Kleysen Award of Excellence

The Transport Institute at the University of Manitoba is proud to announce the creation of the Kleysen Award of Excellence in Logistics to be presented to the outstanding graduating student in the Certificate in Logistics Program. Hubert Kleyesen has established an endowment for this award, as part of his continuing commitment to the transportation industry in Manitoba and his recognition of the importance of education in the logistics and transportation field. The Kleysen Award of Excellence in Logistics was officially announced at the 13th Annual Fields on Wheels Conference, November 19, 2008 at the Fort Garry Hotel.

As the former Chairman and Owner of Kleysen Transport Ltd., Hubert Kleyesen has been an outstanding entrepreneur and innovator. During his long career he has been successful in trucking, railroad building, and road building. Hubert patented numerous mechanical devices; some that have significantly aided the transport industry as well as brought Hubert recognition by the transport industry and Transport Canada.

Hubert was in his mid-twenties when his father suddenly passed away, and he took over the family business. Under his watch, Kleysen Transport grew from a small-fleet family-run cartage company, to a multi-faceted transportation company. Hubert’s inventiveness strongly influenced Kleysen’s growth.

Hubert ran an extremely hands on operation and could often be found checking a truck or chatting with a mechanic or two over issues with trucks. He was truly a mentor, a friend, and a trusted family member to many of his employees. People are important to Hubert and this is still an important part of Kleysen philosophy today – “It’s about the people.”

True to his continuing concern for his family, his employees and their families Hubert saw an opportunity to secure a better future for everyone, and in 2006 Kleysen Transport was sold to Mullen Income Fund. Hubert’s role has changed from that of owner to that of trusted advisor and Director of Kleysen Group.

Throughout his career, Hubert emphasized the role of education for his employees. When the Transport Institute began the Certificate in Logistics program in 1995, Kleysen Transport stepped forward with financial support to make it a success. It is appropriate now that this early support will be commemorated annually with the presentation of the Kleysen Award of Excellence in Logistics.
The regulatory reform of the Canadian grain handling and transportation system began in 1982 when the Crow Rate was repealed and replaced by subsidies under the Western Grain Transportation Act. The grain transportation subsidies were ended in 1996 and the Estey Review was initiated to design a more commercially-oriented logistics system. This process culminated in the Canadian Transportation Act (CTA) 2000 that instituted a revenue cap on grain transportation for the railways, a mechanism for the transfer of branch lines to local communities, the Prairie Roads Program and a Grain Monitoring Program.

These regulatory changes encouraged the grain companies to make significant investment in new high throughput facilities and multi-car loading spots. In the 1950s and 1960s the dominant elevator style could hold 2,500 tonnes of grain and handle 3-5 cars at a time; in the 1990s the dominant elevator style could hold 46,000 tonnes of grain and featured 112 car spots. By 1999, 25% of all grain moved in large blocks of 50 cars or more, by 2008 large car blocks account for 75% of grain movements. During this period 626 elevators were closed in 409 communities.

During the last 10 years railways, grain companies and farmers have become more efficient. This logically leads to a healthy, strong economy, but raises additional demands for the system to be more commercial and more accountable. Several speakers emphasized the need for more contract-based accountability complete with legal recourse against any contract infringements or defaults. The ability to bid on a larger portion of the rail cars was suggested because prices are the best mechanisms to allocate a limited resource and increase the market orientation of the system.

Fundamental pressures on the current economy are the world population growth, urbanization and lost agricultural lands, shifting trade geography, trade liberalization and global value chains, and global warming and diminishing water supplies. The global population is not only growing, but it is growing increasingly urban. Urban development removes some of the best crop land from production around the world, and creates more opportunities for prairie agriculture.

“Chindia” is becoming the new global centre, with China and India increasing their consumption of agricultural goods. This has and will result in value chains becoming increasingly global.
Changing product variety and new value chains are challenging the grain marketing system. As Canada leaves behind the old KVD (kernel visual distinguishability) method of identification for milling wheat, there is a need for more sophisticated methods like CIPRS (Canadian Identity Preserved Recognition System) and HACCP (Hazard Analysis Critical Control Point Program) to guarantee value. Traceability is also gaining impetus because of GMO crops (Genetically Modified Organism, referring to the process) / PNT (Plant with Novel Traits, referring to the product itself) and PMF (Plants for Molecular Farming, referring to plants used for pharmaceuticals and industrial chemical production). Finally, the growth of special crops on the Prairies that are not suited to the rough handling of the bulk system is increasing the demand for containers.

