



Ontario Report

Transport 2000 Ontario



Photo: Kitchener High Speed Rail Symposium presentation by Dean Del Mastro, MP, Peterborough, and Chair of the All Party Rail Caucus, House of Commons, Ottawa.

KITCHENER HIGH SPEED RAIL SYMPOSIUM DRAWS LARGE CROWD

Braving late January snow and cold, over 100 people attended High Speed Rail Canada's fast trains Symposium held in Kitchener-Waterloo, Saturday, Jan. 31. The Symposium's message: it's train time for Canada, it's time for fast trains in an integrated transportation network, it's time for Canada to catch up with the rest of the developed world. Conference organizer Paul Langan put together an outstanding panel of seven speakers who explained, educated, and made the case, with time for questions from the audience after each presentation.

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FROM THE PRESIDENT NATALIE LITWIN Environmental assessment loses creditability



On Jan. 29, board member Peter Miasek and I attended a seminar organized by SHIFT Ontario, a consortium of sustainable trans-

portation NGO's, including T2000 Ontario, on the environmental assessment (EA) process, focusing on transport EAs. I have long suspected that the EA process was a rubber stamp and this seminar confirmed my suspicion.

The federal EA process and limitations were described by a knowledgeable private consultant.

The process is limited to ensuring the feds consider the environmental effects of projects before they take action (e.g. provide funding and permits). The federal EA review occurs after a project is defined by the project proponent. It does not look at need, the scope or at alternatives to the undertaking. All these limitations favour the proponent and impose barriers to public input. And the feds are now considering watering down these meager protections.

Ellen Schwartzel from the Environmental Commissioner of Ontario (ECO) described the provincial EA process and problems with it as documented in ECO's annual report of 2007/2008. In Ontario, there are two types of EAs, class EAs and individual EAs. Class EAs are for "routine or repetitive projects" and follow a prescribed template of rules set down by the

AGM and Public Forum

Saturday, March 28, 2009, Metro Hall, Toronto, Rm 309 (details p. 8)

T2000 Ontario Annual Meeting, 10:30 am - 12 noon

**Public Forum: 1:30 - 3:30 pm
Speakers: Canadian Pacific Rlwy**

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Ministry of Environment (MOE). Class EAs are run by the proponent and are not required to assess need or alternatives to the project. When the project is a road, for instance, transit or rail alternatives are not ...continued on PAGE 2

FROM THE PRESIDENT

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considered. Furthermore, determination of "need" for the undertaking can be very shaky.

Almost all transportation projects fall into the Class EA grouping. All EAs require final review and acceptance by the MOE. The Class EA template for highway projects was updated in 2000. A new sub-process of Class EAs, called the Transit Project Assessment Process (TPAP), was initiated in 2008. This subgroup for transit projects has an even narrower scope than a typical Class EA and a 6 month compressed time table. example, the TPAP requires impact assessments only on the natural environment and aboriginal lands, not other societal impacts. Taking citizen

input has become a formality, and citizen groups are not provided with resources to develop reasonable and creative alternatives. Although the process gets around NIMBY objections and frivolous obstructions, it can allow for less than optimal decisions. Mike Sullivan, of a Weston-based group in Toronto, cites the airport/rail link plan to send hundreds of diesel trains through that community as an example of rushed planning permitted by the TPAP.

Individual EAs are reserved for large projects. These must evaluate need and alternatives. The environment minister can order a "bump up" of a project from Class EA to Individual EA. An example of an Individual EA is the 407 East Freeway Extension, where alternatives such as "do nothing" or "transit only" have been evaluated.

Albert Koehl, of Ecojustice, the last speaker, agreed with criticisms of the Ontario EA process cited in the latest annual report of the ECO. The ECO report bluntly states that the EA process is broken. It documents numerous problems with the process, all of which have been seen in transportation projects. These include:

- Decisions are made in a piecemeal fashion. Master plans do not require an EA process of approval, just specific projects within the plan.
- Projects going through an EA are not required to address whether or not they meet or are consistent with overarching policies set out in planning and environmental documents already adopted. Broad environmental policy is not considered.
- Projects are almost never rejected.
- A "no" decision is not possible under a Class EA, only when there is a "bump up" to Individual EA. However the environment minister rarely grants a request for "bump up."
- Proponents are being allowed to apply for and receive other approvals prior to EA approval, e.g. purchase of land.

