An Inland Port in a Storm”, was the theme of UMTI’s 5th Annual Supply Chain Connections Conference, held February 11 at the Hotel Fort Garry. This year’s conference brought together academic, government, and private industry members to discuss the concept of inland ports and in particular the proposed port in Winnipeg, CentrePort Canada.

The conference was opened by the Manitoba Minister of Competitiveness, Training, and Trade, the Honorable Andrew Swan. During his opening address, Minister Swan discussed both the challenges and opportunities businesses face in the current global marketplace. The minister also outlined the benefits Manitoba offers as the site of an inland port, and highlighted Manitoba’s geographic advantages to supply national (Canadian), international (American), and global markets. It was also noted that Winnipeg possesses key infrastructure in the forms of a 24-hour airport (the 15th busiest cargo airport, worldwide), three major continental railways, major road linkages, and access to the Port of Churchill.

The first session of the day was titled “Promoting CentrePort” and was opened by Greg Dandewich, the Vice President and Director of Economic Development for Destination Winnipeg Inc. and the Chair of the North American Inland Port Network. During his presentation, Mr. Dandewich described the concept, development, and promotion of CentrePort Canada. It was explained that CentrePort is in the early stages of promotion and that the project as a whole should be considered in “long” (50+ years) terms. Emphasis was placed on the fact that CentrePort requires the participation of all levels of government, business, and the community.

Following Mr. Dandewich was a presentation by Bill Morrissey, the Senior Vice President of Sales and Marketing for the Winnipeg Chamber of Commerce (WCC). Mr. Morrissey described a WCC initiative titled “Selling Winnipeg to the World”. The primary purpose of the initiative is to target businesses (outside of Manitoba) seeking to relocate and promote Winnipeg as a new location. In addition, the initiative seeks to promote long-term commitments to companies presently located in the city. To accomplish this, a specialized “sales team” made up of members of the Winnipeg business community has been assembled to promote the city to businesses that have been identified as potential leads. In addition, a research campaign has begun, interviewing local business leaders to identify SWOT (Strengths, Weaknesses, Opportunities, Threats) characteristics within the Winnipeg business market. Overall, Winnipeg possesses a number of qualities that strengthen its potential as a business and trade centre. Mr. Morrissey offered “when you have the right cause, championed by passionate committed leadership who engage and inspire the community, amazing things can happen!”

Following a question period for the speakers and a networking opportunity for the conference participants, the second session, “North American Inland Ports- Lessons Learned” began. The session opened with Dr. Jean-Paul Rodrigue, an associate professor in Global Studies and Geography at Hofstra University in New York. During his presentation, Dr.
Rodrigue raised issues regarding a decline in containerized shipping, largely due to the collapse in the financial markets. The result has been a growing number of ships sitting idle while waiting for cargo (approximately 130 ships are anchored off of Singapore and over 100 ships sit off of Greece). Adding to this are growing trade deficits between regions, which result in full containers traveling in one direction and less than full or empty units traveling the other way. Due to the demand for containers, many companies are hesitant to send containers inland, where they will sit. An inland port offers a potential solution, in that containers could be filled with mixed export loads (assembled in Winnipeg) and could then be repositioned back to the coast. Dr. Rodrigue emphasized the need for containers to be made available both to importers and exporters.

The second speaker for the session was Dr. “Skip” Walter, a supply chain and logistics management professor at Iowa State University. Dr. Walter discussed the history, development, and modern operations of containerization. Like the previous speaker, Dr. Walter acknowledged the limited number of containers and the effects it was having on the industry. Dr. Walter felt that Winnipeg possessed natural strengths that would aid in the establishment of an inland port. One of these strengths was the drayage capacity (transporting containers from marine ports to inland terminals) afforded by Winnipeg’s rail access to three major rail-lines. In addition, Dr. Walter described the operation of a privately owned Iowa container port and the developmental process of a potential inland port in Des Moines and the lessons available to Winnipeg.

Over lunch, participants were treated to a presentation by Victor Deyglio, President of the Logistics Institute, who discussed the changing business environment in China and the impact it has had on global supply chains. During his presentation, Mr. Deyglio touched on such subjects as planned economy, harmonious society, and long-term thinking on the generational level. As well, Mr. Deyglio described the changes happening in the operation and expansion of China Rail (over 17,000 new route lines), the promotion of intermodal terminals, and a shift away from coastal locations and a move inland both within China and across international ports (including those within Canada and Mexico).

