It is with some regret that I realise this will be my last Dispatch column – at least as Acting Director of the Institute. As of April 1, Dr. David Duval will be taking over the position as the permanent Director. David brings an impressive background to the position (see the announcement elsewhere in this edition of Dispatch) and we are looking forward to his leadership. While I retired from teaching a couple of years ago, I will remain in the Asper School as a Senior Scholar and as an Associate of the Institute.

The future vision for the Institute is to create a close working relationship with the Department of Supply Chain Management in the Asper School of Business, and to build, with the Department, a Centre of Excellence in transportation and SCM. It is an exciting vision, and one that I hope to see accomplished before I finally head off to some kind of permanent retirement from the Asper School of Business.

As it is my last “Director’s Message,” it is interesting to look back over my relationship with UMTI, not only in the last couple of years as Acting Director, but over what is getting to be a very long history. My first association with the Institute came in 1986 when I decided to do a Ph.D. At that time, I had a senior position in a small federal government body called the Grain Transportation Agency, and I decided that I wanted to do some serious research and thinking about the grain industry, where I had spent the previous fifteen years of my career. I applied for educational leave, but my superior had a keen sense of his responsibility for the public purse, and while he was willing to let me have leave (perhaps he even looked forward to having me out of his hair for a while) he could not reconcile his conscience to granting paid leave. I was probably the only civil servant at that time who asked for, but was denied, financial assistance to pursue his or her education. These things, as my mother used to say, are sent to try us.

Ed Tyrchniewicz was the Director of the Institute at that time (and incidentally one of the members of my Ph.D. committee) and he undertook to provide me with some very welcome financial assistance. So I became a Research Associate of the Institute for a couple of years while I was completing course work and residency requirements for my doctoral degree. At that time, I worked on a number of UMTI studies.

When I returned to the so-called “real world” of the grain industry (those of you who know the industry will appreciate the whiff or irony in calling the grain industry, circa the 1980s, “real”). I kept in touch with the Institute as the directorship passed from Ed to John Heads to Barry Prentice. Under Barry’s watch, I did a couple of other studies for UMTI, one that was very interesting and one that was very frustrating.

Fate brought me back the University in 2003 to teach in the Asper School, and in 2012, I was asked to take on the directorship on an acting basis for “a few months” while the issue of a permanent director was addressed. The “few months” turned into just over two year, and now here we are, on the eve of a new era for the Institute with a permanent Director, a new vision, and great hopes for the future.

cont. on page 2....
So it has been a long, intermittent, varied, but very satisfying relationship, and the Institute will of course retain a place in my memory and my heart. Nor will that relationship be over. I will retain an association with UMTI until at least September when our exciting Ottawa conference on Arctic transportation is mounted. The planned conference in Ottawa is coming together nicely. We have secured a number of highly qualified speakers from across Canada, and are reaching out to the international community for participation. The conference will take place over the last three days of September, starting with an opening reception on the Sunday evening, with working sessions taking place on the Monday and Tuesday. Watch our website for more information, as we will be starting to market the conference very shortly.

As I leave this position, I want to thank the people who have helped to make it a success, and who will be instrumental in carrying the vision forward, namely: Kathy Chmelnytzki, officially our Office and Program Manager but really the guru who keeps the whole operation running; Al Phillips, officially a Research Associate, but in reality a guy who does a way too much work for what he is paid, has brought needed consulting funds into the Institute, and keeps us oriented to that “real” world of the transport sector; Ron McLachlin, officially the Head of the Department of Supply Chain Management, but the Asper professor who, as much as any other, sees and supports the potential we have to implement an exciting vision for research in transportation and SCM issues; and finally the Dean of the Asper School of Business, Michael Benaroch, who made the decision that the Institute has a great future and can bring value to the School. There is no ranking here. All four of these have made the last two years and a bit a rewarding time.

Thanks for the opportunity.

- Paul Earl, Acting Director, Transport Institute
The Asper School of Business welcomes

DAVID T. DUVAL, PH.D.
DIRECTOR, TRANSPORT INSTITUTE
ASPER SCHOOL OF BUSINESS

The Transport Institute is pleased to welcome Dr. David Duval as its incoming Director as of April 1, 2014. David has wide-ranging business experience, having consulted with airlines, airports, national and local governments, and private-sector firms. David’s academic research and publications centre on the economic and legal regulation of commercial air transport. He has also written extensively on the relationship between tourism and air transport service provision. David currently holds appointments at the Universities of Winnipeg, Otago (New Zealand) and New South Wales (Australia).

umanitoba.ca/asper
Join us in Ottawa at the Ottawa Convention Centre from September 28-30, 2014 as the Transport Institute and the Dept. of Supply Chain Management, Asper School of Business present a conference focusing on the challenges and opportunities of transportation in the North.

