

consultants **CANARAIL**

**VOLUME II : APPENDICES  
TO THE FINAL REPORT  
High Speed Rail Project  
Light Freight and Station  
Concessions Market Study**

**VOLUME II : APPENDICES  
TO THE FINAL REPORT  
High Speed Rail Project  
Light Freight and Station  
Concessions Market Study**

**Presented by :**

**CANARAIL CONSULTANTS CANADA INC.**

1140 de Maisonneuve Boulevard West, Suite 1050

Montréal, Québec

CANADA H3A 1M8

Telephone : (514) 985-0930

Fax : (514) 985-0929

Telex : 055-62171 MTL

**Presented to :**

**Steering Committee  
for the Québec-Ontario  
High Speed Rail Project**

August, 1994

Project No. C92-225



**SECTION A**

**APPENDICES TO CHAPTER 3**



**APPENDIX 3.1**

**CANARAIL STUDY OF VOLUME**

**AVAILABILITY FOR HIGH SPEED RAIL**



**TO: See Distribution**

**FROM: Kal Tobias**

**DATE: February 22, 1993**

**RE: CANARAIL STUDY OF VOLUME  
AVAILABILITY FOR HIGH SPEED RAIL**

---

As a preliminary to proposals for a high speed rail system linking Windsor, Ontario and Quebec City, potential for revenue development must be explored. The potentials for revenue include passenger travel, light cargo, concession allocation, advertising etc.

In a similar development in France, the revenue from light cargo and mail has in fact exceeded the passenger revenue.

The availability of an alternative (compared to air and road) mode of transport of courier and mail cargo in Canada's industrial corridor can be of significant value to the courier industry including Canada Post.

Doug Moffatt, chair of our Committee on Urban Transportation has agreed to work with Canarail in the initial stages of this project.

The development of this proposal depends on accurate projections of available volume.

We have been assured that any information generated will only be used in a "generic" form so that individual company volumes will be treated in strictest confidence, and only aggregate volume numbers will be used.

The attached form should be completed with as much detail as possible. You will note that the request is for cubic capacity, not weight, and that the data should, if possible, cover the last 5 years and any projections you may be able to make.

Any special requirements or parameters such as time of departure and arrival times should be listed in order of preference. If you have any additional comments, please include these as well.

If you have any questions, call Doug Moffatt 676-6913. Your assistance in this matter is appreciated.

Please have the completed questionnaire delivered to Mr. Gilles Hebert, Canarail, 1140 boul. de Maisonneuve Ouest, Bureau 1050, Montreal, Quebec H3A 1M8, Fax: 514-985-0929 on or before March 13, 1993.

A large, stylized handwritten signature in black ink, consisting of several overlapping, sweeping strokes that form a cursive, somewhat abstract shape.

Completed by: \_\_\_\_\_ phone: \_\_\_\_\_

**Peak Months:**

Indicate the months where your average daily volume increases or decreases by more than 10%

+30% -----  
+20% -----  
+10% -----  
Avg. \_\_\_\_\_  
-10% -----  
-20% -----  
-30% -----

J F M A M J J A S O N D

**Priorities:**

Please rank your order of requirements which would aid in your decision to use a high speed rail system to move shipments as opposed to either air or ground movements. 1 is highest.

Departure Times: \_\_\_\_\_

Arrival Times: \_\_\_\_\_

Dependability: \_\_\_\_\_

Ease of loading: \_\_\_\_\_

Containerization: \_\_\_\_\_

Cost: \_\_\_\_\_

Security: \_\_\_\_\_

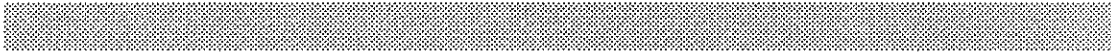
Same day move: \_\_\_\_\_ (As opposed to overnight)

Other: \_\_\_\_\_ (Describe) \_\_\_\_\_

Other: \_\_\_\_\_ (Describe) \_\_\_\_\_

Comments: \_\_\_\_\_

\_\_\_\_\_



**APPENDIX 3.2**

**LIST OF SELECTED POTENTIAL USERS**

**FOR THE INTERVIEW PROGRAM**





## HSR LIGHT FREIGHT

### MARKET STUDY

#### LIST OF SELECTED POTENTIAL USERS FOR THE INTERVIEW PROGRAM

CODE	FIELD OF ACTIVITY	NAME OF FIRM AND ADDRESS	CONTACTED	CONTRIBUTED
6. RET Alternative	RET. CLOTHING SIC 2335 (Apparel)	Aquascutum Canada Ltd. 15, Toronto Street, Toronto ON - M5C 2E3 Tel. 416-869-1792 Contact: Mr. Sicuto, General Manager	X	
6. RET		Aquascutum Inc. 2520, Saint-Joseph E, Montréal QC - H1Y 2A2 Tel. 514-527-9321 Contact: Mr. Sicuto, General Manager	X	X
7. RET	RET. COSMETIC SIC 2844 (Perfumes)	Avon Canada Inc. 5500, Route Transcanadienne Pointe-Claire, QC - H9R 1B6 Tel. 514-630-5481 - Fax. 514-630-5400 Contact: Mr. Roger Martin, Transportation Manager	X	X
7. RET Alternative		Johnson and Johnson Inc. 2155, boul. Pix IX, Montréal QC - H1V 2E4 Tel. 514-251-5151 Contact:		
7. RET Alternative		Mary Kay Cosmetics Ltd. 5600 Ambler Dr., Mississauga, ON - L4W 2K9 Tel. 416-624-5600 Contact:		
8. RET	RET. HEALTH FOOD SIC 2090 (Food)	Sun Rider International Ltd. 333-M, Chemin du Tremblay, Boucherville, QC Tel. 514-655-3148 Contact: Mr. Angelo Difabrizio, Traffic Manager	X	X
9. JIT	JIT. MANUFACTURING SIC 3562 (Bearings)	Canadian Timken Ltd. Mississauga, ON Tel. 416-826-4644 - Fax. 416-826-0482 Contact: Mr. Seis Mercer, Transportation Manager	X	X

CODE	FIELD OF ACTIVITY	NAME OF FIRM AND ADDRESS	CONTACTED	CONTRIBUTED
9. JIT Alternative	SIC 3052 (Belting)	Goodyear Canada Inc. 1195, rue Taillon, Québec, QC - G1N 3V2 Tel. 418-683-4411 Contact:		
10. JIT	JIT AUTOMOTIVE SIC 3714 (Parts)	Honda Canada Ltd. Searborough, ON Tel. 416-284-8110 - Fax. 416-284-8233 Contact: Mr. Cliff Howard, Senior Manager, Distribution	X	X
10. JIT	JIT AUTOMOTIVE SIC 3714 (Parts)	Honda Canada 750 Eiffel Street Boucherville, QC - J4B 7W1 Tel. 514-655-6161 Contact: Mr. Denis Patenaude	X	X
10. JIT Alternative		General Motors of Canada Ltd. 1550, Kildare Rd., Windsor, ON - N8Y 4S1 Tel. 514-255-4200 Contact:		
11. JIT Alternative	JIT ELECTRONIC SIC 3571 (Computers)	IBM Canada Ltd. 3500 Steeles Ave. E, Markham, ON - N8Y 4S1 Tel. 416-296-8888 Contact:		
11. JIT Alternative		IBM Canada Ltd. 23, boulevards de l'aéroport, Bromont, QC, J0E 1L0 Tel. 514-534-6101 Contact: Mrs. Linda Laliberté, Transportation Manager	X	X
12. JIT	JIT AERONAUTIC SIC 3728 (Aircraft parts)	Pratt & Whitney Canada Inc. 1000, Boul. Marie Victorin, Longueuil, QC - J4G 1A1 Tel. 514-647-2377 Contact: Mr. Brian McGill, Distribution and Customs Manager	X	X
12. JIT Alternative		Bell Helicopter 12800, rue de l'Avenir, Saint-Janvier, QC - J0N 1L0 Tel. 514-437-3400 Contact:		

CANARAIL

CODE	FIELD OF ACTIVITY	NAME OF FIRM AND ADDRESS	CONTACTED	CONTRIBUTED
13. JIT	JIT FARM MACHINERY SIC 3714 (Parts)	Agco-Massey Fergusson 2145 Onésime Gagnon, Lachine, QC Tel. 514-636-3363 Contact: Mr.Tremblay, Manager	X	X
13. JIT Alternative		NTN Bearing Manufacturing Canada 6740, Kitimat Rd., Mississauga, ON - L5N 1M6 Tel. 416-826-5500 Contact:		
14. MED	PHARMACEUTICAL SIC 2834 (Pharmaceutical preparations)	Abbott Laboratories Ltd. Montréal, QC Tel. 514-340-7100 - Fax. 514-340-1989 Contact: Mr. Shane McEniry, Traffic Manager	X	X
14. MED Alternative		Bristol Myers Squibb 2365, Côte de Liesse, Saint-Laurent, QC - H4N 2M7 Tel. 514-331-7423		
15. MED	BIOTECHNOLOGY SIC 2835 (Diagnostic substances)	Hoffmann La Roche Ltd. 2455, Meadowpines Blvd, Mississauga, ON - L5N 6L7 Tel. 416-542-5641 Contact: Mr. Robb Wilson, Distribution Manager	X	X
15. MED Alternative Alternative		IAF Biochem International 10900, rue Hamon, Montréal, QC - H3M 3A2 Tel. 514-335-9922 Contact:		
16. SER	SER. BANKING (operational)	Bank of Montreal (Operation Service Center) 129, rue Saint-Jacques O., Montréal, QC Tel. 514-877-1739 Contact: Mrs. Marielle Dubreuil, Analyst	X	X
16. SER Alternative	SER. BANKING (operational)	Bank of Montreal (Courrier Center) 129, rue Saint-Jacques O., Montréal, QC Tel. 514-877-7110 Contact: Mr. Wayne Leboeuf, Manager	X	X

CODE	FIELD OF ACTIVITY	NAME OF FIRM AND ADDRESS	CONTACTED	CONTRIBUTED
16. SER Alternative		Royal Bank 1, Place Ville Marie, Montréal, QC Tel. 514-874-2110 Contact:		
17. SER	SER. INSURANCE	Commercial Union Canada Ltd. Dominion Centre, C.P. 441, Toronto, ON - M5K 1L9 Tel. 416-361-2500 Contact: Mrs. Mona Chevalier, Assistant Manager	X	
18. SER	SER. NEWSPAPER SIC 2711 (Newspaper publishing)	La Presse Ltée 7, rue Saint-Jacques, Montréal, QC - H2Y 1K9 Tel. 514-285-7272 Contact: Mr. Pierre Champagne, Distribution Manager	X	X
18. SER		Toronto Star Newspapers Ltd. 1 Yonge Street, Toronto, ON - M5E 1E6 Tel. 416-367-4500 Contact: Mr. Bob Curphen, Sales and Circulation Manager	X	X
19. SER	SER. MAGAZINE SIC 2721 (Periodical publishing)	MacLean Hunter Ltd. (Headquarters) 777 Bay Street, floor 4, Toronto, ON - M5W 1A7 Tel. 416-596-5000 Contact: Mr. Terry Heins, Transportation Manager	X	X
19. SER	SER. MAGAZINE SIC 2721 (Periodical publishing)	MacLean Hunter Ltd. (Printing Plant) Aurora, ON Tel. 416-841-4400 Contact: Mr. Michael Druce	X	X
19. SER Alternative		Selection du Reader's Digest 215, Ave. Redfern, Westmount, QC - H3Z 2V9 Tel. 514-934-0757 Contact:		
20. INT.TR	INT.TR.FREIGHT FORWARDER	Panalpina World Transport Ltd. 468, rue Saint-Jean, Suite 400, Montréal, QC - H2Y 2S1 Tel. 514-849-5671 Contact: Mr. Mike Nivel, Supervisor Customs + Land Transportation	X	X

CANARAIL

CODE	FIELD OF ACTIVITY	NAME OF FIRM AND ADDRESS	CONTACTED	CONTRIBUTED
20. INT. TR Alternative		Murray and Robinson Freight Services 300, rue du Saint-Sacrement, Montréal, QC Tel. 514-842-5231 (Division of Blaiklock Inc.) Contact:		
21. INT. TR	INT. TR. CUSTOM BROKER	Livingston International Inc. 405, The West Mall, Etobicoke, Toronto ON - M9C 5K7 Tel. 416-626-2828 - Fax. 416-626-5567 Contact: Mr. Chris McBride, Director Transportation	X	X
21. INT. TR Alternative		Henry Weiner Inc. 20 Duncan Street, Toronto, ON Tel. 416-596-8500 Contact:		
22. INT. TR	INT.TR. DISTRIBUTION HOUSE	SLW Distribution Centres Inc. 1600, 50th Ave. Lachine, Montréal, QC Tel. 514-636-4630 Contact: Mr. M. Miles, V.P. Operations	X	X

CANARAIL



**APPENDIX 3.3**  
**INTERVIEW PROGRAM**  
**SIMPLIFIED QUESTIONNAIRE**



# HSR LIGHT FREIGHT

## MARKET STUDY

Potential traffic on O/D pair No. \_\_\_\_\_ / \_\_\_\_\_

User company: \_\_\_\_\_

Location: \_\_\_\_\_

Contact : \_\_\_\_\_ Tel.: \_\_\_\_\_

Task 1.2 Value per year of freight charges paid to airlines \$ \_\_\_\_\_, bus lines \$ \_\_\_\_\_, LTL truck carrier \$ \_\_\_\_\_, and courier \$ \_\_\_\_\_ for this O/D pair, 1992 basis.

