The 4th Annual 'Fields on Wheels' Conference, co-hosted with WESTAC, will be held in Winnipeg at the Fort Garry Hotel, on November 22nd. This year’s theme is ‘The Changing Winds of Competition.’ With the recent release of the Kroeger Report, which was designed to develop recommendations for the implementation of the Estey Review, the conference will be of great interest to those involved in Canada’s grain industry. The Report, which has been widely debated in the media by farmers, the railways and the Canadian Wheat Board, should create a very interesting and lively discussion at the conference. The conference sessions have been structured to give voice to the concerns of all the major participants that would be affected by the report recommendations. Session participants are recognized leaders in their field. Please refer to the conference outline and registration form included with this newsletter.

IN THIS ISSUE
- Conference updates
- Courses for January 2000
- HRDC program update
- Federal Transportation spending
- Air Cargo study
- Pan Am Volunteers ... and more!

CONFERENCE SPONSORS

CN OmniTRAX Canadian Pacific Railway CWB RAC
INDUSTRY SYMPOSIUM
MCLEOD HARVESTER - IMPROVING THE HARVEST

At current crop prices and production costs, a farmer with 2000 acres of wheat cannot afford to buy a new combine. As a result, combine sales have fallen to the level that new machines would have to last 100 years to sustain current numbers. This has created the need to find solutions.

The Transport Institute hosted an industry symposium “McLeod Harvester – Improving the Harvest” at the University of Manitoba on October 27, 1999. Bob McLeod introduced forum participants to the McLeod Harvester technology. Dr. Martin Entz from the Department of Plant Science discussed how the harvester would affect weed management, while Dr. Karin Wittenberg from the Department of Animal Science looked at the value of millings for livestock feed. Ewan Coxworth (Ph.D.) addressed the environmental implications of the McLeod Harvester and Dr. Barry Prentice from the Transport Institute spoke on the economics of this new technology. The program concluded with a panel of farmers who discussed the practical aspects of new technology.

The National Research Council of Canada (the Industry Research Assistance Program), Manitoba Hydro and the Transport Institute sponsored this symposium to bring together university researchers, government and industry representatives.

“We don’t always have to wait for someone else to create leading edge technology; we have the talent available in Western Canada to do this ourselves.” Bob McLeod, McLeod Harvester Inc.

Transportation and Climate Change
CANADIAN TRANSPORTATION RESEARCH FORUM (CTRF)
SEMI-ANNUAL MEETING – VIDEOCONFERENCE

Transportation in Canada is responsible for 26 percent of the greenhouse gas produced. In order to meet our Kyoto obligations, our emissions in 2012 must be 6 percent below those in 1990. This is a formidable challenge that could have significant impacts on shippers and carriers.

The Semi-Annual Conference of the Canadian Transportation Research Forum is scheduled to be held on Friday November 19th, 1999. The theme of the conference is “Transportation and Climate Change”, a topic which will, undoubtedly appeal to a diverse audience

CONFERENCE SESSIONS:
“A Regional Perspective”
“An Urban Perspective”
“A Freight Transport Perspective”

The videoconference will be broadcast simultaneously from Winnipeg, Ottawa and Calgary. This type of videoconference, a first for CTRF, will enable interactive discussion between the three participating cities. Each city will have three guest speakers who will address issues related to their respective sessions. The speakers will include representatives of industry, government, and the private sector. After each speaker, questions and participation from the audience will be encouraged at each of the sites.

It will be held in Winnipeg at the University of Manitoba Transport Institute, in Room 343, Drake Centre, from 9:00 a.m. to 3:00 p.m. The CTRF, the Transport Institute and the University of Manitoba Faculty of Graduate Studies will sponsor the event.

Please refer to the conference outline and registration form included with this newsletter.
HRDC UPDATE

The Transportation Internship Program (TIP), with funding from Human Resources Development Canada, continues into its second year. Many of last year's participants have found employment in the transportation industry while some are still in the “field.”

Darren Gorman is working at the Northeast Midwest (NEMW) Institute in Washington, D.C., a regional policy institute. NEMW is providing analytic support and research for the Northern Great Plains Initiative (the Northern Great Plains Region comprises the provinces of Manitoba, Saskatchewan, and the US states of Minnesota, North and South Dakota, Nebraska, and Iowa), a project that is coordinated by the Red River Trade Council in Crookston, Minnesota. The objective of the Initiative is to promote economic development through viable trade, transportation, and regulatory systems and services.

Sean Stewart is in Australia for several months working in the area of containerized grain handling in the International Business Development department at GRAINCO Ltd.