Leading experts and stakeholders will gather to:

- Share knowledge of what climate change means to transportation in the world’s Arctic region, including who will benefit from increased Arctic economic activity, and who will be negatively affected
- Build and strengthen connections and partnership among institutions in Canada and abroad that are working on Northern transportation and supply chain issues.
- Create a basis for future collaboration with other scholars and practitioners in the field

Registration is not yet open, but visit www.umti.ca often to view information on the event and updates to the agenda. An announcement will go out by email when registration opens.

Early bird rate: $595 Cdn. Funds (plus GST) when you register and pay by June 30, 2014. As of July 1, 2014, the registration rate will rise to $725 Cdn. (plus GST).

Conference Hotels: We have contracted with the WESTIN Ottawa and the Novotel Ottawa to provide special rates for our guests. Please book your room(s) early to avoid disappointment.

**WESTIN:** Quote Group Code T1126A Group Rate: $269 plus taxes per night - Traditional Room (various room options are available on the Westin site)
WESTIN Booking Website: https://www.starwoodmeeting.com/StarGroupsWeb/booking/reservation?id=1401233856&key=A73C4

**Novotel:** Group Code: 75451 Group Rate - $155 plus taxes per night.
Novotel Booking Website: https://resweb.passkey.com/Resweb.do?mode=welcome_ei_new&eventID=10866625
A Synopsis of the 18th Fields on Wheels Conference  
“Climate Change and Grain Transportation”

Dr. Barry E. Prentice, Professor, SCM and Professional Associate, Transport Institute

Despite weather extremes of heat, cold, drought and flooding, Canada has built a globally successful agricultural export base with a reliable transportation system. Extreme weather events are not new, but the frequency seems to be increasing. Past major disruptions have been followed by drawn out and costly recovery periods. Evidence is mounting that the trends in climate change are accelerating and becoming more profound. The 18th Annual Fields on Wheels Conference that was held on October 22, 2013, addressed the theme “Climate Change and Grain Transportation”

Speakers were brought together to consider the impact that climate change may be having on agricultural output and on transportation service providers. The general questions that framed the day were whether or not changes in cropping patterns and weather can be observed. How climate change-related disruptions are affecting surface infrastructure, and particularly rail networks, port infrastructure, and marine transport. Finally, how the various members of the supply change are preparing to cope with these new challenges and emergencies.

The first session examined evidence of climate change and its impact. Our lead-off speaker was given the difficult question of whether or not climate change is having an observable effect on crop prices. Mr. Chris Ferris, Senior Grains Analyst, Canada Informa Economics, chose as his hypothesis: Increased climate volatility: should up as increased price volatility. He developed a regression model to examine the effect on the corn prices of droughts, floods and government programs (e.g. ethanol mandate), from 1970 to 2012. He concluded that “even controlling for serial time, volume, open interest, months and other factors, quite a lot of the variation in prices is unexplained, so we cannot rule out climate change.”

Our second speaker was Dr. Danny Blair, Associate Dean of Science, University of Winnipeg. Dr. Blair, who is a renowned climatologist, was asked what we should expect, droughts, floods or both? His answer is a definitive “both”. He built his case on a foundation of scientific evidence. For example one study that estimated the earth has an energy imbalance ~ 0.58 Watts per square metre. He examined time trends and other possible causes, like sunspots and volcanoes, but in the end he concludes that the most convincing evidence is rising CO2 levels.

The news on climate change is not all bad, or good for Western Canada. We can expect more heat, precipitation and longer growing seasons. This can increase crop yields, but it also can mean more weeds, insect pests, violent storms and longer droughts. In general we are going to have to live with more uncertainty and some unpleasant climate surprises.
Our third speaker was Mr. Bruce Burnett, Director, Weather & Market Analysis, Canadian Wheat Board. He addressed Forecasting Changes in the Crop Mix. He reports that climate change will influence the cropping mix in the 30-50 years. Growing degree days are expected to increase by 25 to 50% from 1961-1990 levels. Hot spells increase by 1 to 2 °C; cold spells increase by 2 to >4 °C. The growing season increases from 15-50 days, and precipitation extremes increase (wet and dry).

