if it is not broken”

The new liberal government in B.C. is in favour of reducing red tape and deregulation. It already has cut taxes, without the benefit of a budget, and it wants to reduce government costs.

There may well be an attempt to deregulate the inter-city bus industry. The government of British Columbia should realize that at present, the well-used lines cross subsidize the less-well-used lines. The result is that British Columbia is well served by a network of inter-community bus lines in the province.

Deregulation would mean competition on the well used lines, with possibly temporarily lower prices. However it would also mean either the abandonment or greatly reduced service on the lesser used services. The estimate in British Columbia is 60 to 70 percent of the inter-community services would be affected. The result would be that if the government wants to see service continue a subsidy would be necessary to maintain these services. It is unlikely there would be funds available for additional subsidies.

By stating early that bus regulation will remain in place, the industry can plan its future and continue to serve British Columbians well, without government subsidies.

Diesel Multiple Units, What is on the market.

Rail Diesel Car, Second-hand, Rebuilt only



Photo by Steve Hobson

BC Rail RDC (Rail Diesel Car) shown in Lillooet, BC on July 25, 1997. It is ready for boarding en-route to North Vancouver. The RDC has very little space for the driver and has only a small window for him to peek through. The driver's seat is also uncomfortable. VIA now has only six RDC's. They are being overhauled in Moncton NB at the former CN Gordon Yard Diesel Shops now owned or leased by IRSI (Industrial Rail Services). IRSI obtained a number of old RDC's from VIA. They will refurbish on order. IRSI may refurbish one unit as a demonstration unit.

Flexliner with the Flexfront

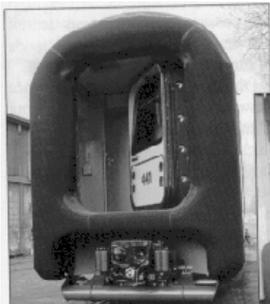


Two three-car units of the IC3 Flexliner, a 3-car articulated unit, on loan to Amtrak from Israel, are coupled together.

The driver has a much more spacious cabin and a much better view with the flexfront system. The instrument panel is attached to the door. The picture on the right shows how the door can be turned aside providing a wide passageway between units. When VIA tested these units, they did not take the opportunity to run the two sets in tandem, nor did VIA try to split and combine units.

Like with the RDC there are problems in running single 3 car units, because of track circuits not being triggered.

The Flexliner as is, does not meet buffing strength requirements. However the Flexfront could be used.



Colorado Railcar, a new entry into market



The single deck diesel multiple unit by Colorado Railcar. Note that it has the same small window for the driver as the RDC shown on the left. Plan views are shown page 3.



Colorado Railcar also shows a double-decker version of their railcar. These cars have glass tops. Here the driver will have better view, since he is sitting on the top deck. Both the single deck car and the double deck car can pull a trailer. Possible combinations are shown on page 3.

What Could Bombardier Do?

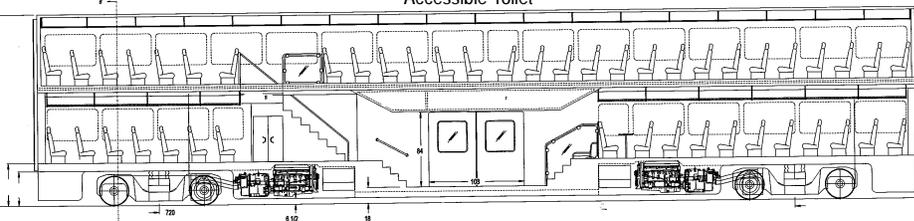
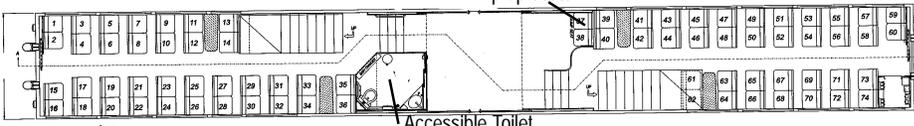
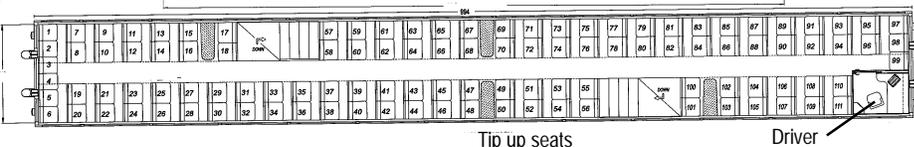
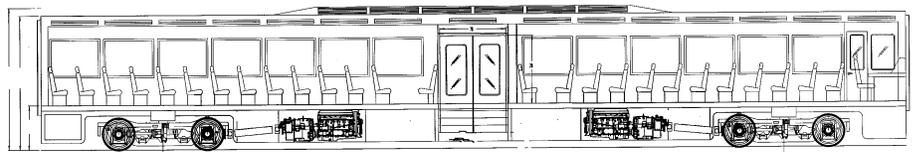
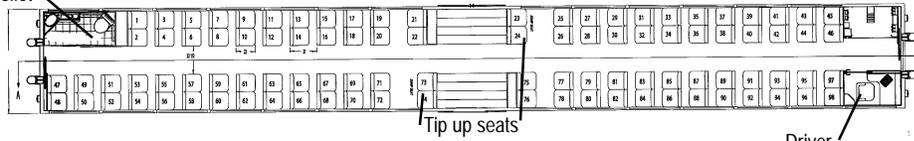
If Bombardier was going to get into the market for a new DMU, they would probably use one of their existing body shells. The electric commuter trains in Montreal or the LRC cars could be candidates. Another candidate would be the GO-Transit type bi-level commuter car. The bi-level car would permit the driver to be placed higher and a little back for safety reasons. Regardless, it would be hoped that they would consider the Flexfront system. The Flex Front System was originally developed in co-operation with DSB (the Danish State Railways) for the IC3 train by ABB. ABB (Rail) later became part of Adtranz which in turn was taken over by Chrysler-Mercedes Benz and now by Bombardier.

The flexfront is used in Sweden, Denmark, Israel, Belgium and Spain. Sweden, Denmark and Israel used ABB or Adtranz. Spain used the flexfront under license for its secondary lines. Bombardier installed the Flex Front (under license) for Electric Multiple Units for the Belgian Railways. Presumably Bombardier could again have access to this design.

Bombardier does own all the Bud designs. Bud designed the RDC. It will be interesting to see whether the entry into the market by Colorado Railcar, will spur Bombardier into action.

More on Colorado Railcar Diesel Multiple Units

Accessible Toilet



Standard Components

The design of these diesel multiple units is based on using standard components. Yet there is the opportunity for customer variation.

For example the drawings show commuter seating, however long distance seating is also possible. The single deck multiple unit is shown with a solid roof, but is also available with a glass roof. The single level car can also have end doors, instead of one central door per side.

Both bi-level and single level cars have a cab on one end only. For bi-directional operation, units would have to be coupled. It is possible to couple two bi-level power cars to one bi-level trailer, and one single level power car to a single level trailer. The various combinations are shown below, seating capacities shown are again commuter type seating.

Tip up seats are the location for wheelchairs.

Some Specifications.

	Single Level	Bi-Level
Power car	Trailer	Power Car
Cost US\$ (million)	2.7	3.7
Seats (commuter)	105	185
Length mm	25900 (85 ft)	25900 (85 ft)
Height mm	3910 (12'-10")	5480 (18')
Headroom mm	2290 (7'-6")	2030 (6'-8")
Doorwidth mm	859 or 1928 (34"/76")	2740 (108")

Air Conditioned, The heating uses electric convection floor heaters and forced air window heaters. One accessible toilet per car, fixed seats. 2 Detroit Diesel series 60 motors with electronic fuel control, (600 hp each, 500 HP available for final drive and 100 HP for hotel power). The transmission is two Voith T212 Br with KB 190 retarder. The final drive consists of two Voith E20/22.

Present Status of DMU by Colorado Rail

A prototype will be completed by June 2002.

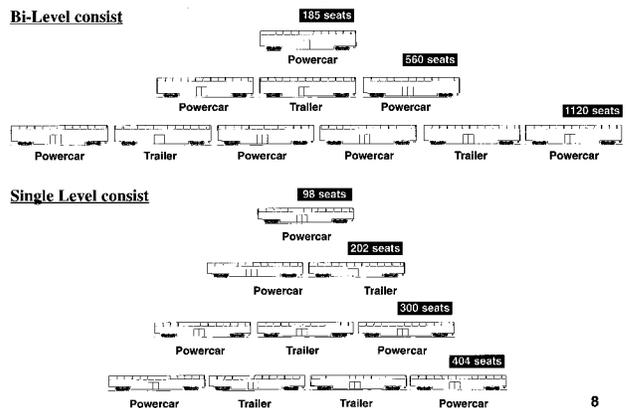
Testing will be carried out at Pueblo, Colorado. Pending the completion of these tests there are some prospective sales, Colorado Railcar says.

The fuel tanks will hold enough fuel for about 1,000 km (600 miles) before refuelling is required. Allowing for a safety margin, it would mean a range of 750 km.

In Europe refuelling is done in stations. For example in Nuremberg the tilting DMU was being refuelled while waiting and loading for its next trip.

The New DMU Consist Offers Total Flexibility

Power cars have the ability to pull trailers as follows

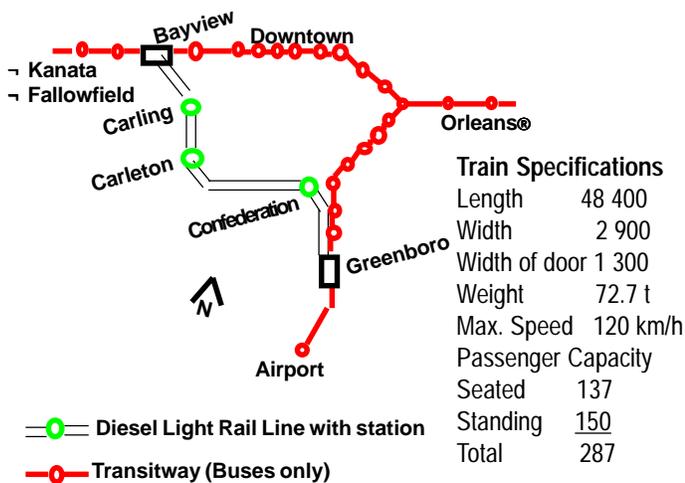


The Market for DMU's

The potential market for Diesel Multiple Units is seen as both in the commuter market and for intercity travel. The glass top of the DMU made by Colorado Railcar, which is also available for single level cars, indicates tourism use. A glass top would be an attraction on both the Skeena and the Vancouver Island Service. BC Rail may also be interested.

