



Ontario Report

Transport 2000 Ontario

NEED FOR PROPOSED SECOND WINDSOR BRIDGE QUESTIONED

Traffic evaporating; alternatives not examined

A Draft Environmental Impact Statement (DEIS) has now been issued by the Detroit River International Crossing (DRIC) agency for its proposed new highway bridge south of Windsor. The cost of the bridge is estimated to be at least \$5 billion, not including new highway links to the bridge. The DEIS has drawn strong criticism from professional engineer Dietrich Bergmann of Ann Arbor.

The new bridge is predicated on car and truck traffic growing at 3% annually. But during the three-year period 2005-07, car traffic has declined by 12% and commercial traffic by 2% for all crossings including the Ambassador Bridge, the Detroit-Windsor road tunnel, and the Blue Water Bridge (BWB)

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ONTARIO'S TRANSPORTATION POLICY: TIME FOR A NEW VISION

Smart transportation alternatives: An editorial

Gas prices soaring, SUV and light truck sales plummeting, fuel surcharges, airlines cutting back flights, taxi fares up, the tourism industry worried about a stay-at-home summer - all outcomes of oil depletion. For decades transport has been under-priced, but not anymore.

For some time it has been evident that a sustainable environment required a change in how we move people and goods. We need smart transportation alternatives to driving and flying. Transit and railways are clearly sustainable alternatives as is active transportation (walking, cycling). But Ontario's MTO and many municipalities appear to keep following Plan A, more 400-series highways, road

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FROM THE PRESIDENT NATALIE LITWIN



George Bechtel of Kitchener, long-time member of Transport 2000, relates a segment of VIA's history that is

seldom told and worth repeating.

It has to do with policies that led to the fading of passenger rail service in Canada. It is well known that, in the post-war years, governments' championing of highways and the airline industry

proved disastrous for the passenger train revenues of both CN and CP. Still, federal government policy mandated passenger train services. In the 1960s, while CP moved to cut its passenger trains, CN took a different direction.

At CN, Pierre Delagrave as Vice-President passenger services and his team began to innovate in operations and marketing in ways that were ahead of their time.

Crew customer service training was introduced, remodeled lounge and observation cars were added to trains, schedules were improved, bargain fares appeared for off-peak travel days (today's yield management), and aggressive advertising was tried. These were sincere efforts to achieve revenues

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to match or exceed operating costs.

In 1962, CN lost \$50 million carrying 12.4 million passengers. In 1963, CN lost \$40 million carrying 13.6 million passengers. In '1966 it carried 16.8 million passengers and CN stated in that year's annual report that passenger

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FROM THE PRESIDENT

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revenues were increasing faster than costs with potential profitability.

By the late 1960's, however, the federal government began to move towards discontinuing passenger trains. Transport Minister Jack Pickersgill was particularly outspoken about the passenger train being obsolete. By 1972, CN carried only 12 million passengers, about the same as in 1962. Though CN briefly operated its passenger trains as VIA/CN, in 1978 VIA Rail, became a crown corporation, and as George and many others believe, was set up to fail.

The rest of VIA's history is a story about a struggle to navigate through brutal funding cuts and freezes to occasional relief when fiscal policies were reversed. We don't know at this point if the infusion of almost \$700 million in capital and operating funding announced last October foretells a new enlightened era or more government blowing hot and cold.

In spite of government neglect, and hostility from other transportation sectors, VIA has managed to survive, a tribute to its management and work force, and to the irrefutable evidence that passenger rail serves a permanent need for sustainable passenger transportation in Canada. VIA's innovation and resilience harkens back to the creative period at CN in the 1960s. If negotiations with CN on track improvements proves fruitful, VIA is ready to implement faster schedules and more frequencies in the Windsor-Quebec City corridor and else-

where on its system. This time around, the need for alternatives to driving and flying are manifest as fossil fuel energy costs soar, highway congestion mounts, and we struggle to curb our CO₂ emissions to curb global warming. ■

NEED FOR NEW WINDSOR BRIDGE QUESTIONED

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at Sarnia. At six lanes wide and with some spare capacity, and only 12 more minutes from downtown Detroit to Toronto, the BWB should not have been excluded from the DEIS, Bergmann states.