As a result of climate change, more soybeans and corn will be grown in Western Canada as the weather begins to look more like the South Dakota. Yields of current crops are likely to increase because of the lengthening of the growing season. Acreage of wheat and pulse crops will expand, while barley and canola acres likely contract.

Session 2 dealt with climate change and rail transport. The first presenter was Mr. Steve Whitney, Vice President, Marketing & Sales, Bulk, Canadian Pacific Railway. He spoke to the hardening of rail infrastructure and the supply chain. Mr. Whitney divided his presentation in four parts a) Preparation & Planning, b) Detection & Prevention, c) Response & Resiliency and d), Restore & Recover. CP Rail has 132 years of experience dealing with the extremes of the Canadian climate. They invest heavily in maintenance and work with other members in the supply chain to deal with contingencies. Monitoring of weather and the infrastructure is continuous. Pre-planning and readiness are the keys to getting service restored. Several examples of weather events and recoveries were given to illustrate these points.

The next speaker was Mr. David Sheperd, Director of Rail Detection, BNSF Railway. He spoke to the ways in which BNSF dealing with weather extremes. His list of events included mudslides, washouts, blizzards, tornados and extreme temperatures. As a railway that operates further south, extreme heat creating track buckle, and well as breaks, is a problem they must also manage. Among the ways they have hardened their system is the construction of wind fences and snow sheds. Of course, monitoring and dealing with weather extremes is well developed.

The third speaker was Mr. Merv Tweed, President, OmniTRAX Canada. He spoke to the uncertainty and opportunity posed by climate change. As the most northern railway, OmniTRAX must deal with the potential of melting permafrost. They have a study underway to research permafrost and effects on the railroad. They also have opportunity because climate change is extending the period of ice-free navigation. They have a second study on sea ice change on transportation infrastructure and operations in Hudson Bay.

Mr. Doug McNeil, Deputy Minister, Manitoba Infrastructure & Transportation gave a presentation at the luncheon on the activities his department is taking to deal with climate change. Much of the concern in Manitoba is water management. New flood control measures and efforts to strengthen the highway infrastructure to the potential damages of climate change. The province has an extensive renewal program, and numerous successes like a bridge that was reconstructed in record time after being damaged in a flood. Regulations are also changing to make spring and winter loading restrictions more flexible.

The third session of the day dealt with climate change and marine transport. Our first speaker, Mr. Darrell Desjardin, Director of Environmental Programs & Sustainability, Port Metro Vancouver, spoke to taking action on climate change now and planning for the future. Sea levels are estimated to rise from 28 to 98 centimeters by 2100. Mr. Desjardin presented maps that illustrated the impact of a one metre rise in the sea levels with normal storms and with a three metre storm rise. The impacts on the delta and the airport are significant, but the port has already made provision to build higher than high water. Marine terminals are built to 7 or 7.5 metres above chart data.

The next speaker was Mr. Greg Arason, Chair, Board of Directors, Thunder Bay Port Authority. He spoke to the resiliency of the Seaway route. He observed that water levels fluctuate on the Great Lakes, but the recent levels
are back within the normal bounds. The Port of Thunder Bay has the fastest ship turnaround and railcar cycle times of any Western Canadian port. There is currently extensive reinvestment taking place on the Seaway. Throughout its history, the Seaway has been focused on maximizing the efficiency of the system.

The final speaker of the session was Mr. Kirk Jones, VP Sustainability, Government & Industry Affairs, Canada Steamship Lines. His presentation defined the climate change problem and some possible solutions. He noted that three factors are affecting navigation depth: Glacial Isostatic Adjustment, erosion and climate change. The most significant of these is evaporation attributed to reduced ice coverage on the lakes. The impact is lower water levels that reduces cargoes and increases the cost of shipping. One solution could be to construct flexible structures at specific locations to keep water levels within historic ranges and avoiding high-highs and low-lows.

The fourth panel addressed the preparations that can be made to make agricultural transportation more sustainable. The first speaker was Mr. Normand Pellerin, Assistant Vice President, Sustainability, CN. Mr. Pellerin described the many efforts CN is taking to be more sustainable. Technologically, they are testing locomotives that burn natural gas rather than diesel. Managerially, CN is educating their workforce how to conserve, like not idling trucks. They are promoting engagement with the community and safety.

The commitment to safety is backed up with More than $8 Billion invested over past 5 years. CN leverages technology and capital to reduce risk and promote safety management. New equipment is being put in place include ultrasonic rail flaw detection and wayside, broken wheel, and wheel impact detectors. Many other practices are being made to enhance safety, such as remote control locomotives in mountain trains that management braking and power need to negotiate long trains through the valleys. Another important innovation is computerized load levelling to reduce risk.