Unfortunately VIA does not like Diesel Multiple Units, although they would be ideal for increased services in the corridor. Particularly services between Toronto - Kitchener and London ON.

Ottawa Will Open Diesel Light Rail in late August 2001



Diesel Light Rail Vehicle, the Talent, made by Bombardier

Map of Ottawa's Transitway and Light Rail System

The Diesel Light Rail line linking Bayview via Carleton University to the South Transitway was first proposed in 1995. At that time the RegioSprinter made by Siemens Transportation was being demonstrated on the North American continent.

The present line is an experimental line. The line uses a little used railway line which comes from Gatineau and links to the main lines in Ottawa near Confederation station. Freight operation will be at night.

However the council has changed since the decision to make it an experiment was made. The intention now is not only to make it permanent but to extend the line into Hull or downtown or both. The proposal is to make a loop from Bayview through Hull to and the cross the river on the bridge just east of the parliament buildings and then through downtown.

This loop could replace the buses of OC Transpo going into Hull as well as the Hull buses coming into Ottawa. This loop would be an interprovincial line that would greatly benefit the federal office buildings on both sides of the river. Ottawa City Council thinks that the federal government (maybe through the National Capital Commission) should contribute.

Another logical extension would be to extend the line all the way through Hull to Gatineau. However Hull is still determined to use busways.

Ultimately it is expected that the present Diesel line will be electrified. It would also be logical to convert the bus transitway to Light Rail Transit.

Using Diesel during a first stage of Light Rail Development, allows a community to bring a line quickly into service. The major investment of electrification can then be made later.

Calgary Transit Strike Settled

Calgary settled its transit strike just before Easter. The strike had lasted 50 days and was the longest in the city's history. The previous longest strike was 37 days in the summer of 1961. The deal is slightly worse for the union than the one rejected March 19, 2001 regarding the main strike issue of shuttle buses.

The union failed to get the city to revive its promise to cap cheaper-to-run shuttles at 20 per cent between this year and 2003. Instead, members have grudgingly accepted the same percentage in a so-called letter of intent, which is unenforceable under the collective agreement.

There was no previous maximum on shuttles, which currently compose about 17 per cent of Calgary Transit service. Also, the offer of 10 per cent in wage increases over three years was identical to the March 19 offer, while the signing bonus has jumped from \$500 - \$850 for full-time and \$250 - \$425 for part-time employees. Despite having little to show for the extra four weeks on the picket line, union members were upbeat and happy to be going back to work.

The Vancouver Transit Strike

The Vancouver Transit strike started April 1, 2001 and after three months just goes on and on and on. Like in Calgary, the strike is about part-time workers and contracting out (see articles on pages 6 and 7).

The workers were originally affiliated with the Amalgamated Transit Union. However the ATU was not militant enough, so they split off into the Canadian Transit Union. Now they are affiliated with the CWA. Senior drivers sign up for the spare board and then drive a peak hour shift as their days work.

Coast Mountain Bus Lines is a subsidiary of Translink. Translink has other subsidiaries like SkyTrain and the West Coast Express. The management of Coast Mountain Bus Lines says they cannot afford paying people a full day for only 3 hours of work.

A mediator tried to postpone the issue of part-time work and proposed a wage settlement. Management has rejected this compromise. Management wants to have the issues of part-time and contracting settled now. It appears the strike could last a long time. Meanwhile Coast Mountain Bus Lines is saving money. Like in Calgary, the union may have to give in.

Rapid Transit Vancouver to Richmond / Airport must be Underground What are the Priorities?

At Grade Options Excluded From Now On

The growing season in Vancouver is of course much longer than in most of the rest of Canada. And if money grows on trees, there should be more available in Vancouver. This seems to be the philosophy of an eight agency group that brought out a report (Phase 2). The eight agencies are: Translink (leader), Transport Canada, Vancouver International Airport Authority, Province*, City of Richmond, City of Vancouver, GVRD and the Vancouver Port Authority. (* the province has not executed a memorandum of understanding and is not committed to this report). Based on the report of phase 2, the staff recommended:

- "A. That the Board receive the information contained in the Multiple Account Evaluation for information, and reaffirm the development of the Richmond/Airport to Vancouver rapid transit link as a medium term policy objective.
- B. That the contracts of Macquarie North America and the Project Director be extended to conduct additional analysis on a continued multi-agency basis; this analysis would include private-public partnership approaches and further investigation of commercial issues, including market and technical issues related to a possible Airport service, with funding of \$75,000 to be provided by each of TransLink and the Vancouver International Airport.
- C. That based on the greater benefits associated with grade separation, Macquarie's comments on grade separated and at grade options from a private sector perspective, and community concerns, **the CEO recommends that at grade rail transit options in Vancouver be excluded from any further analysis for this project; for clarification, in Vancouver, analysis would be restricted to underground options.** (Emphasis by the editor)
- D. That Macquarie's conclusions on the potential for a public private partnership approach for the Richmond/Airport to Vancouver Rapid Transit link and a crossing of the Fraser River be reported back to the Board by July."

Phase 1 was a management plan, Phase 2 was extended and Phase 3 will give a final report.

In The Real World

All over Europe and in the United States, and even in Canada (where the growing season is short), the idea of building underground metro systems has been abandoned. Light Rail Transit which has the options of being at grade, in tunnel, overhead or even in mixed traffic has been favoured. Why? Because the cost of a grade separated line, especially underground, is too great. IRT is estimated to cost \$ 1 billion less. It requires a very high patronage now to justify an underground metro line.

Now planning agencies are afraid of people. All projects require public input. And "Not In My Backyard" prevails. So instead of using Portland's example of fitting rail transit into the environment, the approach becomes bury the line out of sight.

The priorities cast in stone, apparently, are

1. Coquitlam - New Westminster (but no money to operate)
2. Lougheed - Broadway (but not much further west than Granville)
3. Richmond - Vancouver (but underground only)

Where is the Market, Where is the Money?

The heavy corridors in the Vancouver area are the SkyTrain route to New Westminster, the Hastings Corridor, the University (a captive market) and to the south. The studies along Broadway have indicated that a few parking spaces are more important than moving people. The result was grade separation and SkyTrain technology (not necessarily in that order). In any case anything along the Broadway corridor presently proposed will not reach the major market which is the University.

Translink proposed an express bus route 98B. The only problem was, it has lacked passengers. This is the corridor now proposed for an underground line!

Translink also refuses to operate the SkyTrain line now nearing completion between New Westminster and Lougheed. It does not have the funds. Translink is also the lead agency in the Richmond underground plan. And suddenly there will be funds for constructing and operating an underground metro line?

So the rescue is going to be public - private - partnership. The new hip phrase for "we cannot afford it ourselves, so let us sucker in the private sector and pay even more over time than we otherwise would have". The private sector will not invest unless there is a return on money. The greater the risk, the greater the return has to be. So rather than the public sector putting money up front (capital investment), the private sector does. The public sector then pays over time. And that with higher interest rates and a profit for the private sector, is supposed to be cheaper. The privatisation of British Rail has shown that logic is faulty.

And in case anybody has not noticed, there was a change of power in the province. The new government has cut taxes and is now looking where it can cut expenditures to pay for it.

What is Needed

Affordable rail transit is called IRT. It should be used where productivity gains are possible and should serve the heavy use markets. Vancouver should also re-examine the role of the traffic engineering department. The objective should be to move as many people as possible, not vehicles please note. Nor is the function of streets to preserve parking spaces. Off-street parking is the location for stored vehicles on all main roads. Traffic signals should give priority to vehicles with the most people in it (IRT, Buses), so that there is a minimum of delay to people.

In our next issues we will look at the technical solutions that are possible and the many schemes by promoters that do not function in the real world.

Supply, Demand, Shifts, Overtime and Part-Time Drivers by J. J. Bakker

The Nature of Transit Demand

Because of the normal workday, transit demand has high peaks in the morning and afternoon. The ratio between peak hour to midday is about 8 to 2. Late evening would be 1. The morning peak is usually higher and over a shorter time period than the evening peak which is longer and less high (see dotted line in the graph). Traffic shows similar characteristics. To cater to this demand, a transit system has to supply sufficient capacity.

Transit Supply

In a bus operated system, the supply is in the form of buses. Each bus requires a driver and each bus has a limited capacity. The problem that a transit system has, is to balance the demand with an adequate supply. In theory it would appear easy in practice, it is difficult because drivers like particular work conditions.

Drivers Like...

Most drivers like straight shifts. A straight shift means in practice about 7 hours on the road. In the supply diagram (which has a ratio of 4 to 2 to 1, between peak, midday and late evening), shifts are given in blocks. This diagram is very schematic but illustrates the issues involved. Straight shifts are 1, 2, 3 and 4. Less than full 7 hour shifts are 6 and 8, which may require paying make up time. Split shifts are 5 and 7. There are additional rules. A transit driver can have a split shift, but the minimum of any shift is 2 hours, whether his shift is that long or not. Also drivers are guaranteed a minimum number of hours each day they work.

Shifts are allocated on the basis of seniority. There is a sign-up, where the most senior driver has the first pick, followed by the second most senior. In addition there is a spare board, which we will not discuss here.

Passengers Like...

Passengers like to have a seat. However over short distances standing is accepted. There is a huge difference in the attitude of transit managements in Europe compared to Canada or the United States. In Europe management thinks in terms of how many can be cramped into a vehicle and the vehicle layout has only a minimum number of seats and lots of space for standees.

On this continent seating is considered more important. For longer distances or higher speeds standing is unacceptable.

How to Balance Supply and Demand

By having a few standees in the peak and providing more seats than required midday, transit can often meet demand with a supply as shown in the schematic diagram.

The problem begins when peak demand keeps increasing and midday demand does not. The peak demand gets greater when the commutes get longer. There is not enough work for a driver to get 7 hours when there is only work for two hours in the morning and / or two hours in the evening only.

The options are pay overtime, pay a driver the daily minimum even though the driver only worked a few hours or hire part time drivers.

The Fear of Drivers

The trust between unions and management is not always great in some systems. The unions fear that all measures taken by management are designed to reduce pay, conditions of work or the power of the union. On the opposite side, management tries to run as low cost a system as possible and does not like the union getting involved in the management of the system.