- The rationale for, or alternatives to a project can be declared outside the scope of the EA study by setting narrow Terms of Reference.

- Important technical details are shielded from scrutiny.

Ontario's Environmental Commissioner has recommended reform of the EA process including some essential benchmarks:

- An emphasis on questions of need and of alternatives, and questioning assumptions.
- A process capable of delivering a "no" when appropriate.
- An emphasis on transparency and credibility in public consultation.
- An emphasis on achieving not just mitigation, but positive contributions to sustainability.

We applaud the Environmental Commissioner for this initiative and we support its action on advancing EA reform in Ontario ■

LETTER TO THE EDITOR

Consider Pedestrian Needs:

Always good to get the T2000 newsletter. It's not all good news, of course, but informative and interesting. Pedestrian travel needs to be included. Roads are still a major means of moving around, and if they're well designed, they can be good arteries for foot transport. Obviously they're poorly designed for walking in Toronto. Walk signals timing is too short at most intersections, usually based on a walk speed of 1m per second. I learned from a Transportation Services engineer that traffic light timing is not changed in winter. As a pedestrian and pedestrian advocate for decades, I'm much aware of the pitfalls from too short walk timing to overgrown vegetation by sidewalks, as well as almost no enforcement of rules of the road. In Toronto there are many kilometres of missing sidewalks on arterial roads, including on Yonge Street! Toronto has a Pedestrian Charter dating from 2002 which seems all but ignored by our councillors and transportation staff.

- Helen Hansen, ■

New Funding for VIA Announced

The Harper government's Jan. 26 stimulus budget contains \$400 million in new funds for VIA to make major track improvements to CN between Toronto and Montreal with some station upgrades as well. Sections of triple tracks will reduce travel time by half-an-hour and permit adding new trains. This track upgrading complements track improvements VIA is already making between Brockville-Ottawa and Ottawa-Montreal. Previously approved funds to upgrade track between Georgetown-Kitchener-Stratford-London was never started. Rumour has it that this badly needed track improvement will finally start this summer. The track is owned by CN but leased to the Goderich-Exeter Railway shortline. VIA F40 engine rebuilding is underway, but the refurbishment of VIA's 98 LRC passenger car fleet has yet to start. ■

Union Station Rebuild Moves Forward.

Toronto Union Station got a boost in the new federal budget of Jan. 26 which listed its revitalization as high priority. Earlier Mayor David Miller had asked the feds for \$75 million towards heritage reconstruction. Most recently Miller has recommended a plan where each level of government contributes \$130 million to the \$400 million total cost. Actual dollar amounts will be settled through continuing negotiations. In the meantime, in February the City has begun a \$4 million rebuild of the pedestrian bridge leading from Front Street into the Great Hall of the station. In May, a private partner will be announced for the management of the retail space inside Union Station, with this partner expected to help pay for some of the cost of building new retail space under the new waiting room areas to be constructed for GO Transit. GO Transit's spending on a variety of station projects is substantial and additional. ■

Ottawa Transit Strike Settled

Ottawa transit users endured a 50 day strike of all bus and O-Train service only settled January 30, 2009 under threat of back to work legislation from the federal government. Ottawa transit falls under federal labour law. One estimate is that the strike has cost the local economy \$13 million. Service will be re-established in phases over the next three months since idling of the bus fleet has created major maintenance requirements. O-Train units were put back into service almost immediately since they are maintained by an outside contractor. The transit service, which is run through various city departments, is offering various incentives to recapture lost patrons who switched to other modes, yes, even cycling in Ottawa's challenging winter conditions. ■

Rail Link To Airport Gets New EA: Weston Getting Half a Loaf

The rail corridor from Union Station to Malton has undergone several EAs for improved GO rail service, including the Pearson airport rail link. The EA for the Weston community, though, was never concluded. There was major community opposition to the original plan for numerous fast trains passing through Weston at grade. The class EA for Weston was bumped up to an individual EA that was then suspended. Now a new class EA is underway covering Strachan Ave. to Woodbine, including the airport link.