Peak hours congestion at the Michigan-Ontario crossings is also claimed to require a new bridge. Bergmann finds the DEIS deficient in not considering how traffic demand management can be used to redistribute traffic so that it can be accommodated by the present crossings. These include differential tolls, peak period travel disincentives, reversible lanes, and an information system that encourages use of the higher capacity BWB. Proper analysis of the Michigan-Ontario border crossings is also hampered by the absence of up-to-date origin-destination data for cars and trucks crossing the border.

Given the quickly rising costs of shipping by truck, a shift to intermodal carriage of containers and truck trailers by rail is going to occur and should be encouraged as a matter of policy. Diversion to rail could be achieved at a fraction of the cost of a new bridge and its connecting highways, as twin rail tunnels already exist at Windsor but need some upgrading. This intermodal alternative is not considered in the DEIS. One study

cited by Bergmann indicates that 44% of truck traffic now using the Ambassador Bridge is suited to being carried by rail. An upgrading of the rail tunnels at Windsor for intermodal trains has the potential to spur development of fast or high speed passenger train service from Chicago to Quebec City through Detroit-Windsor, London and Toronto.

Much peak-hour travel between Windsor and Detroit is local in nature and could be diverted to public transportation. The DEIS does not consider public transit improvements such as LRT between Detroit and downtown Windsor as a means to deal with bridge and road tunnel congestion.

In summary, the changing economic and environmental situations of Ontario and Canada call for innovative investments beyond the highway-oriented solutions of the 1960s. The urgency of a new bridge at Windsor has been exaggerated. Transport 2000 Ontario would support a more prudent investment of public funds that would implement the kinds of traffic demand management outlined by Bergmann, invest in better cross-border public transit at Windsor, and help to upgrade the rail tunnels to support greater movement of freight intermodally in this corridor. Now is not the time to expand transport that is energy intensive and highly polluting. Ontario and Quebec will not be competitive in North America if governments neglect the rail mode by exclusive investment in highways. A different vision is needed at this critical juncture. ■

ONTARIO TRANSPORT POLICY

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 widenings, and new roads in greenfield areas. While ostensibly because of congestion, it's really about development. Farm lands go under for sprawl in the form of new subdivisions, office buildings, malls and big box stores designed almost exclusively for access by car.

Since Al Gore's documentary *An Inconvenient Truth*, few doubt the imperative of global warming. But also few recognize that the quickest single way to get CO₂ reduction is to modify how people and goods move. The behaviour change from global warming awareness has not been sensational. But spiralling costs of oil and natural gas have hit us in our wallets and change is palpable. With resource scarcity increasing around the world, it is sinking in that increasing prices are long term. This applies to asphalt which is oil based and to cement with is made with large quantities of natural gas. Ontario needs a Plan B for smart sustainable transportation.

What would Plan B look like for Ontario? People who have visited Europe and Japan, or Hong Kong and Singapore will have some idea of a different future. It means being able to get around without dependence on a car. Practically it means high quality public transit at the local level (and rural transit in the countryside), region-wide rapid transit (rail and bus), and inter-region/inter-city rail and bus service. Over the last three decades in Ontario inter-city rail and bus serv-

ices have actually declined substantially.

One bright spot is Metrolinx, the evolving transportation agency for the Greater Toronto Area and Hamilton. In a matter of weeks it will present a Regional Transportation Plan (RTP) that will propose, on the one side, necessary local transit improvements and, on the other side, the regional rapid transit network it believes will move the region toward becoming transit oriented. The success the TTC has had in building ridership by offering better service, and the high demand for more GO Transit across the region, are significant indicators of public support for sustainable alternative transportation. Other areas of the province need similar regional agencies - the Niagara peninsula comes to mind as does the Brantford, Cambridge, Kitchener-Waterloo and Guelph area.

As the Metrolinx RTP will likely show, there is a huge backlog of capital investments required to move to Plan B, as well as associated operating costs that must be paid for. The Province will have to make some key decisions on financing balanced transportation that takes quality transit, regional, and inter-regional transportation seriously. There are also land use restraints on sprawl that that need to be implemented. There is more to transportation than the business as usual auto-centred road planning of the 1960s. ■

MEET BOARD MEMBER-DAN HAMMOND



Dan became a Board member in 1998 and has served as both Vice-President and President. He is especially

proud of the role he played on the first Union Station Revitalization Public Advisory Group, starting in 2003. The City of Toronto acquired Union Station in August of 2000. Two years later the City selected a private sector developer to be responsible for station revitalization, a deal which fell apart in July of 2006. A Master Plan for Union Station was adopted by the City at the end of 2004.