So let us return to the supply options.

Overtime. For the morning peak hour shifts 4 and 6 could be asked to work overtime and

thereby add supply. However the minimum call-out is 2 hours, which means 3 hours of pay in the case of overtime.

For the evening peak shift 1 could be asked to come in earlier (some of that could be achieved by finishing earlier than 1 0'clock). Also shifts 2 and 3 could be asked to come back in the evening peak, again for 2 hours that means 3 hours pay.

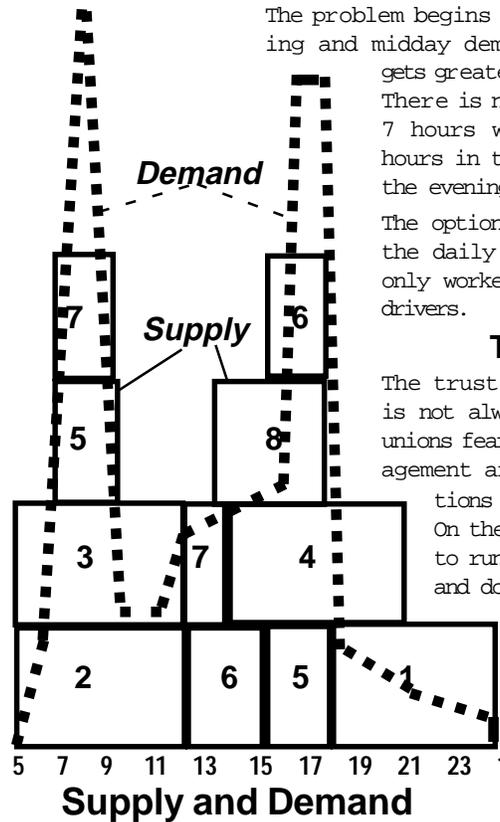
Not all drivers want overtime but others do, so it is voluntary.

There is another complication and that is spread time, the time that a driver is first called out and finally finishes work. Usually it is about 10 hours. Spread time may be determined by provincial legislation. Transit systems then try to get exemptions.

Because the demand is in the peak hours (6:30 to 8:30 and 16:00 to 18:00), management runs into a problem using overtime as a solution.

Paying a Minimum Day

If the minimum day is 6 hours (often it is 7) then for 2 hours in the peak, management is paying 6 hours for 2 hours of work. So this a more expensive option, besides it does not sit well with drivers who work all 7 hours to have other drivers getting the same pay and working only 2.



Supply, Demand, Shifts, Overtime and Part-Time Drivers (continued)

Part - time Drivers

It is easy to see that management sees the solution in part-time drivers. However part-time drivers usually do not get the same (or even proportional) benefits that a full time driver gets. So the hourly rate (including benefits) is in effect less than that of a full time driver. Naturally the unions object, because they consider that to be cheap labour replacing a good paying union job..

So how can part-time drivers also benefit full time drivers? The following should be considered by both sides:

.. Part time driver positions should first be offered to newly retired drivers. It would supplement a pension and phase out the driver over several years rather than cut him out on the day of retirement. Most pension plans allow continued working, provided it is less than 50 percent of their previous full time pay.

.. The second group of drivers are those drivers that start a family and no longer want to work full time. These drivers may want to come back full time later.

.. The third group might be students. During the summer holidays students could take full time positions, allowing more transit drivers to have holidays with their families.

When vacancies in the full-time staff become available, part-time drivers should have the first chance to take those positions.

Can Technology Help?

In an all bus system, technology can only help to a limited degree. Articulated buses which have 1.5 times the capacity of a standard bus is one answer, double decker buses is another. Speeding up buses with exclusive lanes and signal pre-emption may be another approach. However for the longer commute, the sad truth is that many peak hour buses only make one trip. (By the time the bus gets back the peak demand is over). Ottawa has a special group of drivers, who work a six hour day, enabling the system to provide more peak hour service.

Light Rail

Light Rail transit greatly reduces operating costs. The reason is that one driver can operate one, two or three units together. Also extra equipment can be brought in and out of service coupled to other trains, greatly reducing deadhaul. The ratio of personnel requirement would still be 2 to 1 for peak to midday. However peak trains would have 3 units say every 5 minutes, midday 2 say every 10 minutes and the late evening 1 unit say every 15 minutes. Capacity wise the ratio for peak, midday to evening becomes then 9 : 3 : 1.

SkyTrain

The SkyTrain being automated is of course independent of labour requirements. However the inspection personnel is usually allocated on a 2 : 1 bases between peak and midday. Automation is also possible with LRT on those sections that are grade separated.

More Roads or Traffic Lanes Do Not Help

The 2001 Urban Mobility Study, produced by the Texas Transportation Institute at Texas A&M University, examined traffic conditions in 68 urban areas ranging from New York City to communities as small as 100,000 residents.

In 1999, the study showed, congestion delayed the average American 36 hours. Two years earlier it was 34 hours. In 1982, motorists spent 11 hours stalled in traffic. The study also found the combined morning and evening rush hours now extend to about six hours a day — roughly double what they were in 1982.

The study found that cities with good public transport, such as San Francisco, New York, Boston and Washington DC, ranked lower in the Congestion Burden Index because there were alternatives available. Cities like Los Angeles and Houston, have few commuting alternatives and ranked high in the Congestion Burden Index.

Los Angeles and Houston both have tried to solve their congestion problems by adding more freeways and traffic lanes. Congestion however remained as bad as before. Significant for Houston, the study found that areas which added the most roads over the past 10 years have had little success in easing congestion. Of the areas surveyed, the one-third that added the most road space per person experienced a 6.5 percent increase in rush-hour congestion, compared to a 7.2 percent increase for the metropolitan areas that added the least road capacity. In short, new roads attract more traffic.

The report concludes that multiple answers are needed to avoid gridlock, these options should include public transport.

Contracting Out

In the case of contracting out, the assumption is that contractors will not be unionized. That is not a given. St. Albert near Edmonton uses only contracted services (driving, maintenance and cleaning), although St. Albert owns the equipment and the garage. However the contractors are unionized. One advantage is that the city insists in its call for a contract that the union agreement is in place and is for the same period of time as the contract. Hence the city is strike proof. Other systems, like some in the United States, limit contracting out to say 20 % of the total work force.

Nevertheless the purpose of contracting out is usually to reduce labour costs. So the unions have a legitimate concern. The alternative to contracting out poorly utilized services is often abandoning the service all together, in which nobody has a job. The answer could be that if patronage reaches a certain level, the service becomes part of the regular system after the contract expires. Such an approach would give the union an incentive to promote increased patronage. Since the contracted out routes are usually under-utilized feeder routes, it would make the main lines also more secure for unionized labour.

Energy Crisis and Energy Prices

Part 3 by J. J. Bakker

U. S. Energy Policy

President Bush has outlined an energy policy for the United States. The plan has the following components:

1. **Boost nuclear power.** The plan provides tax credits to make it easier to sell nuclear plants, measures to help to speed up the relicensing of the more than 100 existing plants and the construction of new ones. More than one-fifth of electricity in the US comes from nuclear plants.
2. **Ease the rules.** U.S. Federal agencies are to review current policies to see if rules should be eased to allow drilling in the Outer Continental Shelf and coastal zone.
3. **Less anti-pollution equipment.** Bush orders the U.S. Environmental Protection Agency to see if regulations that now require state-of-the-art anti-pollution equipment on upgraded power plants and refineries limit energy supplies.
4. **Open Arctic National Wildlife Refuge** in Alaska to oil and gas exploration.
5. **Energy from neighbours.** Develop a continental energy supply program, so that the U.S. can use oil and natural gas from Canada and Mexico.
6. **Conservation.** The plan proposes US\$ 10 billion tax credits for conservation methods, including tax credits for the purchase of "hybrid" cars or the installation of solarpower systems.
7. **No Pollution Reduction.** In parallel with the energy policy, President Bush stated he would not ratify the Kyoto protocol.

What is Good about the Policy.....

President Bush should be congratulated in that he has an energy policy. It is clearly a "supply" energy policy, where the shortage of energy in the United States is addressed. President Bush is also not afraid to address the production of nuclear energy, although little if anything is said about nuclear wastes.

France went for nuclear energy during the energy crisis of 1974. However it also decided to use electricity wherever possible, so as to reduce fossil fuel requirements. So railways were electrified, high speed trains were introduced (eliminating the need for short haul fuel-guzzling aeroplane flights) and urban transit was encouraged to use electricity (hence LRT).

There is some mention of conservation. If everyone starts driving "hybrid" cars, fuel consumption by cars could be halved. Whether the incentives will in fact be meaningful time will tell.

But President Bush has set an example by clearly stating his intentions regarding energy. With a nation that has five percent of the population and twenty-five percent of the world's energy consumption, it makes for interesting but scary reading.

Knowing the intentions of the United States will help other countries to take protective actions.

What is Bad or Sad About the Policy....

Fundamentally the policy is written by the oil industry and for the oil industry. There is not a government objective to convert as many as possible energy demands into electrical demand; so that nuclear, water, wind or solar power would be utilized. The philosophy is not to upset the natives and keep feeding the tremendous appetite for energy in the United States from abroad, particularly from Mexico and Canada.

At the conservation end, there is no attempt to make everybody conserve energy, or have incentives to conserve. For example double glass windows, house and office insulation, and similar measures are not part of the package.

To add insult to injury the United States also reserves the right to pollute as it sees fit. It has abandoned the Kyoto protocol, making in reality no effort to reduce pollution. In fact anti-pollution devices are considered an impediment to quick fixes.

The Ottawa Citizen has run a series of articles entitled: "The Truth About Cars and Trucks" by Paul McKay about energy, pollution, the attitudes of industry and governments, as well as giving examples of green solutions. Part One of the series titled: "Reinventing Our Wheels" ran from May 19 to June 8. Part Two started on June 16 is titled "Asleep at the Wheel". All stories are posted at: www.ottawacitizen.com.

The Vancouver Sun started with the series as well, but stopped after a week. The Alberta Southam papers (Calgary Herald and Edmonton Journal) did not want to pollute the oil industry and did not publish any of the articles.

And What About Canada?

Canada and the provinces do not have a policy of conservation or changing the use of energy to renewable or nuclear resources. The approach is there is an unlimited supply of non-renewable resources (if ever a sentence had a contradiction, this is it). It is like having a watchdog which wags its tail when the thieves come to steal its resources. The dog will not bark until the resources are gone.