The afternoon opened with the conference’s third session, “The Transportation Part”. The first speakers of the session were Melanie Hewson and Gordon Graham, both of CN Intermodal Sales and Marketing. Mr. Graham spoke about CN’s development of intermodal service and the guidelines used in developing service capacities. Ms. Hewson followed, speaking of CN’s need to continually upgrade customer service delivery to meet adjusting customer needs. In particular, focus was placed on the increasing use of e-solutions to communicate with customers and the continued expansion of web-based activities into other sectors of CN.

The third speaker of the session was Gary Deason, Director of Cargo at the Winnipeg Airport Authority (WAA). During his presentation, Mr. Deason discussed the WAA’s vision for an inland port and/or foreign trade zone. In describing this vision, Mr. Deason discussed those factors which make Winnipeg an appealing location for such a facility such as a central location and available space. In addition, Mr. Deason raised the possibility of an inland port bringing together multiple modes of transportation and having air transport function as a form of intermodal transportation, actively operating along with other modes such as road or rail.

The final session of the conference was titled “CentrePort in the City and the Province” and included presentations by Richard Danis, Director Transportation Policy & Service Development (Manitoba Infrastructure & Transportation), and Glen Laubenstein, Chief Administrative Officer for the City of Winnipeg. During his presentation, Mr. Danis questioned, “What does it mean to your community to not be positioned in the new global network” and further, “What do we (need to) do as a jurisdiction to ensure that we are well positioned in the new global network and how do we mobilize and justify our actions and investments now to deal with where we want to be in 20, 30, and 40 years.” Mr. Danis described how the Winnipeg Inland Port will function in the complete Manitoba Gateway Strategy and went on to explain the organization and development of CentrePort Canada.

Following Mr. Danis, Mr. Laubenstein described the importance CentrePort will have in the national infrastructure strategy. As Winnipeg is the heart of the country, it will help bridge Eastern and Western Canada and will serve as a conduit to the United States. With the success of Winnipeg (CentrePort), all Canadian cities will succeed with the increased available trade opportunities.

During his closing remarks, UMTI Director Dr. Paul Larson, questioned “where do we go from here”? Although the benchmarks and historical measures presented are beneficial, the future forecasts must also be considered. Ultimately, it is hoped that this conference “serves as a beginning, rather than an end” to the concept of a Winnipeg based inland port.

Thank you to our conference sponsors, the Manitoba Department of Infrastructure and Transportation, G2 Logistics, Supply Chain & Logistics Canada (SCL CAL), and the Purchasing Management Association of Canada (PMAC). Proceedings of the conference can be found on the Transport Institute’s website www.umti.ca.
Certificate in Logistics Program

In today’s uncertain economic climate, it is more important than ever for employees to have skills that are up to date and that will enhance their value to their employer or potential employer. The Certificate in Logistics Program and CITT designation will allow employees to build on their current skills and bring that enhanced level of ability to the workplace.

The Transport Institute is pleased to offer a curriculum in partnership with Red River College that is accredited by the CITT. By taking courses in a recommended manner, students can achieve two designations for the price of one!! Excellent value for the investment in today’s market.

Our courses are offered throughout the year in the evenings to accommodate your busy schedule. Learn at your own pace - you can take one or more courses per session.

Invest in your future today - register for our spring or fall session.

SPRING/FALL 2009 Course Registration Form

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

_____________________________          ______________________________
Student’s Signature                  Date
44th Annual CTRF Conference
Victoria, BC
May 24 - 27, 2009

The Canadian Transportation Research Forum (CTRF) invites you (and your companion/family) to attend its 44th annual conference to be held in Victoria, British Columbia, CANADA. The CTRF annual conference includes participation by carriers, shippers, government officials, consultants and academics, all within a lively annual spring forum that has become a tradition in Canada.

Conference Chair, François Tougas, Vice-Chair, Competition and Marketing Law Group, Lang Michener LLP recently confirmed that this year’s conference theme, “The Impact of Volatility on Canada's Supply Chains and Transportation”, has attracted a large number of quality participants showcasing over 50 Canadian and international research teams in a variety of disciplines.

The current worldwide financial crisis has changed the dynamics of global trade and transportation. Canada’s economy has been particularly affected by volatility in fuel and commodity prices due to the importance of the resource and energy sectors. Increased volatility in the underlying economy creates new risks for firms’ supply chains, demanding the ability to cope with rapid change, unpredictability and instability. The conference aims to identify the challenges and opportunities currently facing Canada’s transportation sector through discussion on all modes of transport, key aspects of infrastructure such as ports, borders and roadways, with particular focus on flexible supply chain strategy. This conference will stimulate thought and discussion on these, and other topics.