Dan grew up west of Jane Street and north of St. Clair, in the old City of York. It was a post-WW II 'burb, as Dan explained, single family homes where every family had a car but only one. Still, people could walk to work as there were a number of large industries in the St. Clair and Weston Road corridor, CPR's shops, and the large Kodak plant, for example. Transit was poor in the post-war 'burbs and every kid's ambition was car ownership sooner rather than later. Dan's family has ties to Canada's mining industry leading to numerous visits to Rouyn-Noranda, Quebec to which Dan would often travel by ONR to visit relatives. This exposure to railways at a young age Dan credits for his interest in efficiency. His passion and commitment to better public transporta-

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MEET DAN HAMMOND

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tion stems from asking himself why there is so little public transport on offer and why it is so often inadequate?

As a technology analyst, Dan has been part of the major technical and regulatory revolutions in the telcom industry as it became digital and competitive and as it now moves towards open source networks. Dan describes himself as a small "c" conservative who advocates competition but also believes in better regulation rather than the absence of any consumer protection. Dan points out that there are major public benefits to the cross-subsidies that help maintain telcom services in the less populated parts of Canada, that a network that reaches everywhere has much greater value than low rates only for only heavily populated areas. The problems and solutions in the telcom industry he sees as having analogues in transportation.

Missing from public transportation planning is a vision of a rail-based network, actions that protect right-of-ways for that future network, and visible evidence of building the network. As examples, Dan points to the absence of contingency plans that would permit GO trains to bypass trouble spots on the system, or protecting possible interconnections such as connections between CN and CP throughout the GTA, or GO acquiring self-propelled cars for all-day two-way train services in the GTA. Then there is the myopia of land-use planning that allows a major corporate headquarters (404 and the Aurora Side Road) a kilometre

from a bus stop with only an hourly GO bus but no local transit.

Dan foresees a swing to public transit even in sprawl areas as gasoline approaches \$3/litre, paving costs rise and cement becomes ever more expensive. The far suburbs have the arterial roads for transit, but the collection and distribution of riders to and from high frequency trunk routes is a problem. He foresees the possibilities of innovative local collection and distribution of riders using shared taxis or van services. Although such a solution sounds costly, it is less expensive than maintaining the status quo. We will return to main streets with local shopping, with offices and residences above stores, rather than more parking space than building footprints, a lot quicker than anybody can envision once transportation for the Post-Automotive Age becomes available. ■



VIA's Glenfraser lounge car

VIA RAIL NEWS

For VIA Rail, summer means greater vacation and tourist travel compared to other seasons. Between June 1 and September 15, if you are 18 or older and purchase a comfort class ticket, a child aged 2-11 can travel with you for free. Between May 26 and September 1,

you pay half-price in comfort class for Saturday trips on fares set at \$80 or less (exclusive of taxes)(limited seat availability). In comfort class, seniors (60+) paying the companion fare may bring along a companion of any age for free (three days or more advanced booking is required and tickets are subject to availability). VIA offers youth aged 18-25 a 25% reduction in comfort class off the regular fare. Starting May 1st, VIA also offers various getaway packages through its website. VIA also has special promotional fares in VIA 1 class between several cities.

VIA highlights that it has no fuel or security surcharges. While strictly true, this year's annual fare increase (usually around 3%) was delayed until June 10 when there was a 5% fare increase, an increase that likely reflected VIA's rising fuel bill.

Summer also means that VIA adds time to many of its trains because of track work. For instance, VIA's fastest train between Toronto and Montreal, train #66 departing at 5PM, once scheduled at 4 hours 10 minutes, this summer will take 4 hours 40 minutes for the trip due to track work. Major track work on the Hudson Bay route this summer has resulted in two weekly departures and arrivals at Winnipeg for VIA trains to and from Churchill, MB, instead of the usual three.

Join the fun on VIA's extra train added to its Toronto-Niagara Falls route. From June 27 to September 29, train #93 leaves Toronto at 10AM, arriving in Niagara Falls at 11.55AM. It returns leaving Niagara Falls at 2.15PM Monday through Friday, arriving Toronto at 4.10PM; on Saturdays and Sundays



the train departs the Falls at 5.00pm, arriving in Toronto at 6.55PM. This extra train carries VIA's Glenfraser lounge car which offers passengers a wine and cheese tasting and other events. Again this summer, this extra train has a baggage car that carries passengers' bikes to and from Niagara Falls, and on certain days to and from St. Catharines. There is a modest extra charge for this service. Tickets for a passenger and bike must be bought through www.biketrain.ca.