The prime minister, the premiers, the ministers of foreign affairs, resources, energy, environment and the like all prostrate themselves before President Bush, eager to please him and supply the United States with energy. There is no plan, no calculation what our limited resources are, no attempt to attract American industry to our energy, no attempt to reduce pollution, no attempt at responsible use of energy. No Canada just wants to supply and make a quick buck. At the same time California does not want to pay for the energy received at the price mechanism they themselves devised. The rulers of supply, demand and price do not apply if you have political power, rather than energy.

What about Mexico?

Mexico plays lip service to the United States plan. It will develop additional refinery capacity, using Canadian expertise. However the additional energy will be used to provide more employment to Mexicans. After all that will help in solving the illegal migration problem. In contrast to Canada, there is a Mexican policy.

Second Letter from Transport Canada

In our last issue we indicated we were still waiting for a reply to our second letter. Well it came a little later after publication.

NB. Any emphasis is by the editor.

Office of the Minister of Transport. APR 30 2001

Dear Mr. Bakker:

Thank you for your letter of March 7, 2001, which was co-addressed to the Honourable David M. Collenette, Minister of Transport and others, in which you raised several concerns about various rail issues that were not addressed to your satisfaction in my previous correspondence. The Honourable Paul Martin, Minister of Finance, has also forwarded a copy of your correspondence on the subject. Minister Collenette has again asked me to respond on his behalf.

I understand that Transport 2000 Canada awarded its Orange Prize for sustainable transportation to Minister Collenette at a ceremony on April 26, 2001. The Minister and the department are very proud of their work and believe that the promotion of sustainable transportation is one of the most critical environmental and economic issues we face today. Indeed, responding to the related transportation issues of congestion, pollution and climate change is a complex and difficult task and one with no easy solutions.

On October 6, 2000, the Government of Canada announced its *Action Plan 2000 on Climate Change*. The \$500 million, five-year plan represents the federal government's contribution to the First National Climate Change Business Plan. *Action Plan 2000* consists of a comprehensive package of measures to reduce greenhouse gas (GHG) emissions. The plan builds upon the \$625 million announced in Budget 2000 for climate change-related initiatives.

Transportation is a substantial component of *Action Plan 2000*. The five new transportation measures included in the Plan focus on the key objectives of improving urban transportation, promoting new vehicle efficiency, decreasing the use of GHG-intensive fuels, and increasing the efficiency of Canada's freight system.

The government believes that the freight sector should play a significant part in Canada's efforts to reduce GHG emissions and air pollution. As part of the Freight Efficiency Initiative of the *Action Plan*, Transport Canada is working in partnership with all modes of the freight sector to sign **voluntary** agreements with industry associations. Also a component of this initiative, the department is working to increase fuel-efficiency **training** and environmental **awareness** amongst freight operators and shippers.

With regard to roll-on roll-off trains, as you are aware, Canadian Pacific (CP) has developed and implemented a truck-on-train technology, which it operates in the Montreal-Detroit corridor. This was achieved without government involvement.

Mr. Ritchie has publicly raised the idea of public-private partnerships for rail services. Should any specific proposals be received, I am sure the Minister will consider them.

On April 3, 2001, Minister Collenette announced the start of negotiations with provinces and territories

on the highway construction component of the \$600 million Strategic Highway Infrastructure Program. Transport Canada officials will be working collaboratively with the provincial and territorial counterparts to identify priority highway projects and to sign cost-shared contribution agreements as soon as possible. Potential projects could include the twinning of sections of the Trans-Canada Highway, widening of highways and construction of interchanges.

Generally, provincial and territorial governments are responsible for decisions on the design, construction, safety standards and financing of highways in Canada. However, the segments of the Trans-Canada Highway traversing national parks are one of the few exceptions where federal jurisdiction applies. I have therefore taken the liberty of forwarding a copy of your letter to the office of the Honourable Sheila Copps, Minister of Canadian Heritage, and Minister responsible for Parks Canada, for consideration of your suggestion that tolls be applied at the entrances to national parks to encourage the use of roll-on roll-off trains by truckers.

I trust that the foregoing has addressed your concerns. Again, thank you for writing.

Yours sincerely, Naseem Nuraney
Special Assistant - West and North

C.C. Office of the Right Hon. Jean Chrétien, P.C., M.P.

Office of the Hon. Paul Martin, P.C., M.P.

Office of the Hon. David Anderson, P.C., M.P.

Office of the Hon. Brian Tobin, P.C., M.P.

Office of the Hon. Sheila Copps, P.C., M.P.

Editorial by J. J. Bakker

The letter on this page shows that the government is afraid to tackle the trucking industry. Voluntary, training and awareness are not a substitute for a determined long range policy and action.

Transport 2000 Canada applauds some investment in passenger rail transport, and awarded the orange prize as a result. This prize should not result in a complacent satisfaction with no further initiatives required.

A careful reading of Action Plan 2000 shows that the proposals will not solve the problems of emissions in Canada. It would require a far more courageous approach. In fact the Strategic Highway Infrastructure Program will be counter-productive as far as emissions is concerned.

Somehow I doubt the minister responsible for the National Parks will provide the solution on her own. It will require a multi-department team work with leadership to get results. Passing letters to and fro is not a solution. Remember all I asked for was a task force to examine the alternative of the roll-on roll-off concept. Maybe there is no expertise in government to evaluate any new ideas that would reduce emissions. So we get weak responses and no action.

**For up-to-date transportation news
Try Transport 2000 Canada Hotline: 1-800-771-5035
or www.transport2000.ca**

VIA Thinks West is a Tourist Attraction

At a news conference on June 26, 2001, VIA reintroduced its Silver and Blue service as a tourist service for the west. VIA Rail Canada is enhancing its service on The Canadian, with refined dining car service, luxurious onboard accommodations, and new entertainment facilities for travellers.

VIA considers the West as a key focus in the passenger rail corporation's long-term strategy for growth. VIA said. "Over the past ten years we made a core commitment to concentrate on the dynamic tourism sector here - continually improving our services, building new partnerships in the industry, strengthening our contribution to the travel and tourism infrastructure. That commitment has helped to make VIA one of the best-managed passenger services in Canada today." Now what about transportation service through Salmon Arm, Calgary and Regina?



Photo by Steve Hobson.

"The Canadian" #1 at Jasper, July 1997.

Transport 2000 Canada, Western Newsletter

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Our Mission: Transport 2000 Canada represents the interests of public transportation by promoting socially, environmentally and economically sustainable policies, programs, services and actions.

Transport 2000 Canada is a national federation of consumers devoted to advancing the public interest in transportation of all modes. A registered charity, it is involved with research, public education and advocacy of public transport issues. It publishes: Transport Action. Transport 2000 BC and Transport 2000 Prairies are separate organizations in the western provinces. Half the membership fees go to the Federal Organization.

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The CCD, VIA and Nightstock Cars

The CCD (Canadian Council for those with Disabilities) laid a complaint with the Canadian Transportation Agency (CTA) December 4, 2000 seeking a CTA ruling whether the Nightstock passenger cars purchased by VIA would create an undue obstacle to travel for Canadians with disabilities. The CCD is now complaining that VIA is putting legal obstacles in the way. VIA's actions have caused CCD to spend \$45,000 in legal fees just to ensure that the Canadian Transportation Agency's jurisdiction is not undermined. CCD has now asked that VIA halt any further legal challenges and simply allow the Canadian Transportation Agency to do its job.

Transport 2000 Canada is satisfied that the nightstock cars are superior in accommodating passengers with disabilities than any other car in Canada. The CCD appears to have been receiving advice, that is contrary to our measurements or observations.

British Disabled groups considers the cars superior and are mad that the cars were sold to VIA. (see article below).

CTA and Accessibility?

Under the *Canada Transportation Act*, the Canadian Transportation Agency (CTA) ensures that persons with disabilities have access to this country's transportation system. It does this by eliminating unnecessary or unjustified barriers. The provisions give the Agency jurisdiction that includes air carriers and airports, passenger rail carriers and stations, and federally regulated ferries and their terminals. (*Editor: Note buses are not included*). The Agency develops and administers accessibility standards covering the transportation network under federal jurisdiction and resolves complaints from travellers with disabilities. The Agency actively works with industry to make travel easier for persons with disabilities.

Extract from Rail #401, page 11.

"The £56 million purchase price of the 139 Nightstar coaches sold to VIA Rail of Canada (RAIL 400) was a fraction of their market value, says VIA Rail. VIA refused to give precise details of its purchase of the stock for Cdn\$ 125m (£56 million). But a report in The Daily Telegraph on January 12 suggested the Government was unlikely to receive any of the money from the sale. The cost includes alterations to the stock such as modified couplings and lower boarding steps - likely to take place in Canada after further tests. Despite this, the sale is still worth more than the balance-sheet value of the rolling stock - understood to have been on Alstom's books at £12 million (€90,000 per coach), although Alstom refused to confirm this.

The coaches were paid for with around £109 million of public money - £11 million short of the total cost - after Eurostar (UK) abandoned the proposed Channel Tunnel "sleeper" trains.

The sale of the stock was a disappointment to groups representing disabled people which were investigating the purchase of 28 vehicles for refurbishment. They are now examining the possible use of Mk 3 coaches."



Transport 2000 Canada Western Newsletter

2004-1

for Manitoba, Saskatchewan,

January 2004

Alberta and British Columbia

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This is the email edition of the newsletter. If you want to obtain a hard copy, please advise the editor by email.

Transport 2000 Canada needs more members so we can continue our advocacy work. Please recruit a new member.

We send a hard copy of this newsletter to every federal cabinet member and to members of the House of Commons Transport Committee. We also send copies to the press.

Toni Valeri is New Transport Minister

Tony Valeri is to take over the Transport portfolio in the Martin government. He is MP for Stoney Creek Ontario, (including Grimsby, Glanbrook, and Hamilton).

He was on the following committees:

- ◆ Finance,
- ◆ Foreign Affairs and International Trade (associate member)
- ◆ Subcommittee on International Trade, Trade Disputes and Investment of the Standing Committee on Foreign Affairs and International Trade.

He was not a member of the standing Committee on Transport.



The new extension of Line T1, an LRT line in Paris, France. Paris is building more Light Rail lines, because subways are too expensive for lower traffic volumes.