The new EA is being done under the accelerated six month TPAP process with Metrolinx as the proponent. Endorsed by Premier McGuinty, Weston is being given a rail trench for GO, VIA and the airport link trains that will run under Church and King Streets, with John Street closed except for a pedestrian bridge as tracks rise to a GO station at Lawrence Avenue. GO and airport link trains will stop in Weston.

Public consultations were held in February (input cut-off is Mar. 16) after which a final plan will be issued and the six month formal EA gets underway. The Weston community group has major problems with the present proposal. The trench is short with an even shorter hugely expensive lid. There will be major noise and fumes from the some 350 diesel passenger trains that will use the new tracks. The CPR's parallel freight line remains at grade through Weston.

Weston's community group has a better vision. They have asked for a publicly-run train to the airport, that both CN and CP rail lines be put in a trench running under all the main arterial roads from Church to Ray Avenue, electrification, and more stations on the route. Right now there is no contractual obligation that the airport service be a private operator. The community doesn't want a give-away situation similar to 407 ETR. Electrification and trenching costs are being hugely exaggerated by Metrolinx. The community plan knits Wes-

ton together again with main streets crossing the trench at ground level substantially increasing the potential for development. Electrification would eliminate fumes, reduce train noise, and brings the quick accelerations to have fast local train servicing additional new stops on the route. Economic and community revitalization on Toronto's west side is at stake. This is a real test as to whether or not Metrolinx and the Province can think in community building terms. ■

Obama Stimulus Package Good for Amtrak/Transit

Efforts by advocates, backed by last minute efforts from the White House, to support rail and transit have paid off. The \$787 billion U.S. economic stimulus bill, signed into law by Pres. Obama Feb. 17, contains \$1.3 billion in grants to Amtrak, and \$8 billion for high-speed rail. These sums in the final bill are more than originally voted by the House and Senate previously. Transit formula funding received \$6.9 billion plus \$1.5 billion for rail modernization and new transit starts, and another \$1.5 billion for quick start projects that could be roads, bridges, rail, transit, and/or ports. These are historic levels of support. Still, highways received \$27.5 billion. The money for HSR is good news for the well advanced HSR project in California. Rail advocates in New York state are planning HSR between New York City, Albany, Rochester, and Buffalo.

Two other measures have passed Congress in the U.S. One extends the tax free commuter parking benefit of \$230/month provided through employers to transit commuters. Last October the U.S. Congress passed legislation giving the Surface Transportation Board power to pursue and fine freight railways determined to be delaying Amtrak trains. Under the Bush administration, Amtrak was reluctant to request help from the STB. This is likely to change. The goal would be that 80% of Amtrak trains arriving on time. ■

North Yonge Subway Extension: City of Toronto Signs On With Caveats

Yonge Street transit Finch to Richmond Hill was supposed to evolve from Viva express bus service into Viva LRT. But suddenly it's now a 6.8km subway extension. It has the backing of Premier McGuinty. Some say its about getting 905 votes, that density north of Steeles Avenue does not support a \$2.4 billion subway project. Besides, GO Transit is planning future frequent GO rail service between Union Station and Richmond Hill, as set down in the 15-year Metrolinx plan.

While supporting it, the Toronto Transit Commission (TTC) is concerned with knock-on effects of the extension, with the additional ridership overtaxing the already heavily used Yonge line. More capacity is coming to the Yonge line as a result of new higher capacity trains (due in 2009), and eventually computerized train control allowing more trains per hour (\$360 million). But the extension will also require improving the Bloor-Yonge station (\$450 million), and a new train yard (\$400). To alleviate crowding on the Yonge line, the TTC has revived the Downtown Relief subway line from Pape and Danforth south and then west to Union Station, continuing west and then north to the Dundas West subway station. The eastern side of the relief subway will cost an estimated \$2.1 billion. The TTC is asking that the relief subway be built before the North Yonge Extension.