Given the rather short time between the 11.55AM arrival and the return at 2.15PM, VIA anticipates that many users of this train will opt for an overnight stay at the Falls before their return trip. However, there are several other options. The Amtrak train, the Maple Leaf from New York City, is scheduled to depart Niagara Falls at 5.45PM daily arriving Toronto at 7.47PM. This train is often late. To check on its departure time at the Falls, call VIA at 1-888-842-7245.

The VIA station in Niagara Falls is at the Whirlpool Bridge, about 2.5km downstream from the falls itself. Transit and taxis are available at the station. As an alternative, take a short walk south on Bridge Street down to River Street which is along the Niagara River. Turn left under the Whirlpool Bridge and walk to the elevator building that serves the White Water Walk attraction. Here one can purchase a Niagara Parks People Mover bus day-pass. The Parks People Mover buses can be used to access stops along the river from the Floral Clock in the north to Horseshoe Falls in the south. Bon voyage! ■

METROLINX STAKEHOLDER MEETINGS

In late May and early June, Metrolinx held stakeholders' workshops in which the public, invited guests from industry, NGO's, academe, transportation and planning professionals and government spent a full day providing input on the newest steps toward the development of a Regional Transportation Plan (RTP) for the GTA and Hamilton. Metrolinx has also published two White Papers that outline concepts on which the RTP would be built. The White Papers were influenced by feedback from seven previous Green Papers.

Transport 2000 Ontario sent four members to four stakeholders meetings in the region. Doug Wilson, Richard Crawford, Peter Masek and Natalie Litwin attended in Hamilton, Oshawa, York Region and Toronto, respectively.

White Paper #1, Visions, Goals and Objectives, lists the principle goals as a High Quality of Life, a Thriving, Healthy and Protected Environment, and a Strong, Prosperous, and Competitive Economy. Specific sub-goals and more specific objectives flow from these.

White Paper #2 is a long, dense, and detailed document that outlines Preliminary Directions that include policies, programs, and regulatory tools and other measures "that would facilitate a major shift in attitudes and choices related to mobility in the GTHA." Translation: What these directions aim for is a shift from a car mentality to a positive attitude toward sustainable transportation modes. Preliminary Directions are:

- A System for Complete Mobility
- Placemaking and Mobility Hubs

- Excellent Customer Service
- Sustainable Financing
- Innovation Through Research
- Partnerships and Decision-Making

The paper then describes and offers test concepts of four transportation system designs: (1) business as usual; (2) a linear system with inter-regional connectivity (based on Move Ontario 2020); (3) a radial system (strengthens several major transit corridors radiating from Union Station); and (4) a web system – the most comprehensive (provides enhanced radial service to and from Union Station plus major new east-west higher order transit lines). The four test concepts were modeled to determine their relative performance.

The workshops were superbly designed to elicit maximum input from participants. Each table was manned by a Metrolinx staff member who paraphrased remarks on a laptop. Discussions were animated, heated and sometimes hilarious. Inputs from the tables were then summarized for the whole group by an enthusiastic and articulate staff member and questions and comments were invited.

The mood throughout was upbeat. The impressions we all had is that Metrolinx is really listening. T2000 board member Richard Crawford reflected this impression in his report: "I came away from this conference with the feeling that this is the best thing since sliced bread for the principles that Transport 2000 has been espousing for many years."

We can only hope that our provincial government is also listening.

- Natalie Litwin ■



NEW GO TRANSIT DOUBLE-DECKER BUS

GO Transit has purchased a total of 22 double-decker coaches for its popular service between Oakville GO station and York University using Hwy 403 and Hwy 407. Manufactured by Alexander Dennis of the U.K., they go into service in 2008-09. The average price of these buses is \$931,800. Each bus is 13m long (43ft), 2.5m wide (8.3ft) and 4.3m (14ft) high. The upper level holds 46 passengers, and the lower level 32 for a total of 78, 37% more passengers in total than the current coaches on the route. These buses are power by low emission diesel engines. The lower level is low-floor and thus is wheelchair accessible. They are air conditioned and carry GPS location devices. They will be maintained by a new garage at Streetsville. T2000 members are encouraged to contact the newsletter to describe how these new buses ride. ■

OTTAWA CITY COUNCIL ADOPTS OPTION 4

On May 28, Ottawa City Council adopted a rapid transit plan, choosing Option 4 (see March-April newsletter). The plan includes a transit tunnel through downtown Ottawa, a major expansion of Ottawa's busway system,

adds in electric LRT on the east-west transitway, and converts the present O-Train to electric LRT. The LRT routes proposed are mainly inside the Greenbelt. At Council the plan was amended to extend LRT beyond the Greenbelt, but only after the busways are expanded, and only after further economic analysis is done. The transit tunnel is to undergo a two-year ordeal of planning and environmental assessment. Only after the tunnel is completed will LRT even begin to be built.