Percentage paid for letters and express light freight: \_\_\_\_\_ %

Percentage paid for parcels and LTL quantities: \_\_\_\_\_ %

Seasonality variation for each type of shipment. (Even seasonality averages 8.3 % per month) :

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Letters and express light freight %												
Parcels and LTL quantities %												

Task 1.3

	No/Kg AIR	%	No/kg BUS	%	No/Kg TRUCK	%	No/Kg COURIER	%
Number of letters/envelops per day								
Parcels and LTL per day (Weight)								

Task 1.4 Trend over last 10 years: \_\_\_\_\_ % of average growth per year

Notes : \_\_\_\_\_

Task 1.5 Trend over next 10 years: \_\_\_\_\_ % of average growth per year

Notes : \_\_\_\_\_

Task 1.6 Level of service required. Rank the following service factors in order of importance, 1, 2 and 3, 1 is the most important, for each mode used for this O/D pair

CANARAIL

**SECTION A** For letters and express light freight

<b>SERVICE FACTORS</b>	AIR	BUS	TRUCK	COURIER
- More than 1 pick up's per day				
- Later limit for customer drop-off				
- Later limit for carrier pick-up				
- Earliest delivery time in the morning				
- Same day delivery (as opposed to overnight)				

**COST FACTORS**

- Rate reducing for annual volume contracts				
- Lower rate available (lower priority service)				

**OTHER FACTORS**

- Reliability				
- The range of markets served by the carrier				
- Other				

Level of service required. Rank the following service criteria in order of importance (1 is the most important) for each mode used for this O/D pair

**SECTION B** For parcels and LTL quantities

<b>SERVICE FACTORS</b>	AIR	BUS	TRUCK	COURIER
- More than 1 pick up's per day				
- Later limit for customer drop-off				
- Later limit for carrier pick-up				
- Earliest delivery time in the morning				
- Same day delivery (as opposed to overnight)				

**COST FACTORS**

- Rate reducing for annual volume contracts				
- Lower rate available (lower priority service)				

**OTHER FACTORS**

- Reliability				
- The range of markets served by the carrier				
- Other				

Task 1.7 Percentage of the existing traffic which could be diverted to the HSR system from :

AIR                      BUS                      TRUCK                      COURIER  
 \_\_\_ %                      \_\_\_ %                      \_\_\_ %                      \_\_\_ %



VOLUME ESTIMATES BY ORIGIN/DESTINATION PAIRS

FROM	TO	Windsor/ Détroit	London	Kitchener- Waterloo	Hamilton	Toronto	Pearson Airport	Kingston	Ottawa	Mirabel Airport	Dorval Airport	Montréal	Laval	Trois-Rivières	Drummondville	Québec City
Windsor/Détroit																
London																
Kitchener- Waterloo																
Hamilton																
Toronto																
Pearson Airport																
Kingston																
Ottawa																
Mirabel Airport																
Dorval Airport																
Montréal																
Laval																
Trois-Rivières																
Drummondville																
Québec City																

Confidential Volume Estimates for CANARAIL Study

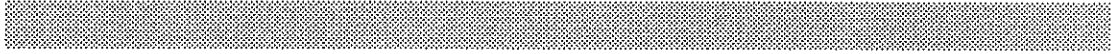
Notes:

In order to determine the feasibility of moving goods by high speed rail between the following city pairs your help is needed. If any cargo is moved between the pairs of cities, estimate the daily average cubic foot requirements based on the number of trailers moved per day. Use 0.25 for fractions if less than a full trailer is moved on average. Example: Your company moves one tractor per day from London to Toronto, but on average it is only 3/4 full. Show as 0.75 in space for London Origin and Toronto Destination.

- a) In all cases use cubic foot requirements not individual pieces,
- b) For purposes of this study, use tractor trailer units as being 3000 cu. ft. Show all volume, both air and ground combined.
- c) Use daily average numbers.
- d) Indicate months when volume rises and falls on the graph in table two.
- e) If possible, complete a separate volume chart for each year.
- f) Under requirements and priorities, indicate your preference with 1 being highest. Use n/a if not applicable.

Completed by: \_\_\_\_\_

Date: \_\_\_\_\_



**APPENDIX 3.4**  
**TRENDS NOTED**  
**DURING INTERVIEW PROGRAM**



**APPENDIX 3.4**

**TRENDS NOTED DURING INTERVIEW PROGRAM**

<b>INDUSTRY SECTORS</b>	<b>TREND OVER LAST 10 YEARS</b>	<b>TREND FOR NEXT 10 YEARS</b>
COSMETICS / PERFUMES	4.8%	3.5%
AIRCRAFT PARTS	4% since 1983, stable since 1991	Stable to 1995, 5% thereafter
BANK	Stable	Stable
AUTOMOBILE	6%	Stable to 1994, in 1995 (-3%), 4% thereafter
HEALTH FOOD	20%	4%
BIOMEDICAL	1%	Stable
BEARINGS	1%	1%
CLOTHING	(-5% )	(-1% )
PHARMACEUTICAL	10%	5%
SEMICONDUCTORS	1%	1%
FARM EQUIPEMENT	Stable	Stable
WAREHOUSING & CUSTOM BROKERS	10 - 15%	Up to 10%

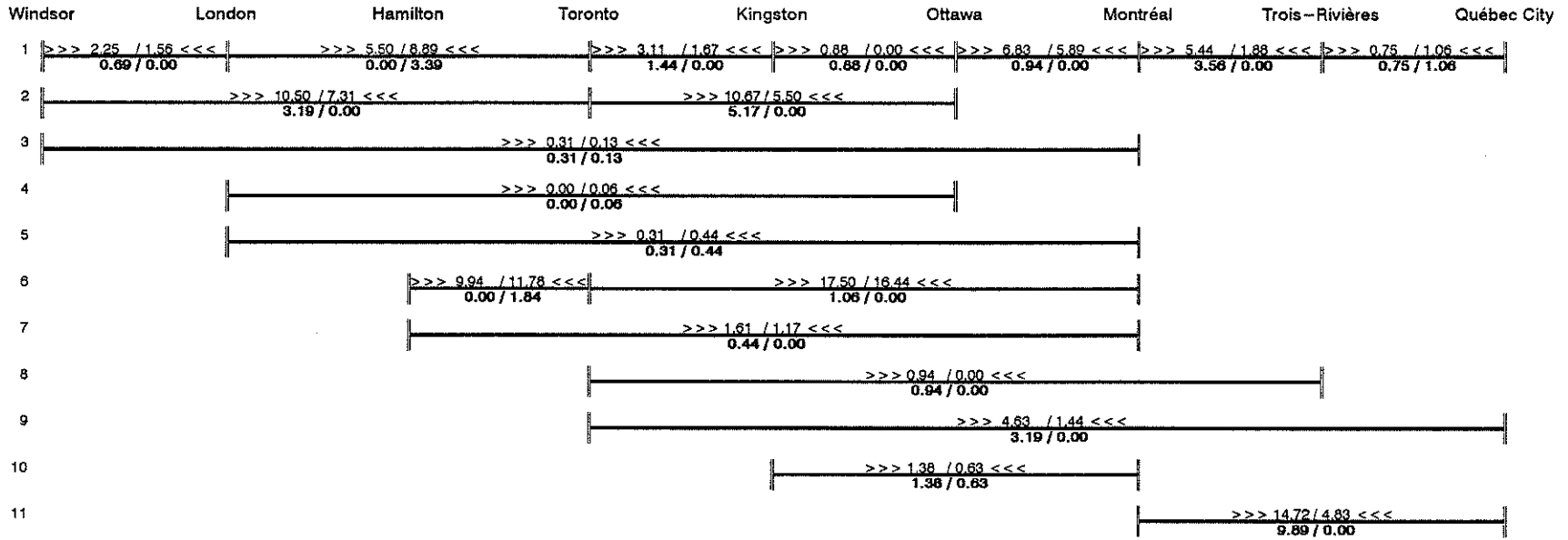


**SECTION B**

**APPENDICES TO CHAPTER 8**

Figure 8.1.1 (200 Courier)

**Québec – Windsor Corridor : Courier Traffic – Minimal Market Share  
200 kph ROW Option – X2000 technology**



Alternative Stops: Dorval Laval

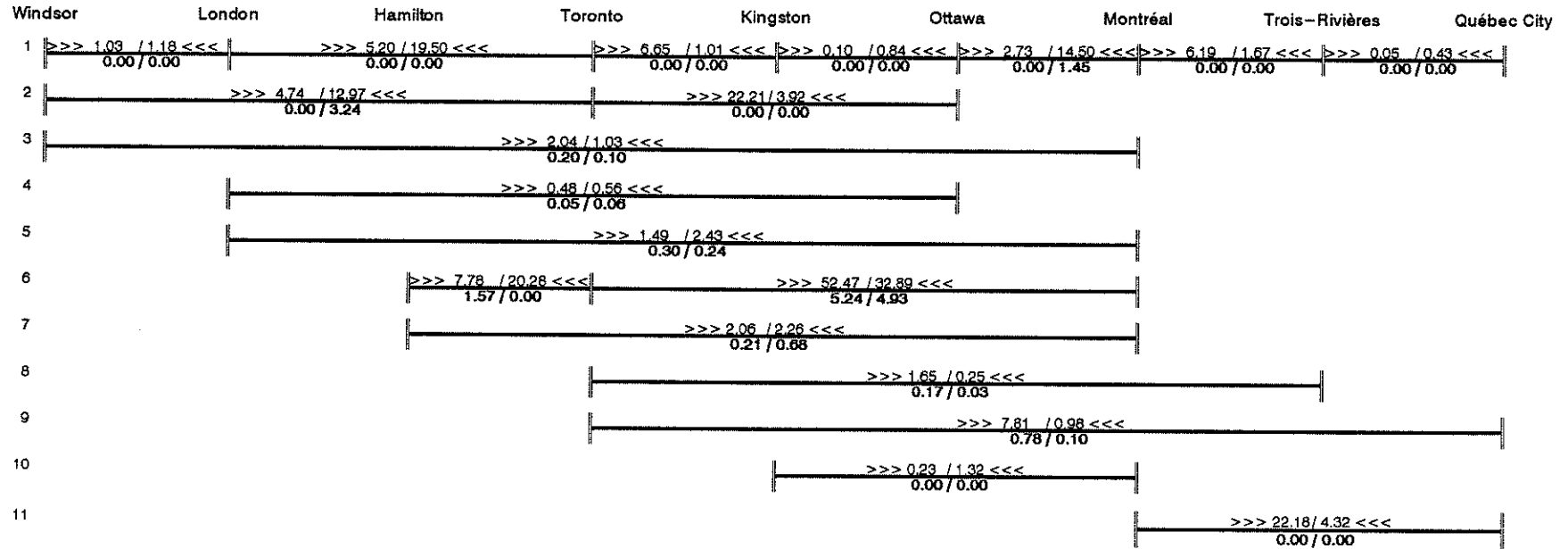
**Minimum Load Volumes (Assumptions – 100% of imbalance and 100% of less than one truckload level to be captured)**

O/D City Direction	Windsor		London		Hamilton		Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City	
	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West		
(1992) trailer (1) equivalents	4.19	0.13	3.81	4.02	4.25	5.86	12.86	0.63	13.68	1.26	8.57	1.2	17.58	0	13.83	1.06		
(2005) trailer (1) equivalents	5.9	0.2	5.3	5.6	6.0	8.2	18.0	0.9	19.2	1.8	12.0	1.7	24.6	0.0	19.4	1.5		
(2005) cu. ft. 000's	17.6	0.5	16.0	16.9	17.9	24.6	54.1	2.6	57.5	5.3	36.0	5.0	73.9	0.0	58.2	4.5		
(2005) no. of (2) containers	47.4	1.5	43.1	45.5	48.1	66.3	145.4	7.1	154.7	14.2	96.9	13.6	198.8	0.0	156.4	12.0		
(2005) no. of (3) cars	4.3	0.1	3.9	4.1	4.4	6.0	13.2	0.6	14.1	1.3	8.8	1.2	18.1	0.0	14.2	1.1		

(1) The volumes are in trailer loads of 3000 cu. ft. capacity  
 (2) Number of containers obtained by assuming 372 cu. ft. per container (7 ft x 8 ft 6 in x 6 ft 3 in)  
 (3) Number of cars obtained by assuming a capacity of eleven of the above containers, or 4092 cu. ft. per car

Figure 8.1.1 (200 LTL)

**Québec – Windsor Corridor : LTL Traffic – Minimal Market Share  
200 kph ROW Option – X2000 technology**



Alternative Stops: Dorval Laval

Minimum Load Volumes ( Assumptions –1) LTL Traffic secured in containers otherwise returning empty (ORE) from courier traffic. Courier Traffic imbalance must represent less than 40% of the LTL traffic moved in the opposite direction. 2) In addition, HSR will take 10% of LTL traffic on distances >500km. )