A lesson that Vancouver still has to learn. See page 8 for Translink's incomplete financial strategy. Photo by J. C. Vaudois, December 12, 2003 on opening day.

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Basemap © Mapart

See Letter to Editor on Page 3

The Newfie Bullet and What is Left



St. John's, Newfoundland - The former railway station has been converted into a museum. It opened as such in 2003. The old trackbed right across Newfoundland is now the Heritage Trail.

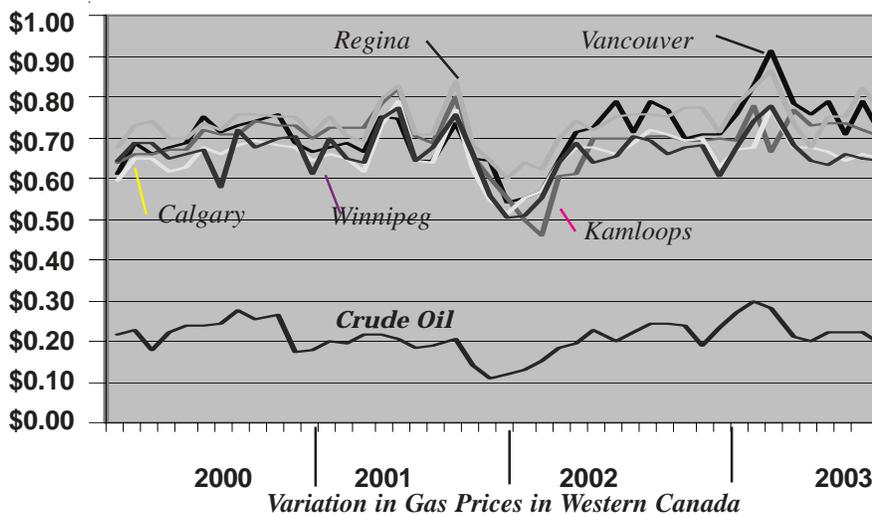


At Avondale, there is another train standing. The passenger car is used as a restaurant in the summer tourist season. On a short section of track, you can get a ride using the old maintenance equipment on the right.

Judging by the number of semi-trailer trucks on the Trans Canada Highway, there was no market for a railway line. As a historical note, the railway line was used to bring materials for the Gander Airport construction during the war. Here we had one of the few railway lines serving an airport and they tore it up!



The other end of the line was Port aux Basques. Although it looks like the train is ready to depart, do not be fooled. There are no tracks beyond the station. It is also the other end of the Heritage trail. This trail is used a lot by All Terrain Vehicles.



Fuel Taxes

	in cents per litre, or percent	
	Prov	Local GST/HST
BC-Vancouver	9	9
BC-Kamloops	14	
AB-Calgary	4.5	4.5
SK-Regina	15	
MB-Winnipeg	11.5	
ON-Toronto	14.7	
QU-Montreal*	15.2	1.5
NB-Moncton	10.7	
NS-Halifax	13.5	
* plus PST		
plus		
Federal gas	10	
Federal diesel	4	
Federal Aviation Fuel	11	

Crude Oil Prices are market prices and are not the same as cost of production. Cost of production varies from low for conventional oil to high for oil extracted from the tar sands. Crude Oil prices are expressed in US dollars per barrel and were converted to Canadian dol-

lars (using Bank of Canada statistics) and litres. The price difference between crude oil and the final pump price includes refinery and distribution costs, plus taxes.

To the Editor I Disagree with You

It's not often I find myself in disagreement with your many fine ideas, but I have to take exception to some of your comments in the recent Transport 2000 Canada Western Newsletter regarding the Cambie Street corridor. When working for BC Hydro, which until April 1980 was responsible for the Greater Vancouver Transit system, I was the first - and in the 1970s only - person to seriously propose that the Cambie corridor should be utilized for rail transit. Perhaps that makes me biased, but I consider the following points.

The east-west road traffic across the Cambie corridor and Arbutus corridor is approximately equal. While Cambie is more central to the region and therefore - in keeping with the "gravitational" model of transportation volume predictors favoured by traffic engineers of the 1950s - has more general traffic, the Arbutus corridor has more UBC traffic. In the end, the two are roughly equal.

No Greater Requirement for Grade Separation

Therefore - in my view at least - there would be no greater requirement for grade separation on a responsibly designed LRT line on the Cambie corridor than a responsibly designed LRT line on the Arbutus corridor. I think some of your comments unfairly imply that only the Arbutus corridor would allow a grade-level LRT system

Since the requirement for grade separation on the two corridors is roughly equal, the choice of the corridors really rests with other considerations. The Cambie corridor offers the following advantages:

1. **The route between Downtown Vancouver and Richmond** via Cambie is a mile and a quarter shorter than the Arbutus corridor. This would mean a saving in infrastructure construction and ongoing operating costs.
2. The **Cambie corridor** is more central to the region. The only advantage offered by the **Arbutus corridor** is a closer proximity to UBC.
3. The **Cambie corridor** has significant existing traffic generators on the route, including Vancouver City Hall, Vancouver General Hospital (VCH), Nat Bailey Stadium, Saint Vincent's Hospital (SVH), Shaughnessy Hospital (SH, about four blocks walk), Oakridge shopping Centre and Langara College (LC). See map on page 1 for locations.
4. **Arbutus** has only the UBC proximity already mentioned, and a small local shopping centre at King Edward Avenue.
5. The **Cambie corridor** is owned by the City of Vancouver, whereas the Arbutus corridor is privately owned.
6. **The boulevard on Cambie Street** runs down the middle of existing traffic lanes on a heavily used arterial street. Therefore the noise intrusion of a well-built LRT system would be minimal. Indeed, I had recommended the choice of the Cambie Street corridor for Vancouver's first rapid transit line in the hope that it would demonstrate to the public that having LRT later run through people's backyards on the Arbutus or Central Park corridor would be quite acceptable. The noise of the Skytrain system is such that no one wants it nearby.

The drawbacks of the Cambie corridor are as follows:

- 1 The City of Vancouver and the GVRD very short-sightedly committed construction of the new Cambie Street Bridge across False Creek in 1984 without making any provision for possible future rail transit. To connect Cambie Street with downtown would be an expensive undertaking.
- 2 The City of Vancouver has granted "**heritage**" status to the Cambie Street boulevard. I'm not sure what this means legally, but I suspect that Translink's obsession with a subway is at least somewhat related to the status. A grade-level LRT line would require the removal of at least some trees, which no doubt would be controversial in tree-hugging Vancouver.

It was my belief that largely grade-level LRT lines should have

been built on both the Arbutus and Cambie corridor - first Cambie, then Central Park, finally Arbutus. I had the Arbutus line serving the airport and Richmond Centre, with the Cambie line serving the rest of Richmond, Delta, Surrey, and beyond.

Proposed Tunnel under Wrong Road?

The great advantage of either Cambie or Arbutus is that space on the rights-of-way exist, and therefore financially responsible grade-level LRT lines could be built via either or both routes. Once Translink and the GVRD decided that the route between Downtown and Richmond must be in tunnel, there was no longer anything sacred about either of the above two corridors.

An obvious alternative would be to build the line cut-and-cover under Granville Street. The crossing of False Creek could thereby make use of two of the eight substantially under-utilized lanes on Granville Bridge, much as suggested in the recent newsletter. Granville Street is also the traditional primary north-south route, and since it is unlikely more than one such expensive north-south route would be built, Granville Street would roughly split the territory between Cambie and Arbutus. I think cut-and-cover under Granville Street would be less expensive than tunneling under Cambie Street to avoid the loss of trees on the boulevard of Cambie. This alternative should have been debated before a decision was made.

However I personally do not favour anything other than a large grade level conventional LRT system on either Cambie or Arbutus.

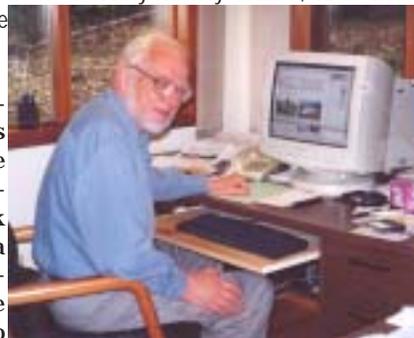
Barrie Sanford

Barry Sandford is the author of the "25th Anniversary Edition" of "McCulloch's Wonder" Its list price is \$19.95.

The 2003 edition of "Steel Rails and Iron Men" is in paperback and sells for \$29.95. Both books are published by Whitecap Books. The books are of interest because of the Kettle Valley Railway trestles, 12 of the 18

From the Editor

The reason I favour the Arbutus corridor is the need for a network. A network would include a UBC - Broadway - Commercial Drive LRT, allowing also



Downtown to UBC and Richmond - Broadway routing. The Arbutus routing would also avoid the "heritage" status of the central boulevard. On page 1 is a picture of LRT in Paris. London, England is also reintroducing trams (or Light Rail).

In this issue we address the different ways various modes are treated by governments. It is obvious that the decision makers use cars and planes. Some tax measures are suggested to level the playing field, as well as where investments will do the most good, if we are really serious about reducing emissions.

Tony Valeri is the new Transport Minister. His background appears to be more financial than transport. He may find creating a level playing field a challenge worth tackling.

At the time of writing he had been on the job for less than a week, so time will tell.

Transportation Schizophrenia Requires Tax Reform by J. J. Bakker

Collenette announces \$692.5 million for Via

On Friday October 24th the Federal Transport Minister David Collenette announced \$692.5 million in funding Friday to upgrade infrastructure for Via Rail.

The project, called Renaissance II, will provide for faster, more frequent and more reliable passenger service across Canada and will preserve the option for higher speed rail, such as the VIA Fast proposal at a later date. The cash infusion will lay the groundwork for VIA Fast, a high-speed train between Quebec and Windsor.

The funding will be spent over five years on improvements to railway tracks and equipment including locomotives, cars and stations. These investments will benefit Canadians across the country. For example:

- ◆ The Light, Rapid and Comfortable (LRC) cars will be refurbished and passenger stations upgraded to continue to meet the needs of travellers in the Quebec City-Windsor corridor.

- ◆ The western transcontinental fleet will be refurbished in order to modernize the interiors and meet passenger demand for better sleeper car accommodations.

- ◆ The investment in additional Renaissance cars will increase the sleeper and lounge car capacity on the eastern transcontinental fleet operating between Montreal, Moncton and Halifax, and add some passenger cars in the Quebec City-Windsor corridor.