The most current travel demand study data for Richmond Hill do not take into consideration the planned upgrade of GO rail service to Richmond Hill. A Benefits Case Analysis is required to determine if a subway is the right choice. Will it be done, and will it be done in an open and transparent manner?

The City of Toronto still backs its Transit City plan as having its highest priority. For a fraction of the cost of subways, and with a much shorter construction time, Transit City will provide large areas of Toronto with fast transit using exclusive streetcar

right-of-ways. The buses in these areas are slow and crowded. Transit City would be a much welcomed alternative and attract many new riders. Transit City is a good fit with the densities of these more suburban parts of the Toronto. ■

KITCHENER HIGH SPEED RAIL SYMPOSIUM

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Local radio newscaster Mike Farwell was moderator.

Keynote speaker for the afternoon was the Hon. David Collenette, former federal Minister of Transport at the end of the Chrétien government years. Skeptics say that high speed rail (HSR) as in France and Japan, using entirely new track, is too expensive and we don't have sufficient population density. But Collenette stressed that there are multiple models for bringing in fast trains. When he was transport minister, he initiated VIA Fast, a proposal for a major upgrade of track between Quebec-City, Montreal, Ottawa, and Toronto, that would have permitted maximum 125mph train speeds for an average of 100mph, making trains in this corridor competitive with both air and the 401, and more than recovering operating costs. The plan failed to get cabinet support. Collenette highlighted the importance of political leadership in supporting passenger trains. Getting fast trains, he noted, will require broad support at the cabinet level. In this regard he praised the current finance minister's support for VIA Rail funding. In Jim Flaherty's newest budget, \$400 million is allocated for track work between Toronto and Montreal that will allow for more frequent passenger trains, and cut half an hour off VIA's schedule, making the trip in 4 hours and 10 minutes. Anything more will have to await the results of another joint federal-Quebec-Ontario HSR study for the Windsor-Quebec City corridor, the study to get underway shortly.

David Jeanes, President of Transport 2000 Canada, as next speaker, took up the theme of incremental development. HSR around the world has been mainly developed first as short segments in corridors of existing high travel demand with later extensions. Even in Japan, the first Shinkansen line was linked at its stations to the older and slower narrow gauge railway system, and it offered local fast trains stopping every 48km. Europe opted for train equipment that could use newly built HSR, continuing on the network of conventional track. Sweden upgraded conventional track and began running fast X2000 trains with electronically controlled tilting on curves, and magnetic track brakes for emergency stopping. He noted in question period that the VIA Fast program was estimated to cost \$3 billion, a figure that would have been much higher if everything had been new. Unfortunately, Canada has not moved forward even with incremental development of its passenger train network.

Ashley Langford of Alstom Transportation noted that in Europe, rail is core to public policy. It will be a challenge in North America to move in this direction. With over 20 years experience in Europe with HSR, it is clear that HSR powerfully changes geography and economy. Imagine, he asked, if Kitchener was 20 minutes from Toronto. Economic development flows to cities on HSR routes. An emerging HSR network should also be linked to international airports. Other attributes of HSR are its outstanding safety record, and its minimal land footprint compared to highways. Mr. Langford noted the likely building of a HSR network in California will be a major economic stimulus for that state.

After a break period, the Symposium continued with an award presentation to the next speaker, Dean Del Mastro, MP for Peterborough. On behalf of Transport 2000 Canada, President David Jeanes presented Mr.



Del Mastro with the organization's 2008 Orange Prize for advancing the cause of public transportation through his work as Chair of the All Party Rail Caucus in the House of Commons and for his continuing support of VIA Rail funding. The award was graciously received by Mr. Del Mastro. In his talk, Mr. Del Mastro pointed out that HSR for the Windsor-Quebec City corridor is again being studied. Achieving HSR may depend on keeping costs down and turning to a route that doesn't impact existing freight train movements on highly used CN and CP track. He has proposed consideration of the original CP rail route between Toronto and Ottawa through Peterborough to Havelock which originally continued on to Smith Falls. Infrastructure investment is crucial for Canada's future he noted.