O/D City Direction	Windsor East	London West	London East	Hamilton West	Hamilton East	Toronto West	Toronto East	Kingston West	Kingston East	Ottawa West	Ottawa East	Montréal West	Montréal East	Trois-Rivières West	Trois-Rivières East	Québec City West
(1992) trailer (1) equivalents	0.2	3.34	0.55	3.64	2.33	4.32	6.95	6.14	6.95	6.14	6.9	7.53	0.95	0.13	0.78	0.1
(2005) trailer (1) equivalents	0.3	5.3	0.9	5.8	3.7	6.9	11.0	9.8	11.0	9.8	11.0	12.0	1.5	0.2	1.2	0.2
(2005) cu. ft. 000's	1.0	15.9	2.6	17.4	11.1	20.6	33.1	29.3	33.1	29.3	32.9	35.9	4.5	0.6	3.7	0.5
(2005) no. of (2) containers	2.6	42.8	7.0	46.6	29.9	55.4	89.1	78.7	89.1	78.7	88.4	96.5	12.2	1.7	10.0	1.3
(2005) no. of (3) cars	0.2	3.9	0.6	4.2	2.7	5.0	8.1	7.2	8.1	7.2	8.0	8.8	1.1	0.2	0.9	0.1

(1) The volumes are in trailer loads of 3000 cu. ft. capacity

(2) Number of containers obtained by assuming 372 cu. ft. per container (7 ft x 8 ft 6 in x 6 ft 3 in)

(3) Number of cars obtained by assuming a capacity of eleven of the above containers, or 4092 cu. ft. per car

Table 8.1.1.1 (200)

**Québec – Windsor Corridor**  
**Courier and LTL Traffic – Minimal Market Share**  
**200 kph ROW Option – X2000 Technology**

**Total traffic volume projections by year, 2005–2024**  
 (volume expressed in number of cars)

O/D City Direction	Windsor		London		Hamilton		Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	
Year																	
2005	4.5	4.0	4.6	8.4	7.1	11.1	21.3	7.8	22.2	8.4	16.8	10.0	19.2	0.2	15.1	1.2	
2006	4.7	4.1	4.7	8.6	7.3	11.4	21.9	8.0	22.8	8.7	17.3	10.3	19.7	0.2	15.5	1.2	
2007	4.8	4.3	4.8	8.8	7.5	11.7	22.5	8.3	23.4	8.9	17.8	10.6	20.2	0.2	15.9	1.3	
2008	4.9	4.4	4.9	9.1	7.7	12.0	23.1	8.5	24.0	9.2	18.3	10.9	20.7	0.2	16.3	1.3	
2009	5.0	4.5	5.1	9.3	7.9	12.3	23.7	8.7	24.7	9.5	18.8	11.2	21.3	0.2	16.8	1.3	
2010	5.2	4.6	5.2	9.6	8.1	12.7	24.4	9.0	25.3	9.7	19.3	11.5	21.8	0.2	17.2	1.4	
2011	5.3	4.8	5.3	9.9	8.3	13.0	25.0	9.2	26.0	10.0	19.8	11.9	22.4	0.2	17.7	1.4	
2012	5.4	4.9	5.5	10.1	8.5	13.4	25.7	9.5	26.7	10.3	20.4	12.2	23.0	0.2	18.1	1.4	
2013	5.6	5.1	5.6	10.4	8.8	13.7	26.4	9.8	27.4	10.6	20.9	12.5	23.6	0.2	18.6	1.5	
2014	5.7	5.2	5.8	10.7	9.0	14.1	27.1	10.1	28.2	10.9	21.5	12.9	24.2	0.2	19.1	1.5	
2015	5.9	5.4	5.9	11.0	9.3	14.5	27.9	10.4	29.0	11.2	22.1	13.3	24.8	0.2	19.6	1.6	
2016	6.0	5.5	6.1	11.3	9.5	14.9	28.6	10.7	29.7	11.5	22.7	13.6	25.5	0.2	20.1	1.6	
2017	6.2	5.7	6.2	11.6	9.8	15.3	29.4	11.0	30.5	11.8	23.3	14.0	26.1	0.2	20.6	1.6	
2018	6.4	5.8	6.4	11.9	10.0	15.7	30.2	11.3	31.4	12.2	24.0	14.4	26.8	0.2	21.2	1.7	
2019	6.5	6.0	6.6	12.2	10.3	16.1	31.0	11.6	32.2	12.5	24.6	14.9	27.5	0.2	21.7	1.7	
2020	6.7	6.2	6.7	12.6	10.6	16.6	31.9	11.9	33.1	12.9	25.3	15.3	28.3	0.2	22.3	1.8	
2021	6.9	6.3	6.9	12.9	10.9	17.0	32.7	12.3	34.0	13.3	26.0	15.7	29.0	0.2	22.9	1.8	
2022	7.0	6.5	7.1	13.3	11.2	17.5	33.6	12.6	34.9	13.6	26.7	16.2	29.8	0.2	23.5	1.9	
2023	7.2	6.7	7.3	13.7	11.5	18.0	34.5	13.0	35.9	14.0	27.4	16.6	30.5	0.3	24.1	1.9	
2024	7.4	6.9	7.5	14.0	11.8	18.5	35.5	13.4	36.8	14.4	28.2	17.1	31.3	0.3	24.7	2.0	

Table 8.1.1.2 (200)

**Québec – Windsor Corridor**  
**Courier and LTL Traffic – Minimal Market Share**  
**200 kph ROW Option – X2000 Technology**

**Total traffic volume projections by year, 2005–2024**  
 (volume expressed in number of 5–car trainsets)

O/D City Direction	Windsor		London		Hamilton		Toronto		Kingston		Ottawa		Montréal		Trois–Rivières		Québec City
	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	
Year																	
2005	0.9	0.8	0.9	1.7	1.4	2.2	4.3	1.6	4.4	1.7	3.4	2.0	3.8	0.0	3.0	0.2	
2006	0.9	0.8	0.9	1.7	1.5	2.3	4.4	1.6	4.6	1.7	3.5	2.1	3.9	0.0	3.1	0.2	
2007	1.0	0.9	1.0	1.8	1.5	2.3	4.5	1.7	4.7	1.8	3.6	2.1	4.0	0.0	3.2	0.3	
2008	1.0	0.9	1.0	1.8	1.5	2.4	4.6	1.7	4.8	1.8	3.7	2.2	4.1	0.0	3.3	0.3	
2009	1.0	0.9	1.0	1.9	1.6	2.5	4.7	1.7	4.9	1.9	3.8	2.2	4.3	0.0	3.4	0.3	
2010	1.0	0.9	1.0	1.9	1.6	2.5	4.9	1.8	5.1	1.9	3.9	2.3	4.4	0.0	3.4	0.3	
2011	1.1	1.0	1.1	2.0	1.7	2.6	5.0	1.8	5.2	2.0	4.0	2.4	4.5	0.0	3.5	0.3	
2012	1.1	1.0	1.1	2.0	1.7	2.7	5.1	1.9	5.3	2.1	4.1	2.4	4.6	0.0	3.6	0.3	
2013	1.1	1.0	1.1	2.1	1.8	2.7	5.3	2.0	5.5	2.1	4.2	2.5	4.7	0.0	3.7	0.3	
2014	1.1	1.0	1.2	2.1	1.8	2.8	5.4	2.0	5.6	2.2	4.3	2.6	4.8	0.0	3.8	0.3	
2015	1.2	1.1	1.2	2.2	1.9	2.9	5.6	2.1	5.8	2.2	4.4	2.7	5.0	0.0	3.9	0.3	
2016	1.2	1.1	1.2	2.3	1.9	3.0	5.7	2.1	5.9	2.3	4.5	2.7	5.1	0.0	4.0	0.3	
2017	1.2	1.1	1.2	2.3	2.0	3.1	5.9	2.2	6.1	2.4	4.7	2.8	5.2	0.0	4.1	0.3	
2018	1.3	1.2	1.3	2.4	2.0	3.1	6.0	2.3	6.3	2.4	4.8	2.9	5.4	0.0	4.2	0.3	
2019	1.3	1.2	1.3	2.4	2.1	3.2	6.2	2.3	6.4	2.5	4.9	3.0	5.5	0.0	4.3	0.3	
2020	1.3	1.2	1.3	2.5	2.1	3.3	6.4	2.4	6.6	2.6	5.1	3.1	5.7	0.0	4.5	0.4	
2021	1.4	1.3	1.4	2.6	2.2	3.4	6.5	2.5	6.8	2.7	5.2	3.1	5.8	0.0	4.6	0.4	
2022	1.4	1.3	1.4	2.7	2.2	3.5	6.7	2.5	7.0	2.7	5.3	3.2	6.0	0.0	4.7	0.4	
2023	1.4	1.3	1.5	2.7	2.3	3.6	6.9	2.6	7.2	2.8	5.5	3.3	6.1	0.1	4.8	0.4	
2024	1.5	1.4	1.5	2.8	2.4	3.7	7.1	2.7	7.4	2.9	5.6	3.4	6.3	0.1	4.9	0.4	



Table 8.1.1.3 (200)

Québec – Windsor Corridor  
 Rolling Stock Requirements – Minimal Market Share Scenario  
 200 kph ROW Option – X2000 Technology

Tentative Train Schedule: year 2005

O/D City	Windsor	London	Hamilton	Toronto	Kingston	Ottawa	Montréal	Trois-Rivières	Québec City							
Intercity distance (km)	185	120	55	255.6	183.9	176.6	140	132.5								
handling equip. per station	eastbound 4 westbound 4	1 2	1 1	4 3	1 1	2 1	5 3	2 1	3 1							
Travel Time (minutes)	57	40	20	82	61	56	49	42								
Handling time (minutes)	eastbound 26 westbound 26	9 25	22 21	29 19	17 3	18 5	30 13	16 4	29 3							
Eastbound Trains	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival						
Westbound Trains	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure						
train / direction																
#1 – East	07:00 PM	07:57 PM	08:22 PM	09:02 PM	09:24 PM	09:44 PM	10:13 PM	11:35 PM	11:52 PM	12:53 AM	01:09 AM	02:07 AM	02:37 AM	03:26 AM	03:42 AM	04:24 AM
#2 – West	04:54 AM	03:57 AM	03:32 AM	02:52 AM	02:30 AM	02:10 AM	01:41 AM	12:19 AM	12:02 AM	11:01 PM	10:45 PM	09:47 PM	09:17 PM	08:28 PM	08:12 PM	07:30 PM
#3 – East			07:30 PM	08:10 PM	08:32 PM	08:52 PM	09:21 PM	10:43 PM	11:00 PM	12:01 AM						
#3 – West (return)			04:48 AM	04:08 AM	03:46 AM	03:26 AM	02:57 AM	01:35 AM	01:18 AM	12:17 AM						
#4 – East					07:00 PM	07:20 PM	07:49 PM	09:11 PM	09:28 PM	10:29 PM	10:45 PM	11:43 PM	12:13 AM	01:02 AM	01:18 AM	02:00 AM
#4 – West (return)												04:47 AM	04:17 AM	03:28 AM	03:12 AM	02:30 AM
#5 – West							01:11 AM	11:49 PM	11:32 PM	10:31 PM	10:15 PM	09:17 PM	08:47 PM	07:58 PM	07:42 PM	07:00 PM
#5 – East (return)							01:41 AM	03:03 AM	03:20 AM	04:21 AM	04:37 AM					
#6 – West							10:54 PM	09:32 PM	09:15 PM	08:14 PM	07:58 PM	07:00 PM				
#6 – East (return)							11:24 PM	12:46 AM	01:03 AM	02:04 AM	02:20 AM	03:18 AM	03:48 AM	04:37 AM	04:53 AM	05:35 AM
#7 – East											07:00 PM	07:58 PM	08:28 PM	09:17 PM	09:33 PM	10:15 PM
#7 – West (return)					05:45 AM	05:25 AM	04:56 AM	03:34 AM	03:17 AM	02:16 AM	02:00 AM	01:02 AM	12:32 AM	11:43 PM	11:27 PM	10:46 PM
total trains eastward	1	1	2	3	5	5	4	4	4	4	4	4	4	4	4	4
total trains westward	1	1	2	3	5	5	4	4	4	4	4	4	4	4	4	4
O/D City	Windsor	London	Hamilton	Toronto	Kingston	Ottawa	Montréal	Trois-Rivières	Québec City							

07:00 PM beginning of train run  
07:57 PM end of train run

Table 8.1.1.4 (200)

**Québec – Windsor Corridor**  
**Rolling Stock Requirements and Operating Statistics – Minimal Market Share Scenario**  
**200 kph ROW Option – X2000 Technology**

requirement vs availability of cars per station for the year 2005

O/D City	Windsor	London		Hamilton		Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City	
Direction	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	
Intercity distance (km)	185	185	120	120	55	55	255.6	255.6	183.9	183.9	176.6	176.6	140	140	132.5	132.5	
requirement	2005	4.5	4.0	4.6	8.4	7.1	11.1	21.3	7.8	22.2	8.4	16.8	10.0	19.2	0.2	15.1	1.2
availability		5	5	10	10	15	15	25	25	25	25	20	20	20	20	20	20
trains/day/station	2005	1	1	2	2	3	3	5	5	5	5	4	4	4	4	4	4

Rolling Stock requirements (1)