Critics point that ridership on the present east-west transitway fully justifies conversion to light rail now. The plan adopted by the City also ignores suburb to suburb travel that could be met now with an expansion of the existing north-south O-Train line into a network adding east-west links using existing railways in the City. Critics note that LRT should be extended quickly to stations beyond the Greenbelt where riders would be able to connect with a suburban bus network. Expanding interim busways is a waste of scarce public funds where much more economic and rider-friendly LRT is justified today. A November 2007 OCTranspo report itself states that its express bus model (far flung express bus routes into and out of downtown Ottawa) is a failure with exploding costs compared to very limited revenues, and it cannot adequately cope with further ridership growth. Ottawa's busway model deviates widely from accepted transit practice in North America that use rail-based rapid transit for line-haul services with nodes for connecting bus feeder routes. ■

TTC'S NEW LOW-FLOOR HYBRID BUSES

By the end of 2008, the Toronto Transit Commission will have some 564 diesel-electric hybrid buses, about one-third of its fleet. These buses are being manufactured by Orion Bus Industries of Mississauga, owned by Daimler. These buses are powered by an electric motor attached to a differential gear on their rear axles.



When a bus is braking, the motor becomes a generator returning electricity to a set of batteries that the bus carries. The main source of power is still a diesel engine which runs a generator that provides power for its electric motor. When not storing electricity, electricity from the batteries is blended with the power from the generator, thus saving energy.

Recently the TTC has determined that its hybrid buses are only 10% more energy efficient compared to the standard diesel bus, substantially under the 25 to 35% savings claimed for hybrid transit buses. The TTC has also found a high rate of battery failure. The lead-acid batteries carried by these buses are supposed to last about five years, but on hybrid buses acquired in 2006, one-third of the batteries are wearing out. The bus maker says that a superior lithium battery was not specified by the TTC. A hybrid bus costs



the TTC \$734,000 compared to \$500,000 for a standard diesel transit bus.

While the new OBI hybrid buses carry 44 seated passengers, and a claim is made for a crush load of 75, in practice, because of the step-up rear area behind the rear doors of the bus, passengers do not easily move to the rear of this kind of low-floor bus. The result is loss of capacity on transit routes using low-floor buses during rush hours. There are important social benefits to low-floor buses since they accommodate wheelchairs, people with strollers, and are easier to board and exit. But at rush hours, extra low-floor buses are needed compared to the number of standard buses previously used for a route. Low-floor transit vehicles (buses and streetcars) are now mandated by Provincial regulations. ■

HIGH SPEED RAIL NEWS

The trains in Spain...fast to high speed. We tend to associate high speed trains in Europe with the TGV in France and the ICE in Germany. But the country with the most ambitious HSR plan is Spain. With the size and population of California, and mountainous too, Spain is building a network of high speed train lines - close to 10,000km - that will put 90% of its population within 50km of a station and within three hours from Madrid. Note that Spain has a mature network of both expressways and airline route. Spain's first high speed line, built on the French TGV model, opened in 1992 between Madrid and Sevilla.

On February 20, Spain opened completely its second major HSR line from Madrid to Barcelona. Trains on this 621km route will travel its length in 2 hours 38 minutes for an average speed of 236kph, with the route having a maximum speed of 350kph. With numerous tunnels and viaducts, at 153km from Madrid, the line reaches 1217.6m above sea level, the highest point on an HSR line in Europe.

Traffic is booming on the new Madrid-Barcelona route. In late April, 20 pairs of trains were scheduled, 9 being non-stop. Airlines have lost about 20% of their traffic, with the air/rail modal split being 52/48. Many HSR lines are under construction in Spain, with construction delays not uncommon. The high speed route from Barcelona to the border with France and the connection to the rest of Europe will open in 2012.