Harry Gow, the next speaker, founding president of Transport 2000 Canada, took up the density issue, underscoring that HSR for Canada has been planned for use between major urban regions, not for the Shield. Europe is not different. HSR in France doesn't go through low population regions such as the Massif Central, but does serve the heavily populated Rhône valley near by. He stressed the need for equity, that all regions of Canada should have adequate intercity public transportation, from Drumheller and Melville to Peterborough and Belleville. Even with HSR we will need more VIA Rail. He then described how the federal level has moved away from a public transportation mandate which has left Canada as the only OECD country without HSR and little decent intercity public transport as well. He urged audience members to support HSR and to contact their MP with this message.

Mario Péloquin of Siemens Canada described the many technical advances made by equipment suppliers in the last several decades that have advanced the energy efficiency and

quality of passenger train vehicles. He emphasized that implementing HSR is a complex matter and is not just a matter of acquiring new cars and engines. Canada has resources on which to draw and can also draw on an industry that routinely shares technical and operating experience across borders. With an HSR initiative, some new directions can be considered such as the safety enhancement brought about by implementing positive train control signaling.

The final panelist was Glen Fisher, a consulting engineer with experience in the railway industry. He described in some detail how HSR might be implemented between Quebec City and Montreal. He recommended lateral thinking about station location, noting that both of those cities have station locations available that may serve HSR riders better than current stations. Moving forward with having more passenger trains is aided by the new co-productivity (track sharing) agreements between CN and CP. The freight railways are open to new track sharing configurations that would provide paths for the faster and more frequent passenger trains on an expanded passenger rail network.

Video clips of the Kitchener High Speed Rail Symposium of Jan. 31 will be available shortly at the website [//highspeedrail.ca](http://highspeedrail.ca).

High Speed Rail in Spain

Introduction: Below is the second article of a three-part series prepared by Avrum Regenstreif on the emerging high speed rail (HSR) network, focussing on Spain as a case study. This article compares modes in the Madrid-Seville corridor in terms of comfort, convenience, and fares.

Part 2: Spain's HSR Network: Comfort and Convenience at Modest Fares.

As Table II indicates, comparing travel on HSR and conventional trains with other modes, on the 450 to 550 km corridor between Madrid and

Seville reveals some important travel option characteristics and differences. For example, it indicates that HSR travel is not only the fastest way to move between such urban centres, but where such choice exist, it is also more comfortable and convenient.

Elapsed travel time includes embarking time at start of trip, and disembarking at end trip, picking up baggage, traveling by taxi or suburban electric trains (Cercanias) to and from airport to city centre stations as well as time in the air and/or traveling along the ground.

For HSRs, at least 10 minutes is allocated for embarking and disembarking from HSR trains, lining up, walking up long moving ramps, or climbing stairs to leave the station concourse areas, which are often located above electrified tracks (e.g. Atocha Station, Madrid; Sants, Barcelona; Santa Justa, Seville; Delicias, Zaragoza).

Comparing the two fastest intercity modal choices in Spain, namely, jet airbus and AVE high speed rail, the following are important considerations of comfort, security and convenience common to all classes of HSR passenger services whether Turista (2nd class), Preferente (1st class), or Club Luxe (business class). All HSRs exhibit the following:

- * HSR trains, like commercial passenger jet aircraft, require passengers to go through security screening devices before proceeding to platforms in most rail stations, or in the case of airports, through similar devices before proceeding to secure holding areas prior to boarding. However, security screening is much faster to railway platforms because usually only a few platforms are involved at any time slot while numerous aircraft flights are channelled through a single security line or point of entry.