18600

Average daily train run calculation, year 2005

Train	total dist.	Train	total dist.	
#1	1248.6	#5	1328.1	7
#2	1248.6	#6	1504.7	
#3	1229	#7	1392.7	
#4	1216.1			Average run
				1309.7

availability:  cars  
 locos  
 operating days / year   
 avg. weight :  cars  
 (tonnes)  locos

year of operation	total gross car/km	empty return ratio	adjusted car/km	average cars/train	train-km	average daily train run	trainsets/day	operating statistics				
								fleet size cars	locos	car-km	loco-km	gross tonne-km
2005	26,815	0.71	45,839	5	9,168	1309.7	7	37	8	11,918,140	2,383,628	1,046,412,692
2006	27,548	0.71	47,091	5	9,418	1309.7	8	43	9	12,243,688	2,448,738	1,074,995,848
2007	28,301	0.71	48,378	5	9,676	1309.7	8	43	9	12,578,156	2,515,631	1,104,362,083
2008	29,074	0.71	49,699	5	9,940	1309.7	8	43	9	12,921,787	2,584,357	1,134,532,914
2009	29,868	0.71	51,057	5	10,211	1309.7	8	43	9	13,274,834	2,654,967	1,165,530,452
2010	30,684	0.71	52,452	5	10,490	1309.7	9	48	10	13,637,556	2,727,511	1,197,377,416
2011	31,523	0.71	53,885	5	10,777	1309.7	9	48	10	14,010,218	2,802,044	1,230,097,154
2012	32,384	0.71	55,358	5	11,072	1309.7	9	48	10	14,393,094	2,878,619	1,263,713,654
2013	33,269	0.71	56,871	5	11,374	1309.7	9	48	10	14,786,464	2,957,293	1,298,251,569
2014	34,178	0.71	58,425	5	11,685	1309.7	9	48	10	15,190,618	3,038,124	1,333,736,229
2015	35,113	0.71	60,023	5	12,005	1309.7	10	53	11	15,605,850	3,121,170	1,370,193,663
2016	36,073	0.71	61,663	5	12,333	1309.7	10	53	11	16,032,467	3,206,493	1,407,650,620
2017	37,059	0.71	63,349	5	12,670	1309.7	10	53	11	16,470,781	3,294,156	1,446,134,583
2018	38,072	0.71	65,081	5	13,016	1309.7	10	53	11	16,921,114	3,384,223	1,485,673,795
2019	39,113	0.71	66,861	5	13,372	1309.7	11	58	12	17,383,796	3,476,759	1,526,297,279
2020	40,183	0.71	68,689	5	13,738	1309.7	11	58	12	17,859,167	3,571,833	1,568,034,856
2021	41,282	0.71	70,568	5	14,114	1309.7	11	58	12	18,347,576	3,669,515	1,610,917,171
2022	42,411	0.71	72,498	5	14,500	1309.7	12	64	13	18,849,382	3,769,876	1,654,975,716
2023	43,571	0.71	74,481	5	14,896	1309.7	12	64	13	19,364,953	3,872,991	1,700,242,849
2024	44,762	0.71	76,518	5	15,304	1309.7	12	64	13	19,894,668	3,978,934	1,746,751,823

(1) Start-up requirements based on characteristics of initial operating scenario for the year 2005. Rolling Stock requirements in subsequent years based on projections of initial year operating scenario and traffic volumes.

Table 8.1.2.1 (200)

**Québec – Windsor Corridor  
 Courier and LTL Traffic – Minimal Market Share  
 200 kph ROW Option – X2000 Technology**

**Total traffic volume projections by year, 2005–2024  
 (volume expressed in number of containers)**

O/D City	Windsor		London		Hamilton		Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
Direction	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	
Year																	
2005	50	45	51	93	78	122	235	86	244	93	186	111	211	2	167	14	
2006	52	46	52	95	81	125	241	89	251	96	191	114	217	2	171	14	
2007	53	47	53	98	83	129	248	91	258	99	196	117	223	2	176	14	
2008	54	49	55	100	85	132	255	94	265	102	201	120	228	2	180	15	
2009	56	50	56	103	87	136	261	97	272	104	207	124	234	2	185	15	
2010	57	52	58	106	90	140	269	99	279	107	213	127	241	2	190	16	
2011	59	53	59	109	92	144	276	102	287	111	218	131	247	2	195	16	
2012	60	55	61	112	94	147	283	105	294	114	224	135	253	3	200	16	
2013	62	56	62	115	97	151	291	108	302	117	231	138	260	3	205	17	
2014	64	58	64	118	100	156	299	111	311	120	237	142	267	3	210	17	
2015	65	59	66	121	102	160	307	114	319	124	243	146	274	3	216	18	
2016	67	61	67	125	105	164	315	118	328	127	250	151	281	3	222	18	
2017	69	63	69	128	108	169	324	121	336	131	257	155	288	3	227	19	
2018	70	65	71	132	111	173	333	125	346	134	264	159	296	3	233	19	
2019	72	66	73	135	114	178	342	128	355	138	271	164	303	3	239	20	
2020	74	68	75	139	117	183	351	132	365	142	279	169	311	3	246	20	
2021	76	70	77	143	120	188	360	136	374	146	286	173	319	3	252	21	
2022	78	72	79	147	123	193	370	139	385	150	294	178	328	3	259	21	
2023	80	74	81	151	127	198	380	143	395	155	302	183	336	3	265	22	
2024	82	77	83	155	130	204	391	148	406	159	311	189	345	3	272	22	

Table 8.1.2.4 (200)

**Québec – Windsor Corridor  
 Courier and LTL Traffic – Minimal Market Share  
 200 kph ROW Option – X2000 technology**

Handling Requirements per Station (Number of containers loaded and unloaded)  
 Year 2005 Courier and LTL traffic combined

O/D City Direction	Windsor		London		Hamilton		Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City		Total
	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	
containers loaded		49.94	0.00	7.99		27.78	100.65	212.74	0.00	25.55	1.45	10.63	108.40	152.07	0.38	8.48	13.27		719
containers unloaded	44.27		47.83	7.80	29.52		64.84	56.19	7.12	16.28	18.58	89.04	0.00	126.45	11.98	53.06	0.00	166.36	719
total container traffic leaving station		49.94	44.27	50.13	92.10	77.91	121.61	234.46	85.80	243.73	92.93	185.32	110.06	210.94	1.67	166.36	13.27		

c:\general\92-225\mnn-scen\200rowch.wk2

03:45:18PM 18-Mar-04

**Container Fleet Acquisition Schedule and Costs**

Year	Containers Loaded (per day)	Provision for spares (100%) <sup>1</sup>	Total Containers Required	Provision for replacement <sup>2</sup>	Annual Container Acquisition	Cost of Container Acquisition <sup>3</sup>
2005	719	719	1439	N/A	1439	\$4,803,692
2006	742	742	1465	N/A	46	\$148,261
2007	766	766	1533	N/A	48	\$153,373
2008	791	791	1582	N/A	50	\$158,873
2009	817	817	1634	N/A	51	\$164,168
2010	843	843	1687	N/A	53	\$169,867
2011	871	871	1742	N/A	55	\$175,776
2012	899	899	1799	N/A	57	\$181,905
2013	929	929	1857	N/A	59	\$188,282
2014	959	959	1918	N/A	61	\$194,856
2015	991	991	1981	1439	1502	\$4,805,388
2016	1023	1023	2047	46	112	\$357,053
2017	1057	1057	2114	48	115	\$369,526
2018	1092	1092	2184	50	120	\$382,465
2019	1128	1128	2257	51	124	\$395,886
2020	1166	1166	2332	53	128	\$409,809
2021	1205	1205	2409	55	133	\$424,254
2022	1245	1245	2490	57	137	\$439,241
2023	1286	1286	2573	59	142	\$454,791
2024	1330	1330	2659	61	147	\$470,928
<b>Total Containers Acquired</b>					<b>4578</b>	<b>\$14,646,172</b>

- Notes:
1. A Two-day service cycle is assumed for containers.
  2. Average container life is estimated at 10 years. Provision for replacement figures are thus equal to the number of containers acquired 10 years previous.
  3. Cost per container is estimated at \$3200.

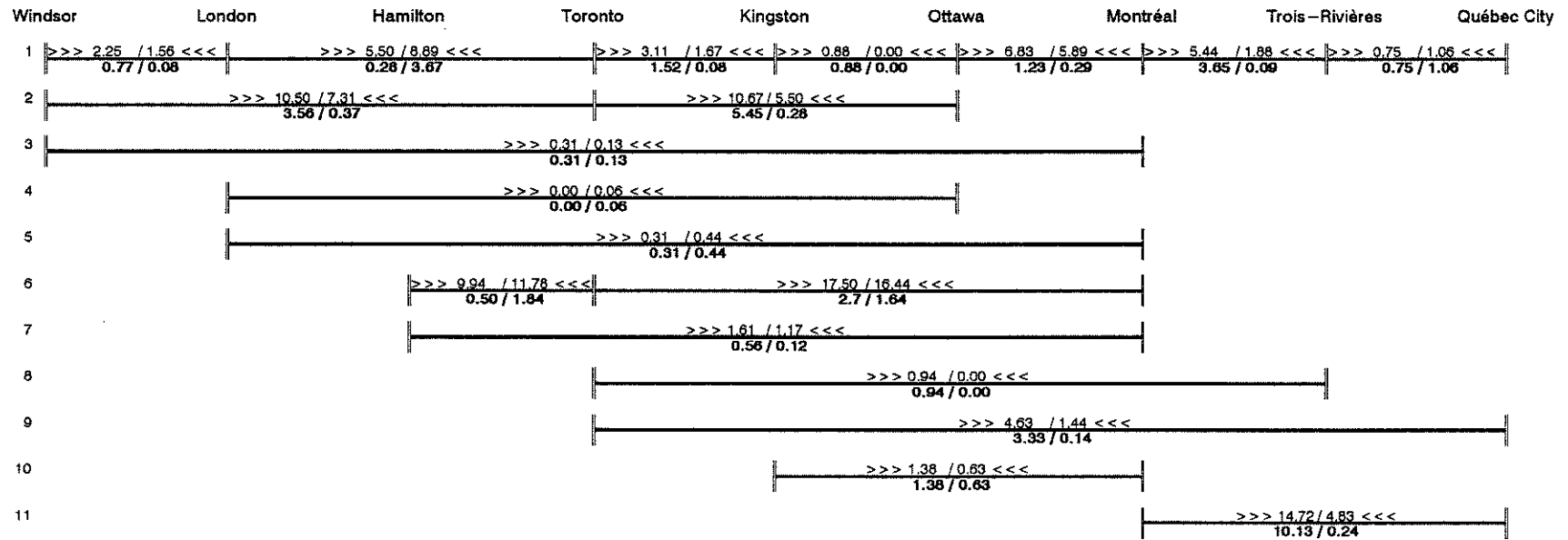
**Handling Equipment Acquisition Schedule and Costs**

Year	Handling Equipment Required	Provision for replacement	Annual Equipment Acquisition	Cost of Equipment Acquisition <sup>4</sup>
2005	33	N/A	33	\$1,155,000
2006	0	N/A	0	\$0
2007	0	N/A	0	\$0
2008	0	N/A	0	\$0
2009	0	N/A	0	\$0
2010	0	N/A	0	\$0
2011	0	N/A	0	\$0
2012	0	N/A	0	\$0
2013	0	N/A	0	\$0
2014	0	N/A	0	\$0
2015	0	33	33	\$1,650,000
2016	0	0	0	\$0
2017	0	0	0	\$0
2018	0	0	0	\$0
2019	0	0	0	\$0
2020	0	0	0	\$0
2021	0	0	0	\$0
2022	0	0	0	\$0
2023	0	0	0	\$0
2024	0	0	0	\$0
<b>Total Handling Equipment Acquired</b>			<b>66</b>	<b>\$2,805,000</b>

- Notes:
4. Initial purchase consists of new and used equipment at an average unit cost of \$35,000. Replacement units bought new at a cost of \$50,000 per unit.