- ◆ The refitting of the remaining Renaissance cars will benefit northern Ontario, as it will provide employment and economic benefit for workers in Thunder Bay.

- ◆ The planned acquisition of new locomotives will allow VIA to continue its locomotive fleet renewal, increase train departures and contribute to improving the company's environmental performance through increased fuel efficiency and reduced greenhouse gases (GHG) emissions per passenger.

- ◆ Finally, the strategic infrastructure improvements, which will be spread throughout the Quebec City-Windsor corridor, will:

- ◆ increase track capacity and alleviate bottlenecks;

- ◆ improve on-time performance;

- ◆ reduce trip times by increasing speed;

- ◆ allow for additional frequencies;

and - further improve safety and reliability of service

But the money will start coming out of the 2004-2005 budget when Paul Martin is Prime Minister.

Part of the expenditure would complete the remaining 33 Renaissance cars currently sitting at Thunder Bay's Keefer Terminal. Finishing these cars would prevent the lay-off of 300 employees at the Thunder Bay Bombardier Plant. Surprisingly Mr. Comuzzi, MP (and Chairman of the Transport Committee) opposed the expenditure. Mr. Comuzzi's riding is adjacent to the

Bombardier plant in Thunder Bay and many employees affected are in his riding.

No mention was made for improvements north of the border for improved and faster services between Seattle and Vancouver to be ready for the Winter Olympics in 2010. Is the West supposed to be a priority for Paul Martin?

\$692.5 million for VIA(?)

The announcement by the Hon. David Collenette, Minister of Transport, of \$692.5 million for VIA was immediately greeted with the howls of the usual suspects.

- ◆ The Martin camp says do not spend it. On December 16, 2003 all capital expenditures were frozen.

- ◆ The Bus Industry condemned this subsidy

- ◆ The Airline Industry condemned, saying it should be spend on lowering air travel costs.

- ◆ The car/truck lobby groups said this money should be spend on roads.

- ◆ Political parties lined up as expected, except for the government which is split.



Reproduced with permission.

In 2001-2002 Governments in Canada supported:

Rail for	\$ 387 million
Air for	\$ 541 million
Marine for	\$ 975 million
Transit for	\$ 2.7 million
Roads for	\$13,700 million

(source: Transportation in Canada Annual Report 2002, [1] Transport Canada).

Does the Free Market Really Exist?

Let us face some reality here. There are many overt and hidden subsidies for all modes. To even think that there is a level playing field in Transportation, is dreaming in technicolour.

This does not mean that some subsidies and some taxes are not justified. And that applies to all modes. Subsidies should have an objective, such as rectifying distorted costs, emission reduction or serving remote areas.

On page 2, this page and page 5, we list some tax and other statistics on roads and railways. It is obvious that railways are burdened with taxes that do not apply to roads. The reason for this is historic, *but man-made*. Because the burdens are *man-made*, they can also be rectified. When railways first appeared on the scene, they were considered monopolies that should be taxed. Later when roads started to be built, it was the taxpayers who provided the roads.

Hence the prevailing idea that roads should be free, and railways should be taxed. And money spent on roads is an investment and money spent on public transport is a subsidy.

This philosophy distorts the market, since users or shippers will make their decisions in part on getting their subsidy worth.

What is needed is tax reform, so as to start levelling the playing field and encourage users to make economic decisions. Implementation will take a number of years.

(Continued on Page 6).

Length of Public Roads and Railways in kilometres

2-lane	1985	1989	1991	1995	1998
Gravel	470,840	463,749	446,779	442,408	
Paved	243,802	265,118	281,895	301,348	
Treated	69,531	67,767	79,961	69,292	
Earth	64,846	68,236	63,409	66,829	
Freeway	12,542	14,660	15,516	16,571	
Other	0	0	1,338	5,455	
Total	861,561	879,530	888,898	901,903	
Railways	95,670	86,880	85,563	80,326	73,360

Notes: Two-lane equivalent kilometres; "Paved" includes urban and rural; "Other" includes winter roads and other; "Treated" means surface treated; A "2-lane equivalent" is a length of road measured as if there were only 2 lanes e.g. one kilometre stretch of road with 2 regular lanes and one passing lane down the middle counts as 1.5

Source: Transport Canada and Transportation Association of Canada (TAC), "Transportation in Canada: A Statistical Overview", 1995, "Canada's Roadway Infrastructure: Selected Facts and figures", 1990; and "Highways in Canada, 1991 Report"; Road & Transportation Association of Canada, "Roadway Infrastructure Study", 1987 (Table updated August 1999)

Taxes Paid by Railways (by Category).

in \$(million).	Locomotive fuel & excise tax	Other Property sales & customs duties	Capital tax & Income tax	Payroll taxes			
1988	578	256	137	185			
1989	592	239	160	193			
1990	591	248	158	185			
1991	447	201	166	80			
1992	446	200	164	82			
1993	447	201	163	83			
1994	464	208	157	99			
1995	470	199	160	111			
1996	430	195	145	90			
1997	492	212	155	125			
1998	454	185	148	121			
1999	609	166	136	110	53	144	
2000	640	178	134	103	37	38	150
2001	654	164	139	104	58	36	153
2002	644	168	143	97	42	38	156

(Source: Railway Association of Canada)

If Property Taxes Were Applied to Roads

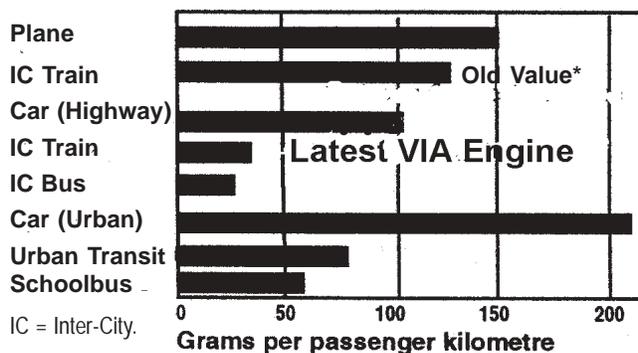
In 1995 85,563 km of railway had to pay \$160 million in property taxes to the provinces or an average of \$1,992 per kilometre. **If the same rate were applied to roads then the tax bill would be \$1.8 billion per year. Translated into a federal tax per litre that would be 4.5 cents per litre. (A federal tax of 1 cent collects approximately \$400 million).**

Taxes on Railways by jurisdiction (\$000)

(Source: Railway Association of Canada)

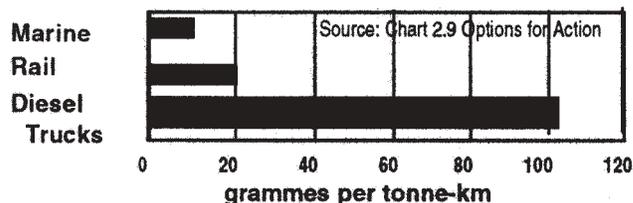
	Locomotive fuel & excise tax					Fuel tax c/litre	Property tax					
	1995	1997	1999	2001	2002	2002	1995	1997	1999	2000	2001	2002
Alberta	25,560	25,898	7,249	4,816	4,051	1.5	12,028	9,756	9,364	8,231	7,747	9,924
British Columbia	16,380	21,329	16,957	15,328	15,241	3.0	45,318	35,651	28,818	27,562	32,097	32,372
Manitoba	10,291	10,727	8,515	8,595	9,400	6.3	13,284	13,244	13,647	13,560	15,445	14,031
Nfld. & Labrador	50	0	0	0	0	0.0	3	5	66	73	108	105
New Brunswick	1,334	2,604	1,289	1,429	1,525	4.3	1,903	1,205	750	1,027	1,030	841
Nova Scotia	456	0	0	0	0	0.0	4,037	2,144	1,190	1,586	1,290	1,900
Ontario	27,384	29,490	27,436	28,745	29,534	4.5	33,835	40,424	36,300	37,328	35,238	34,821
Quebec	4,915	5,820	3,764	5,024	5,191	3.0	35,621	41,737	35,853	34,689	32,440	35,951
Saskatchewan	34,249	34,719	30,261	29,937	31,664	15.0	6,192	10,959	10,029	9,968	13,256	13,221
NWT	0	0	0	54	47	11.4	0	0	0	0	0	0
Total Provincial	120,619	130,587	95,471	93,928	96,653	(5.4 equivalent federal tax on diesel fuel).						
Federal	74,719	81,090	70,306	70,550	71,167	4.0	1,217	120	0	59	0	0

GHG Emissions per Passenger-kilometre by Mode



Sources: Chart 2.8 Options for Action and J. Pearce, Transport 2000 Atlantic
* The original document used values of locomotives no longer in use. This is the value usually quoted by VIA opponents, including Environment Canada!

Green House Gases (GHG) Emissions per Tonne-Kilometre by Mode in 1997.



The greatest polluters are: Planes, Cars and Trucks. Least polluting are ships, buses and trains.

Present government policies appear to promote the most polluting forms of transport and frown upon helping the least polluting transport.

Do decision makers only use cars and planes?

Present Provincial Taxation

Provinces are under our constitution responsible for roads. There is however little relation between the costs of streets and highways and the fuel taxes levied. Streets are usually the responsibility of cities, who do not share in the fuel tax revenue (exceptions are Calgary, Edmonton and Vancouver).

Yet 60% of all vehicle-kilometres are in urban areas. It is legitimate to say that local roads should be financed and maintained out of property taxes, so that there is access for police, fire and ambulance. The total traffic on local roads is about 10% of the total. So a reasonable formula would be that half the fuel taxes should be turned over to the local governments. The other half is then for the highway system. The fuel tax in Alberta covers about half the expenses of the Highway (sorry Transportation) Department. **In other words the tax is about a quarter of what it should be.** Alberta has oil revenues, to which the entire country contributes, so they can afford to subsidize.

First Step - Balance the Highway Books

The first step should be an intergovernmental agreement where all provinces agree to charge highway and street costs to users. At the same time urban areas should get a substantial share of the fuel tax revenue. Implementation should be phased in.

Provincial and Municipal Taxes on Railways

There is no reason why provinces should tax railway fuel, since provinces have no responsibility in maintaining railway infrastructure. At present the provinces tax diesel fuel for railways to the tune of \$96 million, equivalent to a federal tax of 4.5 cents. The reason I made that calculation is that I think all diesel fuel should be taxed at 10 cents per litre by the federal government. The railways would not save any money, but trucks would pay the same rate as anyone else.