Visit www.ctrf.ca to download complete conference details and registration information, or email Carole Ann Woudsma at cwoudsma@ctrf.ca

Manitoba Outlook on Transportation 2009
October 7, 2009
Delta Winnipeg

On October 8, 2008, the University of Manitoba Transport Institute presented our first Manitoba Outlook on Transportation. More than 130 Manitoba leaders in business, government, and the academic field gathered at the Hotel Fort Garry for the first Outlook.

Much has changed since last October. Oil prices are down and the U.S. dollar has regained some strength. The global economy is in recession. Transportation policy makers and supply chain managers continue to face turbulent, uncertain times.

Inspired by these new developments, the Transport Institute is pleased to announce our second Manitoba Outlook on Transportation, to be presented Wednesday, October 7, 2009 at the Delta Winnipeg. Breakfast and networking commence at 8:30 a.m., with the presentation scheduled to start at 9:00 a.m. Outlook 2009 will present new information and interpret recent developments in transportation and logistics. Register early to reserve your spot! Your registration includes a copy of the Outlook 2009 presentation, a new Transport Institute white paper on inland ports, and continental breakfast—all for just $29.99!

Register by faxing this form to 204.474.7530 or by emailing your information to Kathy at transport_institute@umanitoba.ca. Payment by cash, cheque or credit card (VISA or MasterCard only) is accepted. Registration forms can also be obtained at www.umti.ca

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WinSmart Truck Routing Project

The WinSmart Truck Routing Program is a component of the Urban Transportation Showcase, a three-level government sustainable transportation initiative, advanced to encourage trucking companies to reduce GHG emissions by minimizing the distances driven by delivery fleets, promote efficient access to goods, services and people, and improve air and quality of life.

Objectives and Scope

The objective of the Trucking Program was to create a digitized map of Winnipeg, which included designated truck routes and to test their performance. After identifying prospective participants, outlining program’s benefits, participants were encouraged to adopt the routes recommended by the Routing Model. The objective was to reduce emissions by minimizing the distance traveled as estimated in Vehicle Kilometers Traveled (VKT). For a period of 18-months VKT data on existing delivery routes was collected and later used to estimate VKT of the recommended delivery routes adopted by the participant trucking company. Five companies were selected at the WinSmart Innovative Freight Practices Workshop held on January 31, 2008. Due to high workloads and limited resources experienced by four of the selected companies, the Routing Model was tested on six residential routes of a participant delivery company.

The Routing Model considered six delivery van-operated routes, their origins and destinations and hours of operations. The goal was to minimize the existing travel distances between the depot, and destinations for pick-up and delivery operations on the entire route.

Final Product

Proposed new routes as determined by the model were tested using verification and validation methods. Drivers from the delivery company assisted the University of Manitoba Transportation Information Group (UMTIG) in observing traffic control restrictions, turning movements and characteristics of one-way streets that might had been overlook in the initial stages of the program. Differences between data observed in the field and the traveled distance accounted for in the Routing Model was about three percent.

As a result, the model was considered highly accurate. The participant delivery company received a map comparing the existing to the recommended route, in addition to a detailed list of routing directions indicating each stop and comparing the VKT of each route.

Feedback

Although the proposed Routing Model does not take back lanes into account, and there is a concern with its ability to import a list of addresses to populate weekly planned routes, drivers were very pleased with the attained results. After reviewing the proposed routes, the company indicated that “several routes are being adopted as they exhibit major improvements to their existing routes.”

Upon application, it was realized the Routing Model can be used to analyze any origin-destination routing type movement and accurately measure travel distances. In conclusion, the Routing Model is an effective planning tool for developing efficient routes, as it has the ability to route trucks to minimize VKT and to assets GHT. Despite its benefits, the high cost of software to operate the Routing Model makes it unaffordable for smaller companies. The Model’s operation requires a robust understanding of Geographic Information Systems (GIS). These skill set may be unavailable for small operators.

The model is adaptable. It incorporates construction, road closures and other events to resemble the physical environment. As it currently stands, due to the lack of valuable trip related information, travel speeds have not yet been measured using the model. The Truck Routing Program advanced by the UMTIG fulfilled the objectives of the WinSmart Initiative which promotes efficient routing practices and strives for reduction in GHG emissions.
Congratulations to **David Wolters**, who will be leaving the Transport Institute in June to begin a two year MBA program at the University of Dalhousie in Halifax. Dave has been with the Transport Institute for over two years, first starting as an intern in the winter of 2007 and going on to become a researcher a year later. Prior to his start at UMTI, Dave graduated from the I.H. Asper School of Business, earning a B.Comm (Hons) with a double major in International Business and Human Resources. During his time with UMTI, Dave has found himself working on a variety of projects that have taken him across the province, most recently travelling through Churchill, Shamattawa, and Tadoule Lake recording grocery prices. As an UMTI researcher, Dave has worked on the Manitoba Pandemic Report, Manitoba Transportation Report, Manitoba Outlook On Transportation, and several UMTI conferences and events. In addition, Dave has co-authored two papers for the CTRF conference, one of which he will be presenting this spring in Victoria, BC. While at Dalhousie, Dave will be specializing in International Business. We wish Dave all the best in his studies!