- * On HSR, there are no carry-on baggage restrictions, either with regard to weight, number of bags, type of toiletries, scissors, etc. The exception is weapons, such as guns, knives, and explosives which if undeclared, are caught through the screening and

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scanning prior to boarding. This exclusion applies to both air and rail transport. (It should be noted that Spain has had to deal with terrorist issues in all of its public spaces for many years as a result of the Basque separatist organization ETA.)

✿ By HSR, there is no risk of air sickness.

✿ Air operations are prone to stacking up over crowded urban airports due to daily, or seasonal demand pressures, whereas HSR trains are totally pre-programmed with ample terminal capacity and thus invariably arrive on time.

✿ Planes are subject to leaving passengers sitting in aircraft on taxiways waiting for clearance to take-off, or waiting for a gate position on arrival.

✿ Another drawback to air travel is that both the waiting for a plane to take off and waiting for boarding in a terminal area are subject to intensified air pollution as the stench of aircraft fuel or exhaust may enter these areas overpowering for a time the ventilation systems. Even with today's air ventilation systems on aircraft, the air on airplanes during flights is subject to serious degradation. Since HSR trains are electrically powered, they are not only cleaner than diesel electric in terms of ambient air both internally and outside in station platform areas, but with air conditioning available on board and in many station areas, at all times ambient air quality can be comfortable and of high quality regardless of daily seasonal and/or regional climate conditions.

✿ Plane travel has problems of exiting onto a tarmac in bad weather where the airline is unable to secure a gate position (or at smaller airports where there are no all-weather mechanical gate extensions). Passengers may be subject to waits from a scramble to find buses to make the transfer to a weather protected terminal in a timely way. The converse problem is where passengers may have to wait inside a plane on a tarmac as it is de-iced before the flight can continue. By contrast in Spain and France, many new and rebuilt HSR rail station plat-

forms are increasingly being lengthened to accommodate up to two attached eight coach (or more) HSR trains so that the whole of the train is inside the weather protected station area. For HSR, whole stations are often entirely new or totally renovated previously existing stations.

✿ By HSR, there is generally no waiting for baggage to be offloaded as with aircraft where baggage is delivered to a designated passenger terminal baggage area. Instead, with HSR trains, passengers and/or their porters handle their own bags, either up moving sidewalks, or using elevators at each platform.

✿ Boarding is a more relaxed process on HSRs, with many more doors available to passengers to enter and exit. With at least a 20 minute advance notice for passengers to prepare to board, and either immediately move to their pre-reserved seats or after having boarded the train to move to available seats, last minute seat finding can take place as a train begins to be underway.

✿ With no more than two seats either side of the aisle, (and in first class often one row of single seats) in a coach, seating on HSR trains is more comfortable with a feeling of less crowding than on most commercial passenger jets. At the same time, most HSRs accommodate more passengers per train than are carried on current commercial intercity aircraft.

✿ Unlike most aircraft, on electric trains, no restrictions exist with respect to use of cell phones, ipods, computers, radios, or other electronic communication devices either in boarding, while on board and underway, or upon arrival because of any potential interference with navigation. HSR train operators are working towards making cell phones and internet available for the complete train journey, though for the comfort of passengers there are some experiments in restricting cell phone use to certain cars in trains.

✿ There is little risk of high jacking a train, since operators are normally situated in sealed, secure, compartments, and major power systems are always under external control by a

national or regional control centre which can stop a train by remote control when necessary by simply controlling signaling and power supply.

✿ Aboard trains of all types, there is more room to move around, either to go to the café/bar car, converse with people, view scenery from another point on the train, or find an available washroom in another coach, providing a health advantage compared to cramped and crouched seating that air travelers must endure often for hours.

✿ In general, electric trains exhibit smoother acceleration and deceleration, whether they are HSR units such as AVE, Altaria/Alvia, or conventional trains such as Talgo 200, or regional trains such as Avant, or the suburban Cercanias.

✿ More efficient embarking and disembarking of wheelchair disabled passengers with more up-to-date equipment and techniques are currently being introduced by RENFE and other EU rail operators.