In addition provinces allow municipalities to tax rail right of way. This got to stop. Municipalities were allowed to collect \$143 million in property taxes on rail infrastructure. This tax encourages railways to tear up track as fast as possible, so as to reduce their tax bill. **If the same tax were applied to road infrastructure then an extra tax of 4.5 cents per litre would have to be levied,** if a level playing field were to be created.

We are not recommending this, it is much simpler to eliminate the rail property tax. Municipal governments would instead have revenue from provincial fuel taxes.

But Is That A Tax Increase?

The response no doubt will be that taxes cannot be increased and we are already over-taxed and similar comments. However that need not be the case. Each province can offset the increase in fuel tax with a reduction in either sales taxes or income taxes, to keep their total revenue neutral.

What the provincial increase in fuel tax does, is to make **users** pay and have **shippers** decide their choice of mode on a rational basis. Provinces may decide their own priorities where the money freed up in the general revenue fund should be allocated; such as tax reduction, health, education or other needed expenditures.

Reducing Emissions

If Canada is serious about emission reduction, then there are a number of policies required.

Inter-City travel by Passengers

Encourage trains and buses for the shorter distances (say 3 to 4 hours), and discourage planes and cars. The dominant mode for these shorter trips is the car. When bus and airline companies protest against passenger rail investments, they seem to forget that they are all actually competing with the car. Trains and buses can do this best by creating park-and-ride opportunities, as well as amenities on board to make travel less confined and more productive (computer outlets).

If we want to see better coordination between bus and rail; we could do with timetable coordination, through ticketing and joint terminals. It requires somebody to be in charge of organizing this coordination at the federal level.

For longer distances the plane will have the advantage, so bus and train should feed the airports where-ever possible.

Promote Train, Bus and Transit from Federal Fuel Tax

Since both passenger rail, bus and urban transit are "emission efficient", the federal government should promote both passenger train, intercity bus and urban transit with dedicated funding. This funding should be for all-year regular scheduled services and not for charter buses or tourist trains. Passenger rail and bus have a tremendous function in serving all those communities that do not have regularly scheduled air services, as well as rural areas. What is often forgotten by governments in their zeal to achieve economies of scale (centralised health, education and government services) is that it means more travel for the clients of these services. We would suggest that VIA and the regular scheduled bus industry receive **1 cent each and urban transit 2 cents** from the federal fuel tax.

1 cent to VIA

The 1 cent to VIA is about the money that VIA gets now with the proposed capital expenditures. This proposal does not mean that efforts have to be made to reduce the costs of VIA, and the freight railways should pass on any lessening of financial burdens to VIA.

1 cent to the Bus Industry

Because of my proposed increase in diesel fuel tax, the regular scheduled bus industry needs an offsetting fuel tax credit of 6 cents per litre.

The remainder of the subsidy should be spent on improved coordinated terminals, providing service on missing links (for example Pemberton - Lillooet - Clinton) and improving frequencies on existing routes. (For example Golden-Cranbrook, Salmon Arm- Penticton).

2 cent for Urban Transit

In urban travel, transit gives less emissions per passenger than cars. Within the transit modes electric vehicles (trolleybus and Electric or Diesel Light Rail) are better than diesel buses. **If the Federal Government wants to help municipalities, they should concentrate on non-polluting urban transit.**

Inter-City Freight

Encourage more frequent train service, particularly for truck-trailer on trains and even truck drive on - drive off movements. (The rolling highway concept as used through the Alps in Switzerland and Austria).

For those rail lines that are heavily used, financing initiatives are needed to electrify the railways. In the west that would recapturing braking energy and converting it into electricity again.

With the looming oil crisis, countries like Europe, Russia, Japan and China are well placed to handle transportation, because they have electrified their railways. The US and Canada will face a serious economic crisis, if not an economic collapse.

Winners and Losers

With the changes proposed, the following governments may have to adjust income or sales taxes.

Federal Government

It will increase revenue from diesel fuel taxes (4 cent to 10 cent), it will stay even on the VIA Rail 1 cent, but has to compensate for the 1 cent to the bus industry and 2 cents to Urban Transit.

Provincial Governments

The provinces will lose the revenue from fuel taxes now levied on railways. They would greatly increase their revenue from fuel for gasoline and diesel fuel. They can offset that with a reduction in sales and/or income taxes.

Municipal Governments

Municipal Governments lose taxes from railway right-of-ways, but gain from the federal urban tax allocation, as well as the provincial increase in fuel taxes. They can offset these additional incomes with a reduction in property taxes.

What About Toll Roads

Toll Roads can be used to finance new facilities, such as bridges or bypasses. It is difficult to impose tolls on existing facilities, unless all vehicles get equipped with transponders and all vehicles are charged in congested areas. Tolls however would be in addition to fuel taxes. Fuel tax revenue depends after all on use. Paying a realistic price means that the use will be more economic, either with more fuel efficient vehicles (hybrids) or less use for short trips.

Conclusion

These are my own views, but I doubt changes will really occur. Governments are only too keen to do little and blame another government for any problems. The polluting forms of transport will be subsidised with more roads, while energy efficient forms of transport will be starved of investment. There may be new brooms federally and provincially, but **even an attempt at a solution is probably doomed from the start**. Some lobbies are strongly financed and do not want to hear about any looming oil crisis or emissions. I know it sounds pessimistic, but remember seeding comes before harvest. We have to keep planting ideas and maybe, just maybe something will grow other than weeds.

New ferry terminal at the airport?

BC Ferries has been semi-privatised. The new CEO David Hahn said in an interview with the Province newspaper that he's looking at building a new ferry terminal at Vancouver International Airport for service to Vancouver Island. This terminal would connect with the Rail Transit line (RAV). It's too early to say if it would be a passenger ferry or a full-blown car-ferry service.

The ferry system also requires 22 new ferries over the next 15 years. Total cost is estimated at \$2 billion, half of this would be financed from bonds and half from increased fares. The investments should increase passengers from 22 million annually to 30 million by 2010. Other parts of the plan include upgrades to major terminals and automated ticket machines for foot passengers. BC Ferries is also interested in Harbour-to-Harbour ferry service from Vancouver to Victoria and Nanaimo.

Another objective is to increase sailings from Horse-shoe Bay from every two hours to hourly.

BC Ferries wants concessions from the unions, which is leading to labour strife, work to rule campaigns, strikes with and without essential services, threats and similar disruptions. The dispute was finally resolved by agreeing to binding arbitration.

BC Rail Sold to CN

Canadian National Railway will pay the British Columbia government \$1 billion in cash to acquire publicly-owned BC Rail Ltd. The sale goes against a 2001 election campaign promise not to sell the railway.

CN will pick up the shares of Canada's third-largest rail company along with the right to operate on BC Rail's roadbed under a renewable 60-year lease. The roadbeds will remain in public hands, while CN will take over rail transportation and maintenance.

About 430 jobs will be cut from BC Rail's current work force of 1,380 staff, CN said. About 250 BC Rail employees will be eligible for early retirement, while the remaining 180 job cuts will be through attrition and layoffs. Another 60 workers will be relocated.

CN said it expects the deal will boost its earnings and cash flow in the first year after the sale.

BC Rail links northern and central parts of the province with the Lower Mainland. The company has 2,315 kilometres of mainline and 740 kilometres of industrial, yard and track sidings.

About 80 per cent of BC Rail's revenue comes from the transport of forest, energy and agricultural products.

CP Dropped Out of the Bidding

The BC Government had received a sharply worded critique from CP of the bidding process. At a time when the Liberals were insisting that three bidders were still in the running, the CPR had concluded that CN Rail had the inside track. The letter complained about "a breach of fairness" and a "violation of intent" in the bidding process for BC Rail.

By separate letter, she advised that the CPR was formally withdrawing from the bidding, a move that left only CN and OmniTrax on the official list.

(Sources: CBC News, Vancouver Sun).

TransLink's 10-Year Outlook and 3-Year Financial Strategy has been approved.

The 10-Year Transportation Outlook and Three-Year Financial Strategy proposal approved on December 10, 2003 includes: *(Editorial comments in italics)*

Strategies for improving transit ridership —

- ◆ Expanding U-Pass from 60,000 students to 100,000 by 2007 *(Good program)*
- ◆ Expanding transit pass programs with employers near major transit investments *(Good Program)*
- ◆ Introducing a "Travel Smart" initiative to promote the cost and health benefits of using transit, cycling or walking *(Public Relations effort of no consequence in the real world, but good for advertising)*
- ◆ Increase bus service capacity, especially on the busiest routes, by 33 % by 2013 (bus fleet will grow by 40 vehicles per year to 1,600) *(Does budget allow for staffing costs of say 3 persons per bus?)*
- ◆ Complete the rapid transit network by 2013 (Richmond-Airport-Vancouver and the Northeast Sector) and plan the third line west on Broadway *(These lines will all be SkyTrain technology, grade separated and very, very costly. Translink should have an audit on the millennium line, capital costs, operating costs, ridership predictions and actual ridership; before committing to more SkyTrain grade separated lines, above or underground. No allowance in the financial planning seems to be made for the repayment costs of Public-Private-Partnerships. There is no free lunch, all money for RAV, Northeast Line and West extension of Broadway line comes from fares or taxes.)*
- ◆ Expand the use of waterways (especially Burrard Inlet and intercity ferries). *Add one Seabus. (Agree with the extra seabus, are the others necessary?)*
- ◆ Double funds for cycling programs (What is that in dollars?)
- ◆ Renew aging infrastructure – replace the original SkyTrain cars and the trolley fleet. *(Agree with the trolley fleet, why do 17 year old cars have to be replaced on the SkyTrain. The consistent line is that SkyTrain is more cost effective. Yet Light Rail vehicles in Edmonton are still as good as new after 25 years. The life of rail transit cars should be 30 to 40 years, that is also assumed in the RAV line by Translink. Something does not check out here.)*

Relieving road gridlock for goods movement — Moving ahead on \$830 million worth of key road projects with primarily regional funding:

- ◆ New Fraser River Crossing *(which means more traffic)*
- ◆ Twinning the Dollarton bridge *(which means more traffic)*
- ◆ North Fraser Perimeter Road *(which means more traffic, real answer is to get more truck traffic diverted to railways, yet project may be necessary but should be a toll road)*
- ◆ Fraser Highway widening *(which means more traffic)*
- ◆ Consulting on four additional candidate projects

Land Use and Traffic

More traffic is a result of land use planning. As long as the choice by municipalities other than Vancouver, is to create large business parks, without transit service, there will no diversion away from the car. Hence there will be more gridlock. We know from experience that more roads will create more congestion.