Table 8.2.1 (200 Courier)

**Québec – Windsor Corridor : Courier Traffic – Most Probable Market Share**  
**200 kph ROW Option – X2000 technology**



Alternative Stops:

Dorval Laval

Most Probable Load Volumes ( Assumptions – Same as for Minimal Volumes, with increased market shares)

O/D City Direction	Windsor		London		Hamilton		Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	
(1992) trailer (1) equivalents	4.64	0.58	4.46	4.67	5.52	6.63	15.12	2.89	15.86	3.44	10.76	3.39	18.05	0.47	14.21	1.44	
(2005) trailer (1) equivalents	6.5	0.8	6.3	6.5	7.7	9.3	21.2	4.1	22.2	4.8	15.1	4.8	25.3	0.7	19.9	2.0	
(2005) cu. ft. 000's	19.5	2.4	18.8	19.6	23.2	27.9	63.6	12.2	66.7	14.5	45.3	14.3	75.9	2.0	59.8	6.1	
(2005) no. of (2) containers	52.5	6.6	50.4	52.8	62.4	75.0	171.0	32.7	179.3	38.9	121.7	38.3	204.1	5.3	160.7	16.3	
(2005) no. of (3) cars	4.8	0.6	4.6	4.8	5.7	6.8	15.5	3.0	16.3	3.5	11.1	3.5	18.6	0.5	14.6	1.5	

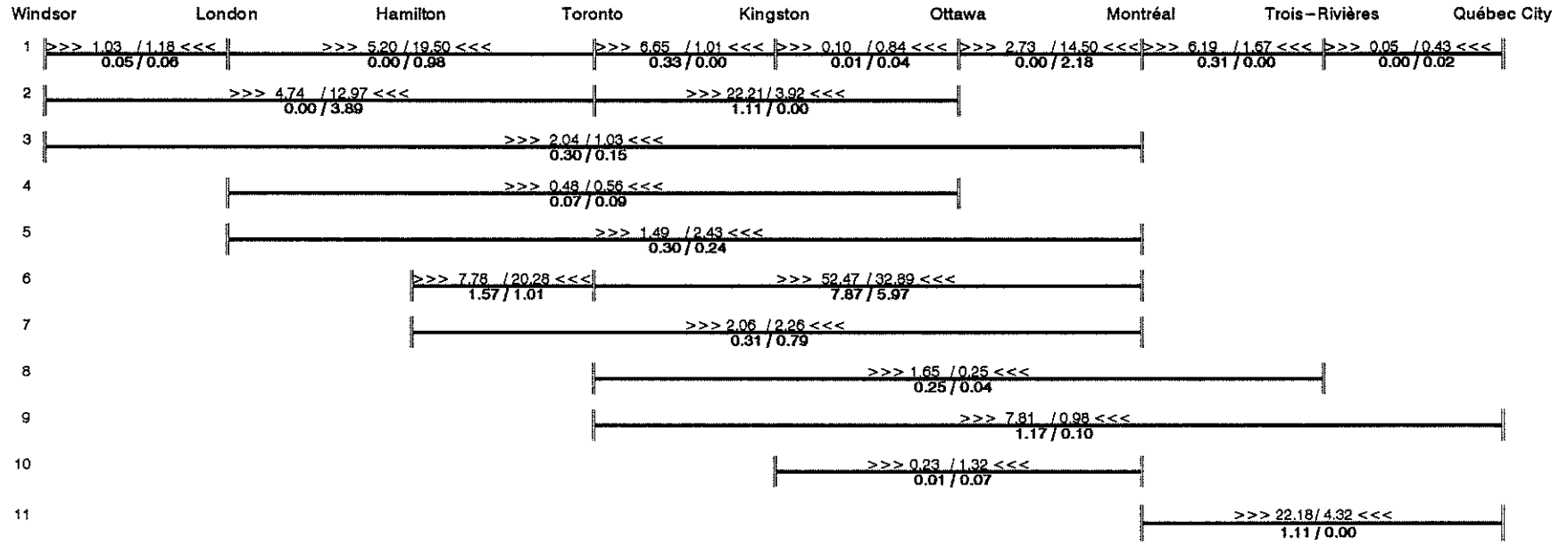
(1) The volumes are in trailer loads of 3000 cu. ft. capacity

(2) Number of containers obtained by assuming 372 cu. ft. per container (7 ft x 8 ft 6 in x 6 ft 3 in)

(3) Number of cars obtained by assuming a capacity of eleven of the above containers, or 4092 cu. ft. per car

Figure 8.2.1 (200 LTL)

**Québec – Windsor Corridor : LTL Traffic – Most Probable Market Share**  
**200 kph ROW Option – X2000 technology**



Alternative Stops: Dorval Laval

Most Probable Load Volumes ( Assumptions – Same as for Minimal Volumes, with increased market shares)

O/D City	Direction	Windsor	London		Hamilton		Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
		East	West	East	West	East	West	East	West	East	West	East	West	East	West	West	
(1992)	trailer (1)																
	equivalents	0.2	3.34	0.55	3.64	2.33	4.32	6.96	6.14	6.96	6.14	6.91	7.53	0.95	0.13	0.78	0.1
(2005)	trailer (1)																
	equivalents	0.3	5.3	0.9	5.8	3.7	6.9	11.1	9.8	11.1	9.8	11.0	12.0	1.5	0.2	1.2	0.2
(2005)	cu. ft.																
	000's	1.0	15.9	2.6	17.4	11.1	20.6	33.2	29.3	33.2	29.3	32.9	35.9	4.5	0.6	3.7	0.5
(2005)	no. of (2)																
	containers	2.6	42.8	7.0	46.6	29.9	55.4	89.2	78.7	89.2	78.7	88.5	96.5	12.2	1.7	10.0	1.3
(2005)	no. of (3)																
	cars	0.2	3.9	0.6	4.2	2.7	5.0	8.1	7.2	8.1	7.2	8.0	8.8	1.1	0.2	0.9	0.1

(1) The volumes are in trailer loads of 3000 cu. ft. capacity  
 (2) Number of containers obtained by assuming 372 cu. ft. per container (7 ft x 8 ft 6 in x 6 ft 3 in)

(3) Number of cars obtained by assuming a capacity of eleven of the above containers, or 4092 cu. ft. per car

Table 8.2.1.1 (200)

**Québec – Windsor Corridor**  
**Courier and LTL Traffic – Most Probable Market Share**  
**200 kph ROW Option – X2000 Technology**

**Total traffic volume projections by year, 2005–2024**

(volume expressed in number of cars)

O/D City Direction	Windsor		London		Hamilton		Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	
Year																	
2005	5.0	4.5	5.2	9.0	8.4	11.8	23.6	10.1	24.4	10.7	19.1	12.3	19.7	0.6	15.5	1.6	
2006	5.1	4.6	5.4	9.3	8.6	12.2	24.3	10.4	25.1	11.0	19.6	12.6	20.2	0.7	15.9	1.6	
2007	5.3	4.7	5.5	9.5	8.8	12.5	24.9	10.7	25.7	11.3	20.2	13.0	20.7	0.7	16.3	1.7	
2008	5.4	4.9	5.6	9.8	9.1	12.8	25.6	11.0	26.4	11.6	20.7	13.3	21.2	0.7	16.8	1.7	
2009	5.5	5.0	5.8	10.1	9.3	13.2	26.3	11.3	27.2	11.9	21.3	13.7	21.8	0.7	17.2	1.8	
2010	5.7	5.2	6.0	10.3	9.6	13.6	27.0	11.6	27.9	12.3	21.9	14.1	22.4	0.7	17.7	1.8	
2011	5.8	5.3	6.1	10.6	9.8	13.9	27.8	12.0	28.6	12.6	22.5	14.5	23.0	0.7	18.1	1.9	
2012	6.0	5.5	6.3	10.9	10.1	14.3	28.5	12.3	29.4	13.0	23.1	14.9	23.6	0.8	18.6	1.9	
2013	6.1	5.6	6.4	11.2	10.4	14.7	29.3	12.6	30.2	13.3	23.7	15.3	24.2	0.8	19.1	2.0	
2014	6.3	5.8	6.6	11.5	10.7	15.1	30.1	13.0	31.0	13.7	24.3	15.7	24.8	0.8	19.6	2.0	
2015	6.5	5.9	6.8	11.8	10.9	15.5	30.9	13.4	31.9	14.1	25.0	16.2	25.5	0.8	20.1	2.1	
2016	6.6	6.1	7.0	12.2	11.2	15.9	31.7	13.7	32.7	14.5	25.7	16.6	26.1	0.8	20.6	2.1	
2017	6.8	6.3	7.1	12.5	11.5	16.4	32.6	14.1	33.6	14.9	26.4	17.1	26.8	0.9	21.2	2.2	
2018	7.0	6.5	7.3	12.9	11.9	16.8	33.5	14.5	34.5	15.3	27.1	17.6	27.5	0.9	21.7	2.2	
2019	7.2	6.7	7.5	13.2	12.2	17.3	34.4	14.9	35.4	15.7	27.9	18.1	28.2	0.9	22.3	2.3	
2020	7.4	6.9	7.7	13.6	12.5	17.7	35.3	15.3	36.4	16.2	28.6	18.6	29.0	0.9	22.9	2.4	
2021	7.6	7.0	7.9	13.9	12.8	18.2	36.2	15.8	37.4	16.6	29.4	19.1	29.7	1.0	23.5	2.4	
2022	7.8	7.2	8.1	14.3	13.2	18.7	37.2	16.2	38.4	17.1	30.2	19.7	30.5	1.0	24.1	2.5	
2023	8.0	7.5	8.3	14.7	13.5	19.2	38.2	16.7	39.4	17.6	31.0	20.2	31.3	1.0	24.7	2.5	
2024	8.2	7.7	8.6	15.1	13.9	19.8	39.3	17.2	40.5	18.1	31.9	20.8	32.1	1.0	25.4	2.6	

Table 8.2.1.2 (200)

**Québec – Windsor Corridor**  
**Courier and LTL Traffic – Most Probable Market Share**  
**200 kph ROW Option – X2000 Technology**

**Total traffic volume projections by year, 2005–2024**  
 (volume expressed in number of 5–car trainsets)

O/D City Direction	Windsor		London		Hamilton		Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City	
	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West
Year																		
2005	1.0	0.9	1.0	1.8	1.7	2.4	4.7	2.0	4.9	2.1	3.8	2.5	3.9	0.1	3.1	0.3		
2006	1.0	0.9	1.1	1.9	1.7	2.4	4.9	2.1	5.0	2.2	3.9	2.5	4.0	0.1	3.2	0.3		
2007	1.1	0.9	1.1	1.9	1.8	2.5	5.0	2.1	5.1	2.3	4.0	2.6	4.1	0.1	3.3	0.3		
2008	1.1	1.0	1.1	2.0	1.8	2.6	5.1	2.2	5.3	2.3	4.1	2.7	4.2	0.1	3.4	0.3		
2009	1.1	1.0	1.2	2.0	1.9	2.6	5.3	2.3	5.4	2.4	4.3	2.7	4.4	0.1	3.4	0.4		
2010	1.1	1.0	1.2	2.1	1.9	2.7	5.4	2.3	5.6	2.5	4.4	2.8	4.5	0.1	3.5	0.4		
2011	1.2	1.1	1.2	2.1	2.0	2.8	5.6	2.4	5.7	2.5	4.5	2.9	4.6	0.1	3.6	0.4		
2012	1.2	1.1	1.3	2.2	2.0	2.9	5.7	2.5	5.9	2.6	4.6	3.0	4.7	0.2	3.7	0.4		
2013	1.2	1.1	1.3	2.2	2.1	2.9	5.9	2.5	6.0	2.7	4.7	3.1	4.8	0.2	3.8	0.4		
2014	1.3	1.2	1.3	2.3	2.1	3.0	6.0	2.6	6.2	2.7	4.9	3.1	5.0	0.2	3.9	0.4		
2015	1.3	1.2	1.4	2.4	2.2	3.1	6.2	2.7	6.4	2.8	5.0	3.2	5.1	0.2	4.0	0.4		
2016	1.3	1.2	1.4	2.4	2.2	3.2	6.3	2.7	6.5	2.9	5.1	3.3	5.2	0.2	4.1	0.4		
2017	1.4	1.3	1.4	2.5	2.3	3.3	6.5	2.8	6.7	3.0	5.3	3.4	5.4	0.2	4.2	0.4		
2018	1.4	1.3	1.5	2.6	2.4	3.4	6.7	2.9	6.9	3.1	5.4	3.5	5.5	0.2	4.3	0.4		
2019	1.4	1.3	1.5	2.6	2.4	3.5	6.9	3.0	7.1	3.1	5.6	3.6	5.6	0.2	4.5	0.5		
2020	1.5	1.4	1.5	2.7	2.5	3.5	7.1	3.1	7.3	3.2	5.7	3.7	5.8	0.2	4.6	0.5		
2021	1.5	1.4	1.6	2.8	2.6	3.6	7.2	3.2	7.5	3.3	5.9	3.8	5.9	0.2	4.7	0.5		
2022	1.6	1.4	1.6	2.9	2.6	3.7	7.4	3.2	7.7	3.4	6.0	3.9	6.1	0.2	4.8	0.5		
2023	1.6	1.5	1.7	2.9	2.7	3.8	7.6	3.3	7.9	3.5	6.2	4.0	6.3	0.2	4.9	0.5		
2024	1.6	1.5	1.7	3.0	2.8	4.0	7.9	3.4	8.1	3.6	6.4	4.2	6.4	0.2	5.1	0.5		



Table 8.2.1.3 (200)

Québec – Windsor Corridor  
 Rolling Stock Requirements – Most Probable Market Share Scenario  
 200 kph ROW Option – X2000 Technology