✿ While HSR trains are sealed against sudden air pressure changes that result in particular from passing through tunnels, no pressurization of HSR trains is generally needed that planes must use due to rapid changes in altitude and cabin pressure. Planes are subject to a safety issue which is metal fatigue after exceeding a specific number of flights resulting in being rebuilt or taken out of service. HSR trains, while resembling an elongated aircraft, last much longer.

✿ Although lavatories on most new HSRs are strongly influenced in their design by the aircraft industry, because they are not subject to air turbulence, particularly in locations such as an aircraft tail area, they are more comfortable, stable and easier to use than either similar units on aircraft, or highway express buses.

All higher speed travel on public carriers, regardless of mode, requires advance planning and preparation, including advance ticket purchase, seat reservations and sometimes special reservations for specific seats. Seats on Talgo 200 and conventional trains at peak periods should be re-

served. Arrive early in order to insure a seat on an express bus

Finally, Table II also demonstrates the following:

- ✿ Unlike airlines, which treat passengers the same regardless of age, in Spain, RENFE, the train operator, offers significantly discounted fares for a variety of passenger groups. These include: free travel with seats for children under 4 years; 40% discounts for children age 4-13 years; 25% discounts for youth and students over 13 with appropriate ID; and 25-40% discounts for seniors with proper ID, depending on the day of the week traveled; significant discounts can be obtained for advance bookings via the internet; up to 50% discounts are available for regular commuters on selected routes; and substantial discounts are available

for international travelers who book either Spanish or multi-country rail passes. With rail passes, the more distance traveled within a single calendar, day the larger the effective discount below the regular fares.

- ✿ With the exception of air travel, the more you pay, the faster your overall intercity trip time, and the more comfortable, and better the food and drink choices served at your seat enroute.

- ✿ Despite the high air speeds for commer-

Table II: Travel Options in the Madrid - Seville Corridor.

Mode	Intercity Travel Distance Km [1]	Elapsed Travel Time Ctr to Ctr	Maximum Travel Speed Kph	Overall Average Speed Kph	Number Per Day Each Direction	Lowest Fare Maximum Discount	Maximum Available Seats Per Service
Airbus Type Planes	450 Km	2 ¾ - 3 ¾ Hrs	892 Kph	325 High 238 Low	1 - 2/ Hour	€42 - 60	Up to 300
AVE High Speed Rail	471 Km	2 ½ Hrs	280 Kph	205 Kph	3/Day, No Stops; 19/Day With Stops	€41 - 45	460 - 470/ Train
Altaría/ Alvia HSR [2]	471 Km	3 ¾ Hrs	250 Kph	135 Kph	2/Day	€33	
Talgo 200 [3] & Other Conv. Trains	545 Km	5 ½ - 6 Hrs	200 Kph	86 Kph	3/Day	€24	Set by Number of Cars and Locomotives Used
Express Bus	538 Km	6 ½ - 7 Hrs	110 Kph	76.8 Kph	14/Day	€20	50 - 60/ Vehicle

Note 1: Assumes shortest distance by air, though airport locations may actually involve a flying distance greater than 450 km; HSR distances are shorter than older highway routes because new HSR routes are straighter routes with mild curves and often use tunnels through hill and mountain barriers instead of skirting them as do historic road and rail corridors.

Note 2: Altaria/Alvia are a slower HSR than AVE, serving off-corridor cities Cadiz and Huelva, as well as corridor cities such as Cordoba, Puertollano, and Ciudad Real.

Note 3: Talgo 200 on the old wider gauge track (1.668) do not use HSR corridors which have been built to UIC gauge (1.435m), but instead follow the older, conventional electrified rail lines which carry a mix of passenger and freight trains.

cial passenger jet aircraft, on shorter length trips (e.g. 450-550 km), the air option is significantly disadvantaged in terms of total elapsed time in comparison to HSR. In general, they are also less comfortable for such short trips, in light of higher fares and longer, and more costly ground transport connections.