Global warming could have many results that directly affect the agricultural sector. Increasing temperatures on the Prairies is leading to milder winters and warmer summers, precipitation becoming less reliable, faster evaporation and reduced soil moisture. Models predict longer growing seasons but water flow that are more variable, less water storage in the ice caps, snow packs and glaciers, and extreme weather patterns that are more frequent and more dramatic. The impact of global warming for the prairies may be longer and more serious droughts. Some possible responses are increasing use of irrigation, moving from bulk to value added, and changing modal requirements. New directions in Prairie agriculture in response to global warming could be the restructuring of continental and global markets for agricultural supply and demand, new industrial and energy uses for agricultural crops, and the formation of agricultural value chains.

The challenge for Prairie transportation policy is to encourage and enable transportation to change. The new transportation industry has to accommodate new products being shipped differently, more access to new markets, it needs to accommodate energy requirements and careful carbon consumption, and it has to allow new technologies such as bulk or container traffic. There will also be increased information requirements for increased quality, health, and safety concerns.

A question that was repeatedly asked is what is stopping Canada from being the leader in reliability and efficiency. Canada has some of the best infrastructure in the world; we should be a model for other nations to follow.

Presentations from the Fields on Wheels Conference are available to view at www.umti.ca under Conferences.

Mark your calendars for the 14th Annual Fields on Wheels Conference to be held on November 18, 2009!!
What’s On YOUR Horizon?
The Certificate in Logistics Program

Today’s global economy demands trained professionals in logistics and supply chain management. The Certificate in Logistics Program offered by the University of Manitoba Transport Institute offers you the opportunity to upgrade your skills without interfering with your work schedule.

Taught by industry professionals, our courses will enable you to get the training and education you need to get ahead and stay competitive in the workplace.

Take control of your future now - enroll in the Certificate in Logistics Program today!

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<tr>
<th>COURSE NAME</th>
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<tr>
<td>TRANSPORTATION POLICY &amp; REGULATION</td>
<td>924.054</td>
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<td>6:00 to 9:00 p.m.</td>
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<td>Instructor: Reg Wightman</td>
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<td>Thursdays, Starting January 15, 2009</td>
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| LEGAL ISSUES IN TRANSPORTATION     | 924.053       | $595|
| 5:30 to 8:30 p.m.                  |               |     |
| Instructor: Akins, MacAulay & Thorvaldson LLP |            |     |
| Mondays Starting January 12, 2009  |               |     |
| Boardroom, 360 Main Street         |               |     |

Deadline for January course registration is January 9, 2009

Please make your cheque payable to: University of Manitoba.
Submit with completed forms by mail to:
Transport Institute, University of Manitoba, 616 - 181 Freedman Cres., Winnipeg, MB R3T 5V4.

Faxed forms are considered pre-registered only until payment is received:
Fax: (204) 474-7530

Student’s Signature

Date

Office Use Only - Admitted □ Received - Course Fee $595. □

Date

Director Transport Institute (or designate)
In the midst of growing global sourcing and trade, businesses and governments are dealing with volatile energy costs and currency rates, along with other supply chain risks. Many organisations are responding by re-thinking and re-designing their supply chains. A supply chain developed when the price of oil was US$20 per barrel and a Canadian dollar bought only US$0.67 may be obsolete today. The re-design of supply chains opens the door to consider new concepts, such as inland ports, fourth-party logistics (4PL) providers, and the “push-pull” boundary approach to strategic deployment of resources.

In light of these challenges and opportunities, the University of Manitoba Transport Institute presents its 2009 Supply Chain Connections conference around the theme of supply chain re-design in turbulent times, with special reference to the role of inland ports and 4PLs. The conference will bring together leading academics, business leaders, and government officials, to discuss these issues in depth. Join us in Winnipeg on February 11, 2009.

REGISTRATION FORM

NAME:______________________________________________________TITLE:_____________________________________
COMPANY:_____________________________________________________________________________________
ADDRESS:_____________________________________________________________________________________

CITY:_____________________________________  PROV:_______________  POSTALCODE:_________________________

EMAIL:______________________________________________  PHONE:________________________

EARLY BIRD RATE: $325(Cdn) if you register prior to January 9, 2009  After January 9, the registration fee is $375 (Cdn) per person.

Registration is transferrable, but not refundable. Your registration fee includes continental breakfast, breaks and luncheon. Please advise us if you have any special dietary requirements for the luncheon.

Payment can be made by cash, cheque, VISA or MASTERCARD. If you wish to give your card information by phone, call Kathy at 204.474.9097 directly.