Tentative Train Schedule: year 2005

O/D City	Windsor	London	Hamilton	Toronto	Kingston	Ottawa	Montréal	Trois-Rivières	Québec City									
Intercity distance (km)	185	120	55	255.6	183.9	176.6	140	132.5										
handling equip. per station	2	1	1	5	1	2	5	2	4									
Travel Time (minutes)	57	40	20	82	61	58	49	42										
Handling time (minutes)	29	7	13	25	16	17	29	17	24									
Eastbound Trains	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival								
Westbound Trains	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure								
train / direction																		
#1 – East	07:00 PM	07:57 PM	08:19 PM	08:59 PM	09:15 PM	09:35 PM	10:00 PM	11:22 PM	11:36 PM	12:39 AM	12:56 AM	01:54 AM	02:23 AM	03:12 AM	03:29 AM	04:11 AM		
#2 – West	04:41 AM	03:44 AM	03:22 AM	02:42 AM	02:26 AM	02:06 AM	01:41 AM	12:19 AM	12:03 AM	11:02 PM	10:45 PM	09:47 PM	09:18 PM	08:29 PM	08:12 PM	07:30 PM		
#3 – East															07:00 PM	07:49 PM	08:06 PM	08:48 PM
#3 – West									03:29 AM	02:07 AM	01:51 AM	12:50 AM	12:33 AM	11:35 PM	11:05 PM	10:17 PM	10:00 PM	09:18 PM
#4 – West									01:11 AM	11:49 PM	11:33 PM	10:32 PM	10:15 PM	09:17 PM	08:46 PM	07:59 PM	07:42 PM	07:00 PM
#4 – East									01:36 AM	02:58 AM	03:14 AM	04:15 AM	04:32 AM	05:30 AM	05:59 AM	06:46 AM	07:05 AM	07:47 AM
#5 – West	01:39 AM	12:42 AM	12:20 AM	11:40 PM	11:24 PM	11:04 PM	10:39 PM	09:17 PM	09:01 PM	08:00 PM								
#5 – East	02:09 AM	03:05 AM	03:26 AM	04:08 AM	04:24 AM	04:44 AM	05:09 AM	05:31 AM	05:47 AM	07:48 AM								
#6 – East																		
#6 – West																		
#7 – East																		
#7 – West																		
#8 – West																		
#8 – East																		
total trains	2	2	2	3	6	6	5	4	4	4	2							
eastward	2	2	2	3	6	6	5	4	4	4	2							
westward	2	2	2	3	6	6	5	4	4	4	2							
O/D City	Windsor	London	Hamilton	Toronto	Kingston	Ottawa	Montréal	Trois-Rivières	Québec City									

beginning of train run  
 end of train run

Table 8.2.1.4 (200)

**Québec – Windsor Corridor**  
**Rolling Stock Requirements and Operating Statistics – Most Probable Market Share Scenario**  
**200 kph ROW Option – X2000 Technology**

requirement vs availability of cars per station for the year 2005

O/D City Direction	Windsor		London		Hamilton		Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	
Intercity distance (km)		185	185	120	120	55	55	255.6	255.6	183.9	183.9	176.6	176.6	140	140	132.5	132.5
requirement availability	2005	5.0	4.5	5.2	9.0	8.4	11.8	23.6	10.1	24.4	10.7	19.1	12.3	19.7	0.6	15.5	1.6
trains/day/station	2005	2	2	2	2	3	3	6	6	6	6	5	5	4	4	4	4

Rolling Stock requirements (1)

Average daily train run calculation, year 2005

Train	total dist.	Train	total dist.	
#1	1248.6	#5	1599	trains/day 8
#2	1248.6	#6	1337.7	
#3	1129	#7	1342.2	
#4	1777.2	#8	1328.1	
Average run				1376.3

availability:  cars  
 locos

operating days / year

avg. weight :  cars  
 locos

year of operation	total gross car/km	empty return ratio	adjusted car/km	average cars/train	train-km	average daily train run	trainsets/day	operating statistics				
								fleet size		gross		
							cars	locos	car-km	loco-km	tonne-km	
2005	30,315	0.78	53,850	5	10,770	1376.3	8	43	9	14,001,000	2,800,200	1,229,287,800
2006	31,138	0.78	55,313	5	11,063	1376.3	9	48	10	14,381,327	2,876,265	1,262,680,474
2007	31,984	0.78	56,815	5	11,363	1376.3	9	48	10	14,772,014	2,954,403	1,296,982,861
2008	32,853	0.78	58,359	5	11,672	1376.3	9	48	10	15,173,346	3,034,669	1,332,219,819
2009	33,746	0.78	59,945	5	11,989	1376.3	9	48	10	15,585,614	3,117,123	1,368,416,885
2010	34,663	0.78	61,574	5	12,315	1376.3	9	48	10	16,009,115	3,201,823	1,405,600,295
2011	35,605	0.78	63,247	5	12,649	1376.3	10	53	11	16,444,157	3,288,831	1,443,797,007
2012	36,572	0.78	64,966	5	12,993	1376.3	10	53	11	16,891,056	3,378,211	1,483,034,715
2013	37,566	0.78	66,731	5	13,346	1376.3	10	53	11	17,350,135	3,470,027	1,523,341,874
2014	38,588	0.78	68,545	5	13,709	1376.3	10	53	11	17,821,728	3,564,346	1,564,747,719
2015	39,637	0.78	70,408	5	14,082	1376.3	11	58	12	18,306,176	3,661,235	1,607,282,285
2016	40,714	0.78	72,322	5	14,464	1376.3	11	58	12	18,803,832	3,760,766	1,650,976,433
2017	41,821	0.78	74,289	5	14,858	1376.3	11	58	12	19,315,055	3,863,011	1,695,861,868
2018	42,958	0.78	76,309	5	15,262	1376.3	12	64	13	19,840,218	3,968,044	1,741,971,166
2019	44,126	0.78	78,383	5	15,677	1376.3	12	64	13	20,379,702	4,075,940	1,789,337,795
2020	45,326	0.78	80,515	5	16,103	1376.3	12	64	13	20,933,897	4,186,779	1,837,996,143
2021	46,559	0.78	82,705	5	16,541	1376.3	13	69	14	21,503,207	4,300,641	1,887,981,539
2022	47,825	0.78	84,954	5	16,991	1376.3	13	69	14	22,088,044	4,417,609	1,939,330,283
2023	49,126	0.78	87,265	5	17,453	1376.3	13	69	14	22,688,835	4,537,767	1,992,079,669
2024	50,462	0.78	89,639	5	17,928	1376.3	14	74	15	23,306,014	4,661,203	2,046,268,017

(1) Start-up requirements based on characteristics of initial operating scenario for the year 2005. Rolling Stock requirements in subsequent years based on projections of initial year operating scenario and traffic volumes.

Table 8.2.2.1 (200)

**Québec – Windsor Corridor**  
**Courier and LTL Traffic – Most Probable Market Share**  
**200 kph ROW Option – X2000 Technology**

**Total traffic volume projections by year, 2005–2024**

(volume expressed in number of containers)

O/D City	Windsor		London		Hamilton		Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
Direction	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	West
Year																	
2005	56	50	58	100	93	131	261	112	269	118	211	135	217	7	171	18	
2006	57	51	59	103	95	134	268	115	276	121	216	139	222	8	176	19	
2007	58	53	61	105	98	138	275	118	284	125	222	143	228	8	180	19	
2008	60	54	63	108	100	142	282	122	291	128	228	147	234	8	185	19	
2009	62	56	64	111	103	146	290	125	299	132	235	151	240	8	190	20	
2010	63	57	66	114	106	150	298	128	307	135	241	155	247	8	195	20	
2011	65	59	68	117	109	154	306	132	316	139	248	160	253	9	200	21	
2012	66	61	69	121	112	158	314	136	324	143	254	164	260	9	205	22	
2013	68	62	71	124	115	162	323	140	333	147	261	169	266	9	210	22	
2014	70	64	73	127	118	167	331	143	342	151	268	174	273	9	216	23	
2015	72	66	75	131	121	171	340	147	351	155	276	178	281	10	221	23	
2016	74	68	77	134	124	176	349	152	360	160	283	183	288	10	227	24	
2017	75	70	79	138	128	181	359	156	370	164	291	189	295	10	233	24	
2018	77	72	81	142	131	185	369	160	380	169	299	194	303	10	239	25	
2019	79	74	83	146	134	190	378	165	390	174	307	199	311	11	246	26	
2020	82	76	85	150	138	196	389	169	401	178	315	205	319	11	252	26	
2021	84	78	88	154	142	201	399	174	412	183	324	211	327	11	259	27	
2022	86	80	90	158	146	206	410	179	423	189	333	217	336	11	265	28	
2023	88	83	92	162	150	212	421	184	434	194	342	223	345	12	272	28	
2024	90	85	95	167	154	218	432	189	446	199	351	229	354	12	279	29	

Table 8.2.2.4 (200)

**Québec – Windsor Corridor  
Courier and LTL Traffic – Most Probable Market Share  
200 kph ROW Option – X2000 technology**

Handling Requirements per Station (Number of containers loaded and unloaded)  
Year 2005 Courier and LTL traffic combined

O/D City Direction	Windsor		London		Hamilton		Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City		Total
	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East			
containers loaded		56.95	1.67	11.41		36.08	141.83	295.11	0.90	25.81	5.51	13.91	157.20	174.00	1.53	8.48	17.82		948
containers unloaded	59.10		63.93	9.35	45.23		102.49	69.19	8.53	21.41	31.21	86.82	3.73	186.02	12.24	59.07	0.00	189.88	
total container traffic leaving station		56.95	59.10	59.01	121.36	95.09	166.59	321.01	127.25	325.41	134.67	252.49	160.58	240.47	7.11	189.88	17.82		

c:\canara\492-225\mpr-scen12\mrowc 12:08:22 PM 22-MAR-04

**Container Fleet Acquisition Schedule and Costs**

Year	Containers Loaded (per day)	Provision for spares (100%) <sup>1</sup>	Total Containers Required	Provision for replacement <sup>2</sup>	Annual Container Acquisition	Cost of Container Acquisition <sup>3</sup>
2005	948	948	1896	N/A	1896	\$6,068,564
2006	980	980	1960	N/A	63	\$202,660
2007	1013	1013	2025	N/A	66	\$209,904
2008	1047	1047	2093	N/A	68	\$217,423
2009	1082	1082	2164	N/A	70	\$225,228
2010	1118	1118	2237	N/A	73	\$233,331
2011	1156	1156	2312	N/A	76	\$241,743
2012	1195	1195	2390	N/A	78	\$250,478
2013	1236	1236	2472	N/A	81	\$259,547
2014	1278	1278	2558	N/A	84	\$268,964
2015	1321	1321	2643	1896	1984	\$6,347,307
2016	1366	1366	2733	63	154	\$491,561
2017	1413	1413	2827	66	159	\$509,353
2018	1462	1462	2924	68	165	\$527,829
2019	1512	1512	3024	70	171	\$547,015
2020	1564	1564	3128	73	177	\$568,940
2021	1618	1618	3236	76	184	\$587,635
2022	1674	1674	3349	78	190	\$608,129
2023	1732	1732	3465	81	197	\$631,456
2024	1793	1793	3585	84	205	\$654,649
<b>Total Containers Acquired</b>					<b>6141</b>	<b>\$19,650,714</b>

- Notes:
1. A Two-day service cycle is assumed for containers.
  2. Average container life is estimated at 10 years. Provision for replacement figures are thus equal to the number of containers acquired 10 years previous.
  3. Cost per container is estimated at \$3200.

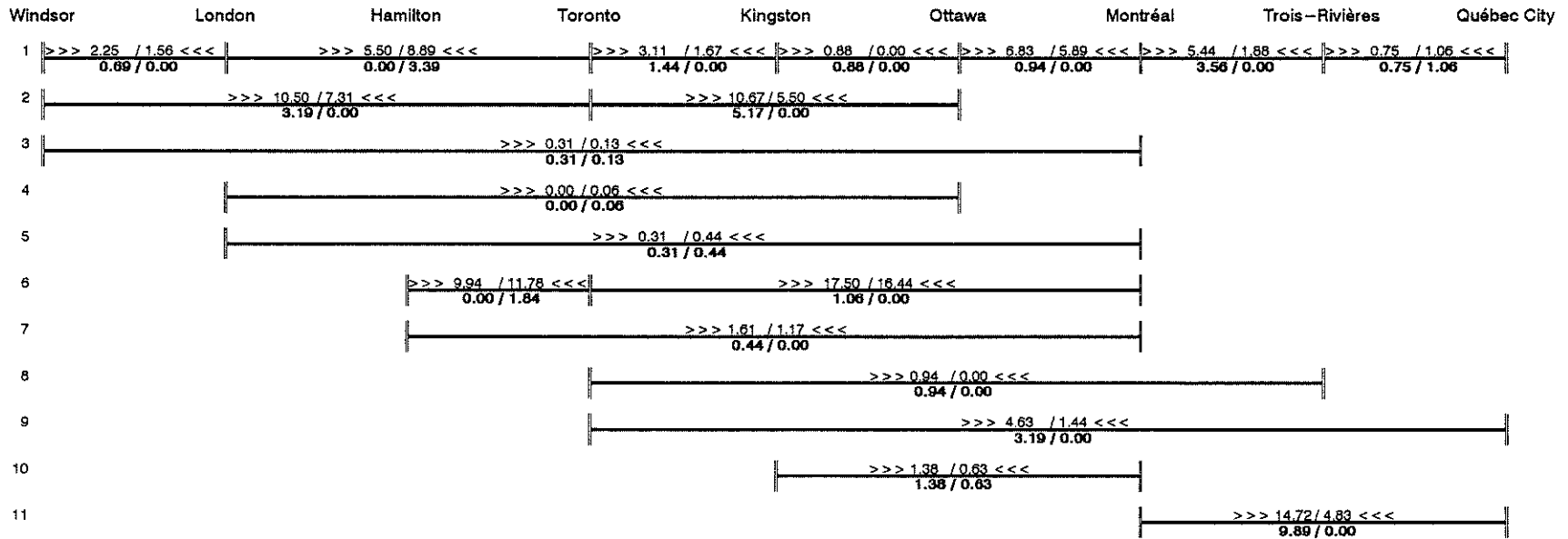
**Handling Equipment Acquisition Schedule and Costs**

Year	Handling Equipment Required	Provision for replacement	Annual Equipment Acquisition	Cost of Equipment Acquisition <sup>4</sup>
2005	35	N/A	35	\$1,225,000
2006	0	N/A	0	\$0
2007	0	N/A	0	\$0
2008	0	N/A	0	\$0
2009	0	N/A	0	\$0
2010	0	N/A	0	\$0
2011	0	N/A	0	\$0
2012	0	N/A	0	\$0
2013	0	N/A	0	\$0
2014	0	N/A	0	\$0
2015	0	35	35	\$1,750,000
2016	0	0	0	\$0
2017	0	0	0	\$0
2018	0	0	0	\$0
2019	0	0	0	\$0
2020	0	0	0	\$0
2021	0	0	0	\$0
2022	0	0	0	\$0
2023	0	0	0	\$0
2024	0	0	0	\$0
<b>Total Handling Equipment Acquired</b>			<b>70</b>	<b>\$2,975,000</b>

- Notes:
4. Initial purchase consists of new and used equipment at an average unit cost of \$35,000. Replacement units bought new at a cost of \$50,000 per unit.