- ✿ Higher speed highway buses may be in competition with conventional speed trains (e.g. overall average speed of 76.8 kph. vs 82 kph, or 7 vs 6 hours elapsed time). In our view, buses are an important complement to rather than a competitor with HSR for three reasons: (1) they carry only 1/10th as many passengers as a single HSR or conventional train; (2) express buses travel at much less than the maximum speed of an HSR and are frequently subject to uncontrollable delays and unscheduled stops due

to highway accidents, construction activity, and urban congestion; and (3) they represent a substantially less comfortable mode of travel over 6 - 7 hours in comparison with the 2-1/2 to 3-1/2 hours by HSR for a relatively small additional price. Buses play a significant and major role in moving people to urban and regional destinations for which inter-city rail service is not available. Increasingly important, however is the much lower carbon footprint of hydro-electrically powered HSR trains in comparison with either a diesel highway bus or a fossil fueled jet aircraft. HSR and environmental sustainability is discussed further in the third article of this series to follow.

Dr. Regenstreif is a retired architect, urbanist, and consultant in energy management. He recently visited both Spain and France. ■



Transport 2000 Ontario AGM and Public Forum Saturday, March 28, 2009

Transport 2000 Ontario's Annual General Meeting will be held on March 28, 2009 as indicated below. The AGM will include the presentation of financial statements, reports, and the election of officers and directors for 2009/10.

Saturday 28 March 2009

Location: Metro Hall, 55 John Street, Toronto, Ontario.

10:30 a.m. – 12:00 noon. T2000 Ontario AGM, Room 309.

12:00 p.m. – 1:30 p.m. Lunch break

1:30 p.m. – 3:30 p.m. Public forum guest speaker, Room 310.

Lunch: There are many restaurants near Metro Hall. A list of restaurants will be provided at the meeting.

Public Forum (1:30 pm)

Speakers: Canadian Pacific Railway. Innovating for the Future in Moving Goods, Commuters, and Inter-city. Company representatives will answer questions about modern railway practices and the direction of change for the future.

Getting to Metro Hall: The St. Andrew subway station is one stop north of Union Station on the University-Spadina line. At St. Andrew stay underground and follow the signs to Metro Hall. An alternative is to exit at King/Yonge station and take the King streetcar west to John Street.

Nominations Call for T2000 Ontario Board

Members present at the AGM on Mar. 28 will elect officers and directors for 2009/10. Nominations are invited

for the following positions: President, Vice-President, Recording Secretary, Treasurer, and Membership Secretary, and seven directors at large. To hold office, a person must be a member in good standing. It is recommended that board members have access to e-mail. Members willing to stand may do so in person at the AGM or by contacting the Nominations Chair, Bruce Budd, at bruce.budd@sympatico.ca, or by mail to the mailing address given elsewhere on this page. A member may put forward his/her own name or may nominate another member. The Nominations Chair will ascertain the willingness of a nominated person to stand for office. ■

BOARD MEETINGS

T2000 Ontario's Board usually meets evenings on the 3rd Wednesday of the month (no March, July or August meetings). We meet at 215 Spadina Ave., Toronto. If you wish to attend, please contact Natalie Litwin at n.litwin@sympatico.ca or call 416-498-0612 to confirm date, time and place which are subject to change. ■

Transport 2000 Ontario Report

ISSN 1713-6539

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Contributions of news and items are welcome. We are looking for correspondents. Submissions, including articles and letters, are subject to acceptance and editing. Statements in this publication are those of the respective authors and are not official policy which is approved by the Board of Transport 2000 Ontario. Thanks to all who have helped out with the newsletter: Natalie Litwin, Jim Appleby, David Leibold, David Scott, Peter Miasek, David Jeanes, and Avrum Regenstreif. News to February 17, 2009.

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Join Transport 2000 to help us advocate for sustainable transportation. By joining Transport 2000 Ontario, you also become a member of Transport 2000 Canada. Members receive Ontario *Report*, as well as our national newsletter *Transport Action*.

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: introductory (1st year only) \$20; 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 to it receive a tax-credit receipt.

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