COURSES FOR JANUARY 2000

- LOGISTICS FUNDAMENTALS
- TRANSPORTATION POLICY & REGULATION
- ECONOMIC APPLICATIONS IN TRANSPORTATION
- LEGAL ISSUES IN TRANSPORTATION
- RISK ASSESSMENT AND SAFETY

TRANSPORTATION COURSES:

- AIRPORT MANAGERS COURSE

The Transport Institute is increasing the course fees to $495 per course for the Certificate in Logistics program. The reason for this change is to bring our C. Log fees in line and keep our high quality instructors. The Faculty of Agricultural and Food Sciences and the University of Manitoba make the Certificate in Logistics Program possible.

For more information on courses, please contact Jill Dutka at the Transport Institute at (204) 474-9097 or by e-mail: jdutka@ms.umanitoba.ca

CENTRE OF EXCELLENCE FOR WINNIPEG

A contract has been awarded for consulting services to identify enhancements to Manitoba’s education, training and research capabilities in transportation and logistics that are required to support Winnipeg’s evolving role as a ‘Centre of Excellence’ in transportation and logistics education, training and research.

The overall objectives are to provide baseline information on the current situation, determine the needs and opportunities for education, training and research in transportation and logistics, and identify sustainable solutions in support of developing Winnipeg’s role as an internationally competitive gateway and hub.

The RFP entitled ‘Development of Winnipeg as a Centre of Excellence in Education and Research for Transportation and Logistics’ was let to a consortium of consultants, Price Waterhouse Coopers, INTERVISTAS and WASCO. The Winnipeg Chamber of Commerce is administering the contract.
FEDERAL TRANSPORTATION SPENDING AT HISTORIC LOWS

The Transport Institute recently completed a study on federal spending and taxation trends on the transport sector. Federal gross spending on transportation in 1998/99 was at an all-time low (approx. $2 billion). This comes at the end of a decade-long process of commercialization of Canada’s transportation sector. The big changes have come in the last few years: between 1996/97 and 1997/98 federal spending fell 33%, the biggest single year decline in recent history.

Many of the cost-sharing programs through which the federal government contributes to provincial highways are coming to an end. In the absence of some major new federal initiatives the overall downward trend is likely to continue.

FEDERAL TRANSPORTATION SPENDING TREND & FORECAST

TAXES
A significant shift has occurred in the federal government’s involvement in transportation in the last decade. While some aspects of Canada’s transportation system remain subsidized by the federal government (e.g. VIA rail passenger service), and Transport Canada and other government departments continue to make sizeable capital expenditures on transportation infrastructure, federal government revenues from transportation activities (mainly fuel taxes) will far exceed federal contributions into the next century. The transportation ‘surplus’ will approach approximately $3.7 billion by 2000/03.

FEDERAL TRANSPORTATION "SURPLUS"

This study was undertaken with the financial support of the Manitoba Department of Highways and Transportation.

AIR CARGO STUDY

In September 1999, Transport Institute Research Associates Michael Crockatt and Scott Shurvell completed their eight-month secondment with the Winnipeg Airports Authority. Mike and Scott worked in WAA’s Marketing Division with Warren Thompson developing Winnipeg’s air cargo knowledge base and activity.
Initially, Mike and Scott created a database and developed a reporting system to measure the true volume of air cargo moving through Winnipeg International Airport. All major cargo carriers agreed to report their cargo volumes, a definite positive accomplishment for a Canadian airport. Cargo flow data gave the WAA the necessary information to effectively plan for future infrastructure requirements and cargo service levels.

After the cargo reporting system was well-established, Mike and Scott began an Air Cargo Leakage Study, assessing the volume of cargo originating in or destined for Winnipeg, but utilizing other airports. In conjunction with several air freight forwarders, Mike and Scott were able to determine how much air cargo is diverted from Winnipeg, as well as identifying the key airports used, the major commodities, the geographic region of origin or destination, and the reasons for diverting the cargo.

The data collection and Leakage Study culminated with Mike and Scott proposing WAA’s Air Cargo Marketing Plan for 1999-2000. The Plan outlines several key recommendations aimed at growing the air cargo market and service level in Winnipeg. It is expected that many of the recommendations will be implemented within the next year.

Finally, Mike and Scott were among the founding members of an ongoing project assessing the viability of air cargo service along the Mid-Continent International Trade Corridor. Along with the Kansas City Aviation Department, the Greater Kansas City Chamber of Commerce and the Heartland International Business Alliance, the WAA was represented on the Tri-Lateral Air Cargo Working Group. Mike and Scott attended the first meeting of the Working Group in July 1999 in Kansas City, MO. Winnipeg membership in the Working Group has since expanded to include the City of Winnipeg, the Manitoba Trade Corporation and Economic Development Winnipeg.