Weather events are uncertain, but weather analysis gives warnings where problems will occur. With the detectors, warnings are sent of high winds, or freezing rain, to begin mitigation by the train operations.

Mr. Pellerin’s expertise on the railway, was followed by equivalent knowledge on agricultural production was presented by Mr. Grant Dyck, Director, Western Canadian Wheat Growers Association, and commercial farmer. Technology is leading farm production, too. Advanced communications and sensors provide better information to manage a farm. But, weather is always an influence on production. This year the yield is unprecedented for all crops at once. We have also had two long dry falls in a row, but the date of the killing frost is still the same. The intensity of storms and speed of drainage seem to be greater.

Subsequent panel discussion addressed the high cost of fuel and the efforts being made to reduce them through cooperation and management.

The Fields on Wheels conference always gives the last word to the Rapporteur. This year, we were pleased that Mr. John Spacek, Vice President, Planning & Development, CentrePort Canada Inc., accepted our invitation. Mr. Spacek observed many themes of the day. We are looking more globally in supply chain logistics. Everything seems to relate to climate change. Price variability is not disproven, and we should keep our eye on increased market fluctuation. Doing nothing is not an option. Unintended consequences are no longer an excuse. Sustainability is not a war, but a series of large and small battles. Regional impacts occur at the local level and seeing what the future could hold for our community is sobering. Lastly, that climate change has its ironies. Some crops gain and others may contract. The benefits of a longer shipping season at Churchill may come at the cost of the railway roadbed serving the port.

A very special thank you to all of our conference sponsors!!
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Michael Crockatt
(UMTI 1995-2000)

Michael Crockatt joined the University of Manitoba Transport Institute in 1998. He was the first member of an internship program designed to bridge the gap between the academic world and the business world for students with an interest in transportation. At the time, Michael was completing his Master's degree in Geography, with a focus on the relationship between airport infrastructure and regional economic development.

After four months as a research intern with the Texas Transportation Institute in Arlington, Michael returned to UMTI, and began a secondment with the Winnipeg Airports Authority. Less than a year later, Michael joined WAA full time as Manager of Marketing. With WAA, Michael also held the position of Manager of Cargo and Logistics, before being promoted to Director of Marketing, which entailed attracting new aviation activity to serve the airport and the community.

In 2006, Michael left WAA for his current position with the Ottawa International Airport Authority as Vice President Business Development and Marketing. His responsibilities include all revenue generating activities for the airport, plus strategic planning, customer service, airport planning, government relations, and passenger facilitation.

Michael is very active within the tourism and transportation industries and other business groups. He is the Chair of the Tourism Industry Association of Canada Board of Directors and is the immediate past-Chair of the Board of Directors with Ottawa Tourism. He serves as Vice Chair of the Board of Directors with the Ottawa Chamber of Commerce, and participates in a number of committees with the Canadian Airports Council and the Airports Council International-North America.

In 2012, Michael was a recipient of the Queen Elizabeth II Diamond Jubilee Medal. At the 2011 Ottawa Tourism Awards, Michael was named Tourism Volunteer of the Year. In 2010, he was a recipient of the Ottawa Business Journal Forty Under 40 Awards, and in 2003, he was named Chairperson of the Year by the Winnipeg Chamber of Commerce for his leadership of the Chamber’s Transportation and Logistics Committee.
The CITC designation has just been renamed CCLP®: CITC-Certified Logistics Professional

Industry’s most valued, longest-standing and trusted professional designation in supply chain and logistics just got even better

The "CITT" designation has been renamed "CCLP", which stands for CITC-Certified Logistics Professional. The CCLP designation reflects the same professional trustworthiness as the "CITT" designation and has improvements that make it better.

The CCLP designation is based on the highest industry standard of "CITT", and remains the sector's most accessible and affordable credential with the best ROI. The CCLP designation develops the professional abilities that help people run more profitable, sustainable and reliable supply chain and logistics operations. Its new name better conveys its holder’s professional logistics credibility and expertise.

CCLP has better distinguishability. After years of planning and consultation with CITC's members and industry, CITC has made our designation name more intuitive and fully descriptive to better reflect the deep logistics expertise and professionalism of those who've earned it.

CITC-Certified Logistics Professional (CCLP) is the strongest, clearest, and most accurate and differentiating designation name in the business. Importantly, CCLP preserves "CITT" as its credibility anchor.