Researcher **Stephen Wright** is finishing up his classes this spring as a student in the MSc. Supply Chain Management program at the I.H. Asper School of Business. A previous graduate of the Internship program, Stephen has been working part-time with the Institute while taking classes. With the completion of his course work, Stephen will now begin working on his thesis, though he will still be taking part in future UMTI research.

Researcher **Allister Cucksey** is working to complete his Masters in Rural Development from Brandon University. During his time at UMTI, Allister has also worked on his course work via distance education. He has also begun research for his thesis topic, *Manitoba Hemp Production as a Rural Development Tool*.

**New Internship Opportunities**

UMTI is looking for candidates for its internship program, beginning this summer!

Applicants interested in working as an UMTI Research Intern must possess a University degree (any discipline), be able to function both independently and within a team, and be willing to operate in a variety of subjects and fields. A valid driver’s license would be considered an asset, but is not necessary.

This unique internship program opportunity is open to youth who are:

- Under the age of 30,
- Post-secondary graduates,
- Out of school,
- Canadian Citizen or Permanent Resident and
- Not in receipt of Employment Insurance (EI) Benefits

Interested applicants are encouraged to send their resumes to:
Kathy Chmelnytzki, Executive Coordinator,
Transport Institute, 616-181 Freedman Crescent, Winnipeg, MB R3T 5V4.

Only those candidates selected for interviews will be contacted.
April 19-22, 2009
11th Joint Light Rail Transit Conference
Transportation Research Board
Los Angeles, CA USA
www.trb.com/conferences

April 19-22, 2009
Ontario Transportation Expo Conference
Holiday Inn Select, Toronto Airport
Toronto, ON
www.ote.ca

April 22-23, 2009
2009 MAC/AGM Conference & Tradeshow
Manitoba Aviation Council (MAC)
Hilton Suites (Airport)
Winnipeg, MB
www.manitobaaviationcouncil.ca

April 28-29, 2009
42nd Annual Conference: Supply Chain Leadership - Raising the Bar
SCL Canada
Paramount Conference and Event Venue
Vaughan, ON
www.sclcanada.org

April 28-30, 2009
Airports Canada 2009 Conference & Exhibition
Canadian Airports Council (CAC)
Hilton Lac-Leamy
Ottawa-Gatineau, Canada
www.cacairports.ca

May 4-6, 2009
4th Bus Rapid Transit Conference
The Sheraton Seattle Hotel & Towers
Seattle, Washington
www.trb.org/conferences

May 17-21, 2009
12th TRB National Transportation Planning Applications Conference
Hyatt Regency
Houston, Texas
www.trb-appcon.org

May 24-27, 2009
CTRF 44th Annual Conference - The Impact of Volatility on Canada’s Supply Chains and Transportation
Inn at Laurel Point
Victoria, BC
www.ctrf.ca

May 27-29, 2009
CBAA 2009 - 48th Annual Convention, Trade Show & Static Display
Montreal, Quebec
www.cbaa.ca

Hydrogen & Fuel Cells Conference 2009
Vancouver Conference & Exhibition Centre
Vancouver, BC
www.hfc2009.com

2009 Humanitarian Logistics Conference
The Lord Elgin Hotel
Ottawa, ON
www.umti.ca
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WESTAC
Winnipeg Airports Authority
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Allister Cucksey, BA (Rural & Community Studies)

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Paul Larson, Ph.D Department Head
Siobhan VanDeKeere, Department Secretary
Suresh Bhatt, Ph.D
Paul Earl, Ph.D
Cyril Foropon, Ph.D
Ron McLachlin, Ph.D
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Barry Prentice, Ph.D
Raj Appadoo, Sessional Instructor
Alok Dua, Sessional Instructor
Glenn Ismond, Sessional Instructor

Certificate in Logistics Instructors
Allan Foran LLB
Darryl Hammond, MA (Economics)
Matthew Morris, Ph.D
Reg Wightman, C.Log., CITT

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