Two new continents are joining the high speed club. Argentina is building HSR between Buenos Aires and Cordoba, a distance of 710km, almost the distance between Toronto and Quebec City. Several other major cities in Argentina will have their rail routes to Buenos Aires upgraded to speeds of 240kph or 160kph. In Africa, Morocco will build a high speed line using TGV technology first between Tangier and Casablanca via Rabat, and then on to Marrakech for a total of 677km.

Two of Transport 2000 Ontario's members will travel on HSR soon. Gord Woodmansey will be in Japan, and Avrum Regenstreif will visit Spain; both have promised to give us reports of their high speed train experiences. HSR first opened in Japan in 1964 and next in France in 1981. ■

A NATIONAL RAILWAY ELECTRIFICATION STRATEGY INCLUDING HIGH SPEED RAIL

by Avrum Regenstreif, PhD

Many countries with significant comparative advantage in renewable electrical energy sources have demonstrated that railway electrification can be a vital means to achieve substantial improvements in national energy efficiency and transport productivity. Austria, Norway, Sweden, Switzerland, and Russia are some European countries with extensive hydroelectrically powered railways. In North America, by comparison, while the US generates 15% of its electricity from hydraulic sources, Canada has been generating more than 75% of its electrical energy in this way. Nevertheless, little Canadian rail is electrically powered. If Canada capitalizes on this important national advantage, at a time when world prices of fossil fuels are rising rapidly, and climate change is of increasing concern, it can reduce total national energy consumption by more than 10%, by selectively electrifying linked rail corridors from Halifax to Vancouver, as well as to Prince Rupert. This can result in significant positive change in quality of life, including improved transport productivity, reduced road congestion, reduced CO₂ and other emissions, and reduced noise levels.

In an initial demonstration project, a portion of the national rail corridor between Quebec City and Windsor Ontario is proposed to be electrified and developed, in part, as a high speed rail network. For many cities within the corridor, intercity rail travel time could be reduced 40% or more. The proposed rail system would be much safer and

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ELECTRIFICATION

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secure than at present with much improved traffic separation and segregation. The system would use hydroelectricity to provide most of its energy, making it much less vulnerable to non-renewable energy depletion and to unanticipated future world energy price increases. A simple example demonstrates the greater efficiency of electric powered trains. A typical CN freight locomotive currently achieves 500 RTMs (revenue ton miles)/gallon of fuel. This compares with a figure in excess of 1600 RTMs / gal of fuel equivalent for electric locomotives of comparable power capability.

In addition, an entirely new high tech industrial sector would be opened up in Canada, generating in excess of 66,000 person years of high skilled employment (nationally), with many of these jobs and industries sustainable long into the future.

Ontario, and Quebec cities within the corridor either as major stops on an HSR line, or as stations receiving medium speed, more frequent, and more rapid rail service, might include: Riviere-du-loup, Quebec City / Levis, Three Rivers, Drummondville, Montreal, Ottawa, Cornwall, Brockville, Kingston, Belleville, Peterborough, Cobourg, Oshawa, Toronto, Hamilton, Brantford, Woodstock, Guelph, Kitchener-Waterloo, London, Chatham, and Windsor. Improved rail services would include not only a variety of passenger services, but also arrangements for selected roll-on roll-off (RORO) trains carrying both cars and trucks as well as high speed COFC and TOFC freight services at feasible locations within the corridor. ■

NEW LOOK TO NEWSLETTER

You may notice a new look to the T2000 Ontario newsletter. The editor has used a Mac program for the newsletter which involves a bit of a learning curve. We hope that this will provide an easier read. It is also being printed for the first time at the National Office using a duplicating machine. This should give better quality print and images because it does not require the extra step of plate making as does offset printing. Your comments will be appreciated. ■

BOARD MEETINGS

Transport 2000 Ontario Board Meetings are usually held on the third Wednesday of each month in the evening (no July or August meetings). We meet at 215 Spadina Avenue, Toronto. If you

wish to attend, please contact Natalie Litwin by e-mail at n.litwin@sympatico.ca or call 416.498.0612 to confirm date, time and location which is subject to change. ■

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To join, send your name, address, telephone number, e-mail address (if any), and membership fee to our box address above. Our annual membership fees are: regular \$35; senior \$30; student \$25; low income \$20; family \$50; non-profit affiliate \$75; business \$170. Transport 2000 Canada is a registered charity and donations receive a tax-credit receipt.

Our website is www.transport2000.ca/ontario. A membership form is available at this website.