Card #_____________________________________________________  VISA/MasterCard (please circle one)

Cardholder Name:_____________________________________________  Expiry Date:________________________

Please make cheques payable to the University of Manitoba and mail to the Transport Institute, 616-181 Freedman Crescent, Winnipeg, MB R3T 5V4. Fax registration forms to: 204-474-7530
TRANSPORTATION PLANNING IN EVENT OF A PANDEMIC

Some researchers suggest that a global pandemic is not a matter of “IF” but rather a matter of “WHEN”.

In 2007, UMTI was tasked by the Provincial Government to examine the Manitoba food supply and develop plans for the continued supply and distribution of nutrition under pandemic conditions (such as the H5N1 Bird Influenza). The current pandemic scenario projects several “waves”, each lasting roughly 8 weeks. During these periods, approximately 30% of the workforce will be affected either directly or indirectly and will be absent from work. Those that are affected directly are cases where individuals contract the virus and become ill. Indirect cases may involve individuals who are unable to work because they are either busy caring for infected persons, or refuse to leave their residence out of fear of becoming ill.

During the planning and development of the project, four key goals were outlined.

- Determining nutritional needs of the provincial population.
- Determining provincial food production capacity.
- Identifying nutritional surpluses and deficits, critical ingredients, and vulnerabilities.
- Planning and mapping of provincial nutritional supply chain under a variety of scenarios.

To understand the Manitoban nutrition supply chain, UMTI staff interviewed key firms in various food supply industries (food processors, abattoirs, wholesalers/distributors, retailers, and logistics). In addition to those firms that were interviewed, surveys were distributed to businesses throughout the provinces to gain an understanding of the complete supply chain. Based on the results gathered, UMTI was able to determine the food production and distribution capacities of the province.

Based on nutritional supply and demand, the calculated nutritional output was compared to the daily nutritional requirements of Manitoban residents. During this analysis, the production and demand of sixteen natural nutrients/minerals/vitamins were measured. Surpluses and deficits of these nutrients were established under a variety of scenarios. In conditions where deficits existed, supply chain mapping was used to distribute existing nutrient surpluses from other locations throughout the province.

In addition to determining the production capacities and nutritional demands of the province, a variety of additional issues and areas were examined. These included identifying “critical ingredients” (without which, food production would slow or cease entirely), considering public behaviour during a crisis (in regards to migration and food storage), identifying special populations that would require extended supply (hospitals, care-centres, foodbanks, etc.), and determining potential supply sights and food stock areas.

Following the completion of this project, UMTI’s findings were submitted to the government for examination and implementation. This project appears to be one of the first in the world to examine the continuation of nutrition production and distribution under a pandemic scenario. The nature and scope of this study can be modified for a variety of conditions and scenarios. In recent years, the importance of disaster planning and management has been thrust into the limelight. The public has witnessed a variety of cases where the governing agencies did not rise to the challenge at hand, sometimes ending with tragic results. Ultimately, this project and others like it may be used by governments and agencies in the development of contingencies for a variety of scenarios.
December 15-17, 2008

*International Conference on Integrated Transport for Sustainable Urban Development*

Conference Organizer: China Ministry of Transport
Beijing, China
http://huiyi.ctsdrc.org

January 11-15, 2009

*TRB 88th Annual Meeting*

Theme: Transportation, Energy, and Climate Change
Conference Organizer: TRB (Transportation Research Board)
Washington, DC
http://www.trb.org

January 20-21, 2009

*14th Annual Customs Compliance: Best Practices in Cross Border Trade*

Conference Organizer: Infonex
Toronto Airport area
Toronto, Ontario
http://www.infonex.ca

February 11, 2009

*5th Annual Supply Chain Connections Conference*

Conference Organizer: University of Manitoba Transport Institute
Hotel Fort Garry -Winnipeg, Manitoba
www.umti.ca

February 23-24, 2009

*Transportation Workforce Summit '09*

Conference Organizer: WESTAC
The Westin Calgary -Calgary, Alberta
http://www.westac.com/

March 2-5, 2009

*Logistics and Supply Chain Management 2009*

Orlando, Florida

March 3-5, 2009

*2009 Inland Ports Across North America (IPANA) Conference*

Conference Organizer: NASCO (North America’s SuperCorridor Coalition) and Free Trade Alliance
Chicago, Illinois
http://www.nascocorridor.com/calendardetail.asp?id=2123

March 16-18, 2009

*50th Annual Transportation Research Forum*

Conference Organizer: TRF (Transportation Research Forum)
Doubletree Hotel, Lloyd Center
Portland, Oregon
www.trforum.org/forum/2009

March 16-18, 2009

*Supply-Chain World 2009* -North America Conference & Exposition

Conference Organizer: Supply-Chain Council
Westin Galleria
Houston, Texas
http://www.supplychainworld.org/
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