Costs and Financing

The 10-Year Outlook envisions transportation investments of \$3.6 billion, plus \$1.3 billion in funding from senior governments and partners. New regional funding sources will be subject to public consultation and include general taxation (property tax) and user fees (transit fares and parking tax).

Fares. Fares will increase by 6% between 2002 and 2005, which would generate \$15 million per year.

Parking. Originally parking taxes on non-residential parking stalls was to be applied in Vancouver only. Vancouver would not endorse the plan, unless all non-residential parking spaces were taxed in the region. The estimated revenue is \$26 million per year.

Property Taxes. Additional property taxes would raise \$58 million annually. This translates into \$20 per \$100,000 assessment for residential, and \$52 per \$100,000 assessment for commercial properties.

But What About Beyond 2007?

Beyond 2007 the financial plan is non-existent. Translink believes it will get 5 cents per litre from the federal fuel tax collected in the Vancouver region. With all the other demands of money, that seems unlikely.

Translink should re-examine its RAV line and the technology that will be used on this line. Of course Translink keeps saying that the technology has not been decided yet, but many believe it was the first decision that led to the subway under Cambie. The cost is too great.

It is interesting to note that Paris, France and London, England are going to build more Light Rail Lines on the surface of city streets. The reason is that subways are too expensive.

Approval Endorses Expensive Plans

The approval of the 10-year plan commits Translink to many expensive projects. The same approval has committed the region to higher transit fares, property taxes and a tax on parking stalls.

And the approval is without knowing how RAV will be paid, particularly the repayment to the private partners. What a way to run a system.

Arbutus Corridor Back in Court

Vancouver has appealed a lower court ruling that a bylaw designating the Arbutus Corridor as a Transportation corridor is illegal. The appeal is in progress.

Originally the corridor was donated by the city to the CPR to establish the railway. But now the CP says it is valuable real estate and should be converted into commercial and housing development.

In Edmonton in a similar situation, the city had been smart enough to put a caveat on the right-of-way (NW of the CBD), that said the right-of-way will revert to the city when it is no longer required for railway purposes.

Scale Down Transit Plan in Ottawa

Transport 2000 wants to see the Rail Transit plans for Ottawa to be scaled down. A proposed rail transit plan for Ottawa has many electrified lines and will cost billions. (Where have we heard that before?). Transport 2000 Canada, President David Jeanes has called instead for a feasible, cost effective plan.

The feasible plan would extend the O-Train, a diesel electric train, further south from Greenboro, where it would serve additional parking areas and new development. A second extension would go north from Bayview to Gatineau/Hull as far as the Casino, where it would connect with buses coming of the busway that Gatineau is developing. A third extension, actually a branch of the line south could serve the airport.

An electric Light Rail line would connect Bayview with downtown Ottawa, using eastbound Wellington Street and westbound either Queen or Sparkes Street. The terminus would be on or near the MacKenzie Bridge. The electric line could then be extended to the airport, replacing the diesel operation at a later time.

Just one more example that Transport 2000 Canada believes in cost effective solutions.

Trolleybus and Other Controversies

Vancouver

Translink staff recommended that the Translink Board approve the execution of a contract with New Flyer for the procurement of 188 low floor 40' electric buses and 40 low-floor articulated electric trolley buses, with an option for 20 additional standard trolley buses to be exercised within two years. The Board is also requested to authorize the CEO or designate to finalize the negotiations and enter into the contract with New Flyer Industries Ltd. It is further recommended that the Board authorize a budget increase of \$17 million, for a revised project budget of \$272.9 million. Electric propulsion is by Kiepe.

The procedure will be to first test a prototype, before full production. The competing bid was from Neoplan/Skoda. They had offered 245 trolleybuses for \$31 million less. Because Neoplan/Skoda had developed a prototype for Boston, they thought they had an advantage. Translink opted for the New Flyer bid.

New Flyer was sold to Harvest Partners Inc. and Lightyear Capital LLC. But the existing management group headed by president and CEO John Marinucci will keep a stake in the company.

Manitoba Development Corp., a provincial agency, backed the deal with a \$20-million loan.

Edmonton

Edmonton has hired consultant Booz, Allen and Hamilton to evaluate the trolleybus system. The study is to be comprehensive and will include an assessment of environmental impact, routing and financial impacts. The study is not expected to be completed until early 2004. Meanwhile council approved the 2004 budget with continued trolleybus operation. So stay tuned.

Edmonton is also proposing to abandon free transit on the LRT in the C.B.D. The reason given is loss of revenue and difficulty of enforcement. A full fare for a short ride downtown is unattractive, so why not institute a 25 cent fare?

Cost Comparisons

Comparative costs are:

Low Floor 40 feet diesel	\$ 400,000,
Low Floor 60 feet Articulated diesel	\$ 640,000
Low Floor 40 ft. trolleybus costs about	\$1,108,000
Low Floor 60 ft. trolleybus costs about	\$1,723,000

Trolleybus unit prices are calculated from the Vancouver bid and include prototype development and mechanic training.

Airlines Update

IATA versus Toronto Pearson Airport

IATA (International Air Transport Association) has made it known to Pearson Airport that it views the airport as being too expensive. User charges levied by Pearson measured on a per-aircraft operation basis have grown by more than 300 per cent in the seven years since it was privatized. User fees will be hiked again to pay for the construction of the new terminal 1, the removal of the old terminal 1, the addition of piers to the new terminal 1 and then the removal of terminal 2. The debt that has to be paid off is estimated between \$4.4 and \$5 billion.

The critique resulted in a spat via the newspapers between the IATA and the GTAA (Greater Toronto Airport Authority). The GTAA accused Air Canada of orchestrating the campaign about high costs. There are calls for price regulation of the deregulated airports.

Toronto versus Toronto Island Airport

The Harbour authority of Toronto, which is now almost without a harbour, wants to build a bridge to Toronto Island. It would make it easier to reach the small airport there. This Island Airport wants to have jet flights for the short haul flights from Ottawa and Montreal.

The new mayor of Toronto got the bridge killed, which is expected to lead to some court cases.

One solution that should be looked at, is to disband the harbour authority and transfer its duties to City Hall.

Why Two Airports?

Edmonton learned the hard way that to operate regularly scheduled flights out of two airports (Municipal and International) is detrimental to air transport. Montreal found the same with Mirabel and Dorval. Why does the GTAA want two airports?

At the same time there is the development of a rail connection between Union Station and Pearson Airport. The better solution is to close the Toronto Island Airport.

Does anybody ever learn from the mistakes of others and doesn't anybody coordinate activities?

Low Air Fares Impact Buses and Rail

Extremely low air fares are impacting both the bus industry and passenger rail. Jetsgo and others are pricing fares to fill aircraft that are too large for the market. In the process they are making the same error as Canada3000, which went bankrupt. Reregulation should at least provide fares that cover avoidable costs.

Smaller Planes in the Maritimes

Air Canada Jazz is now using smaller planes without flight attendants on its short-haul routes from Halifax to save money.

The airline has replaced 15 of its Dash 8 aircraft with smaller Beech planes operated by Air Georgian out of Ontario. The smaller planes have 19 seats instead of 37, and make more frequent trips between Halifax and Maritime cities.

Smaller aircraft under 20 passengers do not require the presence of a flight attendant. Passengers like to have flight attendants, they also like greater frequency.

The International Cancelled in April 2004

Amtrak has announced it will no longer operate the International between Chicago and Toronto. The train will be replaced with a service between Huron and Chicago. The reason is excessive border delays between Huron and Sarnia since 9/11.

After concerns raised by Transport 2000 Canada, VIA said they will operate a separate service between Sarnia and Toronto via London and Kitchener.

However with cutbacks announced by the new prime minister, everything regarding VIA is in doubt.

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Our Mission: Transport 2000 Canada represents the interests of public transportation by promoting socially, environmentally and economically sustainable policies, programs, services and actions.

Transport 2000 Canada is a national organisation of consumers devoted to the advancing the public interest in transportation of all modes. A registered charity, it is involved with research, public education and advocacy of public transport issues. It publishes *Transport Action*.

Transport 2000 BC and Transport 2000 Prairies are separate organizations in the western provinces. Half the membership fees go to the national organization.

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Passenger Rail Alternatives on ex-BC-Rail

With the announcement of CN taking over BC-Rail, CN made it clear that they would not operate any passenger services. This statement should come as no surprise, since the elimination of passenger rail services by BC-Rail was primarily done to make the sale more attractive.

A new Vancouver-to-Whistler rail service has been proposed by Vancouver-based Whistler Rail Tours and Via Rail. Whistler Rail would provide the rail cars while Via would operate and maintain the service.

Rocky Mountaineer is proposing to operate two tourist services, one from Vancouver to Whistler and another from Whistler to Prince George going on to Jasper. Rocky Mountaineer also appears to be interested in running trains between Prince Rupert and Prince George, connecting with cruise ships.

The attempt seems to be to replace the all-year regular service of the Skeena with a seasonal tourist service catering to the high end of the income scale.

The communities along the ex-BC line would be better served with a VIA operated service. CN and VIA should look into a combined piggy-back/passenger service between North Vancouver and Prince George. Such a service was previously proposed in this newsletter.

Kootenay Tourist Service for 2004

Great Canadian Railtour will conduct a trial run next spring to test the feasibility of a Kootenay service linking Golden, Cranbrook, Creston, Trail, Castlegar and Nelson.

Cranbrook has a rail museum, Nelson has a heritage tramway line. Both would be additional attractions.

If a charter bus linked Cranbrook and Spokane, connections could be made with the Empire Builder of Amtrak. These trains meet late at night in Spokane and would give connections to and from Portland, Seattle and points east.

It could create several new circular tour possibilities.

VIA and Westjet Sign Agreement

On December 1 VIA Rail Canada and WestJet announced that they have signed an agreement, to provide travellers with "excursion-rate", multi-modal fares to destinations served by VIA and WestJet. Brewster, one of Canada's leading tour operators will be the exclusive sales agent for these package tours. Travellers will be able to combine rail/air travel with Brewster tour packages that include sightseeing and hotel stays.