Figure 8.1.1 (300 Existing – Courier)

**Québec – Windsor Corridor : Courier Traffic – Minimal Market Share**  
**300 kph existing ROW option – TGV technology**



Alternative Stops: Dorval Laval

**Minimum Load Volumes (Assumptions – 100% of imbalance and 100% of less than one truckload level to be captured)**

O/D City	Direction	Windsor		London		Hamilton		Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
		East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	
(1992)	trailer (1) equivalents	4.19	0.13	3.81	4.02	4.25	5.86	12.86	0.83	13.68	1.26	8.57	1.2	17.58	0	13.83	1.06	
(2005)	trailer (1) equivalents	5.9	0.2	5.3	5.8	8.0	8.2	18.0	0.9	19.2	1.8	12.0	1.7	24.6	0.0	19.4	1.5	
(2005)	cu. ft. 000's	17.6	0.5	16.0	16.9	17.9	24.6	54.1	2.6	57.5	5.3	36.0	5.0	73.9	0.0	58.2	4.5	
(2005)	no. of (2) containers	45.0	1.4	40.9	43.1	45.6	62.9	138.0	6.8	146.8	13.5	92.0	12.9	188.6	0.0	148.4	11.4	
(2005)	no. of (3) cars	6.4	0.2	5.8	6.2	6.5	9.0	19.7	1.0	21.0	1.9	13.1	1.8	26.9	0.0	21.2	1.6	

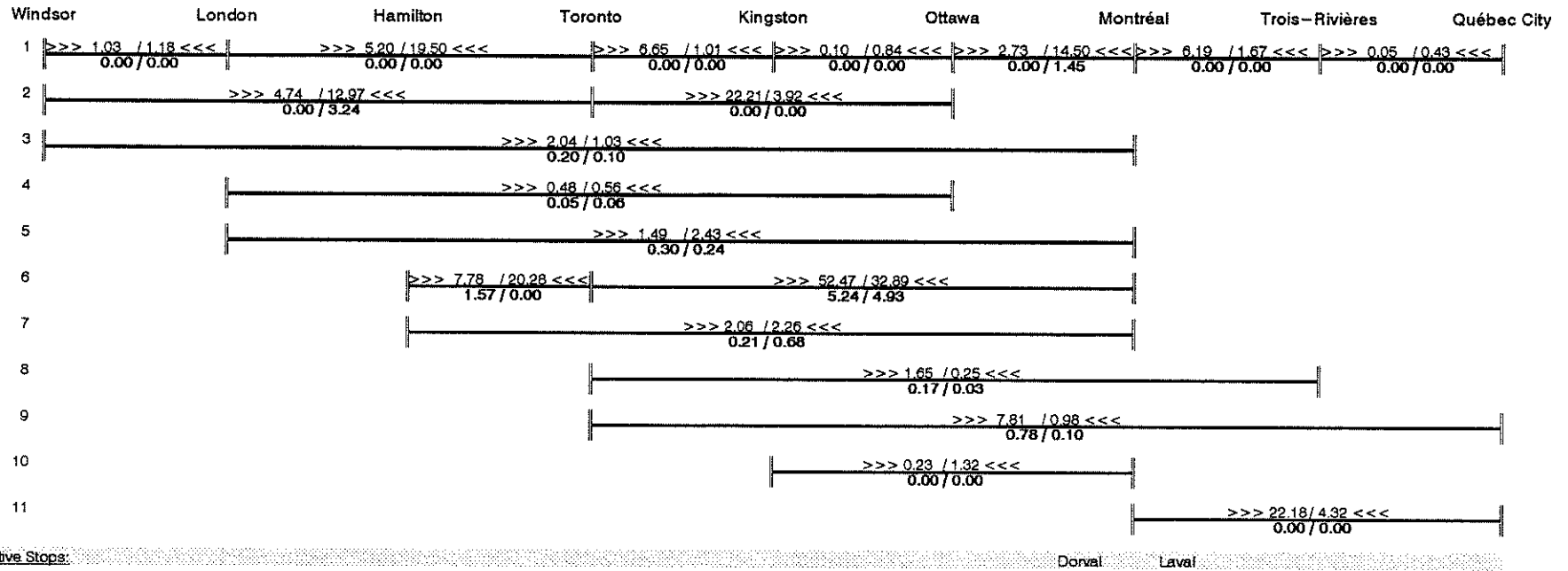
(1) The volumes are in trailer loads of 3000 cu. ft. capacity

(2) Number of containers obtained by assuming 392 cu. ft. per container (8 ft x 7 ft 9 in x 6 ft 3 1/2 in)

(3) Number of cars obtained by assuming a capacity of seven of the above containers, or 2741 cu. ft. per car

Figure 8.1.1 (300 Existing – LTL)

**Québec – Windsor Corridor : LTL Traffic – Minimal Market Share**  
**300 kph existing ROW option – TGV technology**



Minimum Load Volumes ( Assumptions -- 1) LTL Traffic secured in containers otherwise returning empty (ORE) from courier traffic.  
 Courier Traffic imbalance must represent less than 40% of the LTL traffic moved in the opposite direction. 2) In addition, HSR will take 10% of LTL traffic on distances >500km. )

O/D City	Direction	Windsor		London		Hamilton		Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
		East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	
(1992)	trailer (1) equivalents		0.2	3.34	0.55	3.64	2.33	4.32	6.95	6.14	6.95	6.14	6.9	7.53	0.95	0.13	0.78	0.1
(2005)	trailer (1) equivalents		0.3	5.3	0.9	5.8	3.7	6.9	11.0	9.8	11.0	9.8	11.0	12.0	1.5	0.2	1.2	0.2
(2005)	cu. ft. 000's		1.0	15.9	2.6	17.4	11.1	20.6	33.1	29.3	33.1	29.3	32.9	35.9	4.5	0.6	3.7	0.5
(2005)	no. of (2) containers		2.4	40.6	6.7	44.3	28.3	52.5	84.5	74.7	84.5	74.7	83.9	91.6	11.6	1.6	9.5	1.2
(2005)	no. of (3) cars		0.3	5.8	1.0	6.3	4.0	7.5	12.1	10.7	12.1	10.7	12.0	13.1	1.7	0.2	1.4	0.2

(1) The volumes are in trailer loads of 3000 cu. ft. capacity

(2) Number of containers obtained by assuming 392 cu. ft. per container (8 ft x 7 ft 9 in x 6 ft 3 1/2 in)

(3) Number of cars obtained by assuming a capacity of seven of the above containers, or 2741 cu. ft. per car

Table 8.1.1.1 (300 Existing)

**Québec – Windsor Corridor**  
**Courier and LTL Traffic – Minimal Market Share**  
**300 kph Existing ROW Option – TGV Technology**

Total traffic volume projections by year, 2005–2024  
 (volume expressed in number of cars)

O/D City Direction	Windsor		London		Hamilton		Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	
Year																	
2005	6.8	6.0	6.8	12.5	10.6	16.5	31.8	11.6	33.0	12.6	25.1	14.9	28.6	0.2	22.6	1.8	
2006	6.9	6.2	7.0	12.8	10.8	16.9	32.6	12.0	33.9	13.0	25.8	15.3	29.3	0.2	23.1	1.8	
2007	7.1	6.4	7.2	13.2	11.1	17.4	33.5	12.3	34.9	13.3	26.5	15.8	30.1	0.2	23.8	1.9	
2008	7.3	6.5	7.3	13.5	11.4	17.9	34.4	12.7	35.8	13.7	27.2	16.2	30.9	0.2	24.4	1.9	
2009	7.5	6.7	7.5	13.9	11.8	18.4	35.4	13.0	36.8	14.1	28.0	16.7	31.7	0.3	25.0	2.0	
2010	7.7	6.9	7.7	14.3	12.1	18.9	36.3	13.4	37.8	14.5	28.8	17.2	32.5	0.3	25.7	2.0	
2011	7.9	7.1	7.9	14.7	12.4	19.4	37.3	13.8	38.8	14.9	29.6	17.7	33.4	0.3	26.3	2.1	
2012	8.1	7.3	8.2	15.1	12.7	19.9	38.3	14.2	39.8	15.3	30.4	18.2	34.3	0.3	27.0	2.2	
2013	8.3	7.5	8.4	15.5	13.1	20.5	39.4	14.6	40.9	15.8	31.2	18.7	35.2	0.3	27.7	2.2	
2014	8.5	7.8	8.6	15.9	13.4	21.0	40.5	15.0	42.0	16.2	32.1	19.2	36.1	0.3	28.5	2.3	
2015	8.8	8.0	8.8	16.4	13.8	21.6	41.5	15.4	43.2	16.7	32.9	19.8	37.0	0.3	29.2	2.3	
2016	9.0	8.2	9.1	16.8	14.2	22.2	42.7	15.9	44.3	17.2	33.8	20.4	38.0	0.3	30.0	2.4	
2017	9.2	8.4	9.3	17.3	14.6	22.8	43.8	16.3	45.5	17.7	34.8	20.9	39.0	0.3	30.8	2.5	
2018	9.5	8.7	9.5	17.8	15.0	23.4	45.0	16.8	46.8	18.2	35.7	21.5	40.0	0.3	31.6	2.5	
2019	9.7	8.9	9.8	18.3	15.4	24.1	46.3	17.3	48.1	18.7	36.7	22.2	41.1	0.3	32.4	2.6	
2020	10.0	9.2	10.0	18.8	15.8	24.7	47.5	17.8	49.4	19.2	37.7	22.8	42.1	0.3	33.2	2.7	
2021	10.2	9.5	10.3	19.3	16.2	25.4	48.8	18.3	50.7	19.8	38.7	23.4	43.2	0.4	34.1	2.7	
2022	10.5	9.7	10.6	19.8	16.7	26.1	50.1	18.8	52.1	20.3	39.8	24.1	44.4	0.4	35.0	2.8	
2023	10.8	10.0	10.9	20.4	17.1	26.8	51.5	19.4	53.5	20.9	40.9	24.8	45.5	0.4	35.9	2.9	
2024	11.1	10.3	11.2	20.9	17.6	27.5	52.9	19.9	54.9	21.5	42.0	25.5	46.7	0.4	36.9	2.9	

Table 8.1.1.2 (300 Existing)

**Québec – Windsor Corridor**  
**Courier and LTL Traffic – Minimal Market Share**  
**300 kph Existing ROW Option – TGV Technology**

**Total traffic volume projections by year, 2005–2024**

(volume expressed in number of 8 – car trainsets)

O/D City	Windsor		London		Hamilton		Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
Direction	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	West
Year																	
2005	0.8	0.8	0.8	1.6	1.3	2.1	4.0	1.5	4.1	1.6	3.1	1.9	3.6	0.0	2.8	0.2	
2006	0.9	0.8	0.9	1.6	1.4	2.1	4.1	1.5	4.2	1.6	3.2	1.9	3.7	0.0	2.9	0.2	
2007	0.9	0.8	0.9	1.6	1.4	2.2	4.2	1.5	4.4	1.7	3.3	2.0	3.8	0.0	3.0	0.2	
2008	0.9	0.8	0.9	1.7	1.4	2.2	4.3	1.6	4.5	1.7	3.4	2.0	3.9	0.0	3.0	0.2	
2009	0.9	0.8	0.9	1.7	1.5	2.3	4.4	1.6	4.6	1.8	3.5	2.1	4.0	0.0	3.1	0.2	
2010	1.0	0.9	1.0	1.8	1.5	2.4	4.5	1.7	4.7	1.8	3.6	2.1	4.1	0.0	3.2	0.3	
2011	1.0	0.9	1.0	1.8	1.6	2.4	4.7	1.7	4.8	1.9	3.7	2.2	4.2	0.0	3.3	0.3	
2012	1.0	0.9	1.0	1.9	1.6	2.5	4.8	1.8	5.0	1.9	3.8	2.3	4.3	0.0	3.4	0.3	
2013	1.0	0.9	1.0	1.9	1.6	2.6	4.9	1.8	5.1	2.0	3.9	2.3	4.4	0.0	3.5	0.3	
2014	1.1	1.0	1.1	2.0	1.7	2.6	5.1	1.9	5.3	2.0	4.0	2.4	4.5	0.0	3.6	0.3	
2015	1.1	1.0	1.1	2.0	1.7	2.7	5.2	1.9	5.4	2.1	4.1	2.5	4.6	0.0	3.7	0.3	
2016	1.1	1.0	1.1	2.1	1.8	2.8	5.3	2.0	5.5	2.1	4.2	2.5	4.7	0.0	3.7	0.3	
2017	1.2	1.1	1.2	2.2	1.8	2.8	5.5	2.0	5.7	2.2	4.3	2.6	4.9	0.0	3.8	0.3	
2018	1.2	1.1	1.2	2.2	1.9	2.9	5.6	2.1	5.8	2.3	4.5	2.7	5.0	0.0	3.9	0.3	
2019	1.2	1.1	1.2	2.3	1.9	3.0	5.8	2.2	6.0	2.3	4.6	2.8	5.1	0.0	4.0	0.3	
2020	1.2	1.2	1.3	2.3	2.0	3.1	5.9	2.2	6.2	2.4	4.7	2.8	5.3	0.0	4.2	0.3	
2021	1.3	1.2	1.3	2.4	2.0	3.2	6.1	2.3	6.3	2.5	4.8	2.9	5.4	0.0	4.3	0.3	
2022	1.3	1.2	1.3	2.5	2.1	3.3	6.3	2.4	6.5	2.5	5.0	3.0	5.5	0.0	4.4	0.3	
2023	1.3	1.3	1.4	2.5	2.1	3.4	6.4	2.4	6.7	2.6	5.1	3.1	5.7	0.0	4.5	0.4	
2024	1.4	1.3	1.4	2.6	2.2	3.4	6.6	2.5	6.9	2.7	5.3	3.2	5.8	0.0	4.6	0.4	