How industry can recognize a CCLP (CITC-Certified Logistics Professional)

Only fully-certified members of CITC who’ve completed all the requirements for their professional designation including being a member of CITC are entitled to call themselves a CCLP (CITC-Certified Logistics Professional) and display their CCLP designation in any or all of the following ways:

- The CCLP initials will appear after their names
- They might describe themselves as "CITT-Certified Logistics Professionals"
- They may display their CCLP designation certificate
- They may display an optional-use, annual CCLP Trust-Mark:

The CCLP designation has CITC’s highest standard of professional expertise in the business of supply chain logistics

Thousands of professionals look to CITC for professional certification and many maintain their professional designation voluntarily year-after-year. No other industry designation has such a high, ongoing standard of experience and knowledge. Before they can be certified or call themselves a CCLP on an ongoing basis, CITC-Certified Logistics Professionals have:

10
• proven their business and logistics knowledge,
• amassed nearly 10,000 hours of relevant industry experience,
• provided evidence of on-going professional development every year and
• committed to follow CITT’s Code of Ethics.

The **CCLP** designation is proof its holder has met CITT's industry-based, widely-respected, and nationally-recognised standard of expert-ability.

**How companies benefit from having CITT-Certified Logistics Professionals**
Whatever the economic climate, it's always wise to invest in your people for short-term compete-ability as well as longer survive-ability. We know we need to home-grow more talent since there are fewer experienced professionals available to attract from competitive companies now that the Boomers are starting to retire. Companies just can't develop the up and comers fast enough.

Courses from CITT can complement your in-house training efforts to help your people get smarter, faster. And having **CITT-Certified Logistics Professionals** on staff with industry's preferred, specialized logistics designation can deliver value in many ways. They can more reliably deliver important outcomes:

• More profitable, reliable and sustainable supply chains and logistics operations
• More controllable operations, less vulnerable to damaging risks and trade compliance infractions
• Better manoeuvrability to respond to the major, beyond-your-control disruptions to the global supply ecosystem that impact the majority of companies

**All professionals who are in good standing as current CITT designation holders will be distinguished as CITT-Certified Logistics Professionals and be entitled to display evidence of this credential.**

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ONLY CITT's fully certified professionals who have met all the conditions of certification, including up-to-date membership in CITT are entitled to call themselves a **CCLP (CITT-Certified Logistics Professional)**. Students of CITT may call themselves "CITT Students". People who have graduated from the program of study and are still getting their requisite experience may be eligible to call themselves a CITT Articling Participant.

**Do any of the requirements for the designation change with the new CCLP name?**
There are NO CHANGES to the requirements for a designation from CITT that would impact someone's eligibility for exemptions or impact the studies of current students and their ongoing process of CITT certification.

Courses offered by the Transport Institute and RRC are fully accredited with CITT. To find out more about how you can earn BOTH your Certificate in Logistics AND your CCLP designation, visit the Transport Institute website at [www.umti.ca](http://www.umti.ca) or contact Kathy Chmelnytzki at transport_institute@umanitoba.ca or phone 204.474.9097
Name ___________________________________________________________ __

Address: ______________________________________ Postal Code_____________

Phone (Business)_________________________(Home)__________________________

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<td><strong>SPRING COURSE OFFERINGS</strong> deadline for SPRING Registration is April 11, 2014</td>
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<td><strong>ECONOMIC APPLICATIONS IN TRANSPORTATION</strong></td>
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<td>6:00 to 9:00 p.m. Instructor: Darryl Hammond</td>
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<td><strong>MARKETING SERVICES</strong></td>
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<td>April 7, 2014</td>
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<td>June 1-4, 2014</td>
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<td>September 14-17, 2014</td>
<td>RIMS Canada Conference</td>
<td>Winnipeg, Manitoba</td>
<td><a href="http://rimscanadaconference.ca/">http://rimscanadaconference.ca/</a></td>
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<td>September 28-30, 2014</td>
<td>Warming of the North: Opportunities &amp; Challenges</td>
<td>Ottawa, Ontario</td>
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<tr>
<td>December 3, 2014</td>
<td>19th Annual Fields on Wheels Conference</td>
<td>Winnipeg, Manitoba</td>
<td><a href="http://www.umti.ca">www.umti.ca</a> or email: <a href="mailto:transport_institute@umanitoba.ca">transport_institute@umanitoba.ca</a></td>
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Dispatch is scheduled to be published three times a year by the Transport Institute.

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