Now back full-time with the Transport Institute, Mike and Scott expect to continue their role as members of the Working Group, in addition to supporting the marketing of Winnipeg International Airport in conjunction with INTERVISTAS Consulting, Inc.

Mike can be reached at (204) 474-7466 or michael_crockatt@umanitoba.ca. Scott can be contacted at (204) 474-9037 or shurvrell@ms.umanitoba.ca.

**PUBLICATIONS**

Darren Prokop, a research associate of the Transport Institute, along with James Dean, a professor in the Department of Economics, has written a paper that will be published in the Canadian Tax Journal in December of 1999. The paper entitled, "The Goods and Services Tax and the US Federal Excise Tax: Barriers to Trucking Cabotage Reform in Canada", provides a definitive overview of the tax implications of cabotage.

**DONNER FOUNDATION UPDATE**

One of the institute’s major projects over the last year, has been an examination of urban transit. A two-part study is in the process of being reviewed for publication. The first volume is entitled, "Private Sector Sources of Urban Transit Efficiency: Theory and Practice", was written by Darren Prokop and Barry E. Prentice. The second volume is, "Urban Transit Efficiency: Selected Readings". It was edited by Barry E. Prentice and Darren Prokop, and includes a forward by Wendell Cox, one of the foremost advocates for competition in urban transit in the United States.
Pan Am Volunteers

Although the Pan Am Games have been over for several months now, they will not soon be forgotten. Much of the tremendous success of the games was made possible by all of the volunteers who contributed their time and efforts. Several members of the Transport Institute were among these volunteers.

Darren Gorman and Sean Stewart were the Venue Transportation Representatives for the Beach Volleyball Venue. They were responsible for ensuring that all matters pertaining to transportation at the venue itself operated effectively. Primarily, traffic and parking management. Darren and Sean ensured that vehicles transporting athletes and officials arrived on schedule, and planned for the departure of these people plus VIPs, and did general trouble-shooting regarding other ancillary responsibilities with the venue such as security.

Victor Rueda volunteered at the National Olympic Committee Services Centre, working as a translator for athletes and representatives of the different delegations. He also assisted with clerical duties in the office.

OUR WEBSITE IS BEING REBUILT—CHECK IT OUT!

WWW.UMANITOBA.CA/TRANSPORT_INSTITUTE

Please let us know if you have any suggestions! We particularly wish to build a transportation calendar for Manitoba. Please advise us of your events.

CALENDAR OF UPCOMING TRANSPORTATION EVENTS

November 19 – CTRF Semi-Annual Video Conference ‘Transportation and Climate Change’ Calgary-Winnipeg-Ottawa


Late February – ‘Supply Chain Forum’, The Transport Institute

May 2000 – National Transportation Week

June 4-7 CTRF Annual Meeting, Charlottetown
STAFF NEWS

FULBRIGHT SCHOLARSHIP

Michael Butt, research associate of the Transport Institute was awarded the one of 3 or 4 Fulbright scholarships in Western Canada. Mike was the only Manitoban to win this distinguished award. The scholarship was founded in 1946-7 by a United states senator to promote a greater understanding between the US and other countries. Mike will be working with two well-known environmental historians in Wisconsin and Kansas.

Finally, Mr. Kosior met up with Sean Stewart, a research affiliate of the Transport Institute, in Brisbane. Jake and Sean met with officials from GRAINCO Ltd. and toured of their containerized grain loading facilities. They also visited the Port of Brisbane's container facilities and watched the loading/unloading of two P & O/Nedlloyd ships.

NEWS FROM DOWN UNDER

Jake Kosior, the Senior Research Associate at the Transport Institute recently returned from a trip to Australia. His first stop was in Adelaide, where he attended the Australian Seminars on Road Provision, Funding and Taxation.

The next stop was in Perth for the Australasian Transportation Research Forum (ATRF). The top 150 academic, government and industry officials gathered in Perth from Australia, New Zealand and other Pacific Rim countries. The theme was 'Incorporating the New and the Different'. Once again the focus was infrastructure provision and urban and cargo transport congestion. Mr. Kosior's paper 'A Mixed Logistics Strategy for Western Canadian Grain', was well received.

CTRIF AND TAC SCHOLARSHIP WINNER

Jake Kosior is also a double scholarship winner. He was awarded a Canadian Transportation Research Forum Scholarship for 1999 at a value of $4000. The second scholarship was the Transportation Association of Canada, which was funded by N.D. Lee & Assoc. This scholarship of $4000 was for his Ph.D. work on containerized grain and the economic analysis of infrastructure.
The Transport Institute

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