Table 8.1.1.4 (300 Existing)



Table 8.1.1.3 (300 Existing)

**Québec – Windsor Corridor**  
**Rolling Stock Requirements – Minimal Market Share Scenario**  
**300 kph existing ROW option – TGV technology**

**Tentative Train Schedule: year 2005**

O/D City	Windsor	London	Hamilton	Toronto	Kingston	Ottawa	Montréal	Trois-Rivières	Québec City							
Intercity distance (km)	195	115	55	256	152	177.1	140	131.4								
handling equip. per station	4	1	1	4	1	2	5	1	4							
Travel Time (minutes)	42	27	17	60	35	49	39	29								
Handling time (minutes)	24	8	18	26	16	16	27	30	27							
Eastbound Trains	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival						
Westbound Trains	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure						
train / direction																
#1 – West			12:31 AM	12:04 AM	11:45 PM	11:28 PM	11:02 PM	10:02 PM	09:46 PM	09:11 PM	08:55 PM	08:06 PM	07:39 PM	07:00 PM		
#1 – East (return)			12:54 AM	01:21 AM	01:40 AM	01:57 AM	02:23 AM	03:23 AM	03:39 AM	04:14 AM	04:30 AM	05:19 AM	05:45 AM	06:25 AM		
#2 – West					12:54 AM	12:37 AM	12:11 AM	11:11 PM	10:55 PM	10:20 PM	10:04 PM	09:15 PM	08:48 PM	08:09 PM	07:39 PM	07:10 PM
#2 – East (return)					01:12 AM	01:29 AM	01:55 AM	02:55 AM	03:11 AM	03:46 AM	04:02 AM	04:51 AM	05:18 AM	05:57 AM	06:27 AM	06:56 AM
#3 – West							01:01 AM	12:01 AM	11:45 PM	11:10 PM	10:54 PM	10:05 PM	09:38 PM	08:59 PM	08:29 PM	08:00 PM
#3 – East (return)							01:31 AM	02:31 AM	02:47 AM	03:22 AM	03:38 AM	04:27 AM	04:54 AM	05:33 AM	06:03 AM	06:32 AM
#4 – West							12:31 AM	11:31 PM	11:15 PM	10:40 PM	10:24 PM	09:35 PM	09:08 PM	08:29 PM	07:59 PM	07:30 PM
#4 – East (return)							01:01 AM	02:01 AM	02:17 AM	02:52 AM	03:08 AM	03:57 AM	04:24 AM	05:03 AM	05:33 AM	06:02 AM
#5 – East	08:00 PM	08:42 PM	09:05 PM	09:32 PM	09:51 PM	10:08 PM	10:34 PM	11:34 PM	11:50 PM	12:25 AM						
#5 – West	05:05 AM	04:24 AM	04:01 AM	03:34 AM	03:15 AM	02:58 AM	02:32 AM	01:32 AM	01:16 AM	12:41 AM						

O/D City	Windsor	London	Hamilton	Toronto	Kingston	Ottawa	Montréal	Trois-Rivières	Québec City
total trains eastward	1	1	2	3	5	5	4	4	3
total trains westward	1	1	2	3	5	5	4	4	3

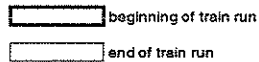


Table 8.1.1.4 (300 Existing)

**Québec – Windsor Corridor**  
**Rolling Stock Requirements and Operating Statistics – Minimal Market Share Scenario**  
**300 kph Existing ROW Option – TGV Technology**

requirement vs availability of cars per station for the year 2005

O/D City Direction	Windsor		London		Hamilton		Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City	
	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West
Intercity distance (km)	195	195	115	115	55	55	256	256	152	152	177.1	177.1	140	140	131.4	131.4		
requirement	2005	6.8	6.0	6.8	12.5	10.6	16.5	31.8	11.6	33.0	12.6	25.1	14.9	28.6	0.2	22.6	1.8	241.4
availability		8	8	16	16	24	24	40	40	40	40	32	32	32	32	24	24	432.0
trains/day/station	2005	1	1	2	2	3	3	5	5	5	5	4	4	4	4	3	3	

**Rolling Stock requirements (1)**

Average daily train run calculation, year 2005

Train	total dist.	trains/day
#1	1790.2	5
#2	1823	
#3	1713	
#4	1713	
#5	1546	
Average run		
	1717.0	

availability:  cars  
 locos

avg. weight:  cars  
 locos

operating days / year

year of operation	total gross car/km	empty return ratio	adjusted car/km	average cars/train	train-km	average daily train run	trainsets/day	operating statistics				
								fleet size		gross		
							cars	locos	car-km	locco-km	tonne-km	
2005	38,575	0.78	68,682	8	8,585	1717.0	5	43	11	17857216	4464304	1227683600
2006	39,628	0.78	70,557	8	8,820	1717.0	6	51	13	18344908.7	4586227.18	1261212474
2007	40,711	0.78	72,484	8	9,061	1717.0	6	51	13	18845960.2	4711490.05	1295659763
2008	41,823	0.78	74,464	8	9,308	1717.0	6	51	13	19360737.4	4840184.36	1331050699
2009	42,965	0.78	76,499	8	9,562	1717.0	6	51	13	19889617.6	4972404.4	1367411209
2010	44,139	0.78	78,588	8	9,824	1717.0	6	51	13	20432988.1	5108247.03	1404767935
2011	45,345	0.78	80,736	8	10,092	1717.0	6	51	13	20991247.3	5247811.83	1443148252
2012	46,584	0.78	82,942	8	10,368	1717.0	7	59	15	21564804.2	5391201.06	1482560292
2013	47,857	0.78	85,208	8	10,651	1717.0	7	59	15	22154079.4	5538519.86	1523092960
2014	49,164	0.78	87,537	8	10,942	1717.0	7	59	15	22759504.9	5689876.22	1564715960
2015	50,508	0.78	89,929	8	11,241	1717.0	7	59	15	23381524.5	5845381.13	1607479812
2016	51,889	0.78	92,387	8	11,548	1717.0	7	59	15	24020594.6	6005148.66	1651415880
2017	53,307	0.78	94,912	8	11,864	1717.0	7	59	15	24677183.9	6169295.97	1696556393
2018	54,764	0.78	97,507	8	12,188	1717.0	8	68	17	25351774	6337943.51	1742934466
2019	56,261	0.78	100,173	8	12,522	1717.0	8	68	17	26044860.1	6511215.02	1790584129
2020	57,800	0.78	102,911	8	12,864	1717.0	8	68	17	26756950.6	6689237.64	1839540352
2021	59,380	0.78	105,725	8	13,216	1717.0	8	68	17	27486568.2	6872142.06	1889839066
2022	61,004	0.78	108,616	8	13,577	1717.0	8	68	17	28240250.1	7060062.53	1941517196
2023	62,672	0.78	111,587	8	13,948	1717.0	9	76	19	29012548.1	7253137.04	1994612685
2024	64,386	0.78	114,639	8	14,330	1717.0	9	76	19	29808029.4	7451507.35	2049164521

(1) Start-up requirements based on characteristics of initial operating scenario for the year 2005. Rolling Stock requirements in subsequent years based on projections of initial year operating scenario and traffic volumes.

Table 8.1.2.1 (300 Existing)

**Québec – Windsor Corridor  
 Courier and LTL Traffic – Minimal Market Share  
 300 kph Existing ROW Option – TGV Technology**

Total traffic volume projections by year, 2005–2024  
 (volume expressed in number of containers)

O/D City Direction	Windsor		London		Hamilton		Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	West
Year																	
2005	48	43	48	88	74	116	223	82	232	89	176	105	201	2	158	13	
2006	49	44	49	90	76	119	229	84	238	91	181	108	206	2	163	13	
2007	50	45	51	93	79	122	235	87	245	94	186	111	211	2	167	14	
2008	52	46	52	95	81	126	242	89	251	96	191	114	217	2	171	14	
2009	53	48	53	98	83	129	248	92	258	99	196	117	222	2	176	14	
2010	54	49	55	101	85	133	255	94	265	102	202	121	228	2	180	15	
2011	56	50	56	103	87	136	262	97	272	105	207	124	234	2	185	15	
2012	57	52	58	106	90	140	269	100	279	108	213	128	240	2	190	16	
2013	59	53	59	109	92	144	276	103	287	111	219	131	247	2	195	16	
2014	60	55	61	112	95	148	284	106	295	114	225	135	253	3	200	16	
2015	62	56	62	115	97	152	291	109	303	117	231	139	260	3	205	17	
2016	63	58	64	118	100	156	299	112	311	121	237	143	266	3	210	17	
2017	65	60	66	122	102	160	307	115	319	124	244	147	273	3	216	18	
2018	67	61	67	125	105	164	316	118	328	128	251	151	281	3	221	18	
2019	69	63	69	128	108	169	324	122	337	131	257	156	288	3	227	19	
2020	70	65	71	132	111	174	333	125	346	135	264	160	295	3	233	19	
2021	72	67	73	135	114	178	342	129	355	139	272	165	303	3	239	20	
2022	74	69	75	139	117	183	351	132	365	143	279	169	311	3	245	20	
2023	76	71	77	143	120	188	361	136	375	147	287	174	319	3	252	21	
2024	78	73	79	147	124	193	371	140	385	151	295	179	328	3	258	21	

Table 8.1.2.4 (300 existing)

**Québec – Windsor Corridor**  
**Courier and LTL Traffic – Minimal Market Share**  
**300 kph existing ROW option – TGV technology**

Handling Requirements per Station (Number of containers loaded and unloaded)  
 Courier and LTL traffic combined

O/D City Direction	Windsor		London		Hamilton		Toronto		Kingston		Ottawa		Montréal		Trois – Rivières		Québec City		Total
	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	
containers loaded		47.39	0.00	7.58			26.37	95.52	201.88	0.00	24.25	1.37	10.09	102.86	144.31	0.36	8.05	12.59	683
containers unloaded	42.01		45.39	7.40	28.01			61.53	53.32	6.76	15.45	17.83	65.52	0.00	120.00	11.37	50.35	0.00	157.88
total container traffic leaving station		47.39	42.01	47.57	87.40	73.94	115.41	222.50	81.43	231.30	88.19	175.86	104.45	200.18	1.58	157.88	12.59		

Container Fleet Acquisition Schedule and Costs

Year	Containers Loaded (per day)	Provision for spares (100%) <sup>1</sup>	Total Containers Required	Provision for replacement <sup>2</sup>	Annual Container Acquisition	Cost of Container Acquisition <sup>3</sup>
2005	883	883	1365	N/A	1365	\$4,368,810
2006	705	705	1409	N/A	44	\$140,697
2007	727	727	1455	N/A	45	\$145,548
2008	751	751	1502	N/A	47	\$150,577
2009	775	775	1550	N/A	49	\$155,792
2010	800	800	1601	N/A	50	\$161,200
2011	826	826	1653	N/A	52	\$166,808
2012	853	853	1707	N/A	54	\$172,824
2013	881	881	1763	N/A	56	\$178,657
2014	910	910	1821	N/A	58	\$184,914
2015	940	940	1880	1365	1425	\$4,560,215
2016	971	971	1942	44	106	\$338,836
2017	1003	1003	2006	45	110	\$350,673
2018	1036	1036	2073	47	113	\$362,951
2019	1071	1071	2141	49	117	\$375,687
2020	1106	1106	2213	50	122	\$388,900
2021	1143	1143	2286	52	126	\$402,608
2022	1181	1181	2363	54	130	\$416,830
2023	1221	1221	2442	56	135	\$431,588
2024	1262	1262	2523	58	140	\$446,901
<b>Total Containers Acquired</b>					<b>4344</b>	<b>\$13,900,818</b>

Notes:

1. A Two-day service cycle is assumed for containers.
2. Average container life is estimated at 10 years. Provision for replacement figures are thus equal to the number of containers acquired 10 years previous.
3. Cost per container is estimated at \$3200.

Handling Equipment Acquisition Schedule and Costs

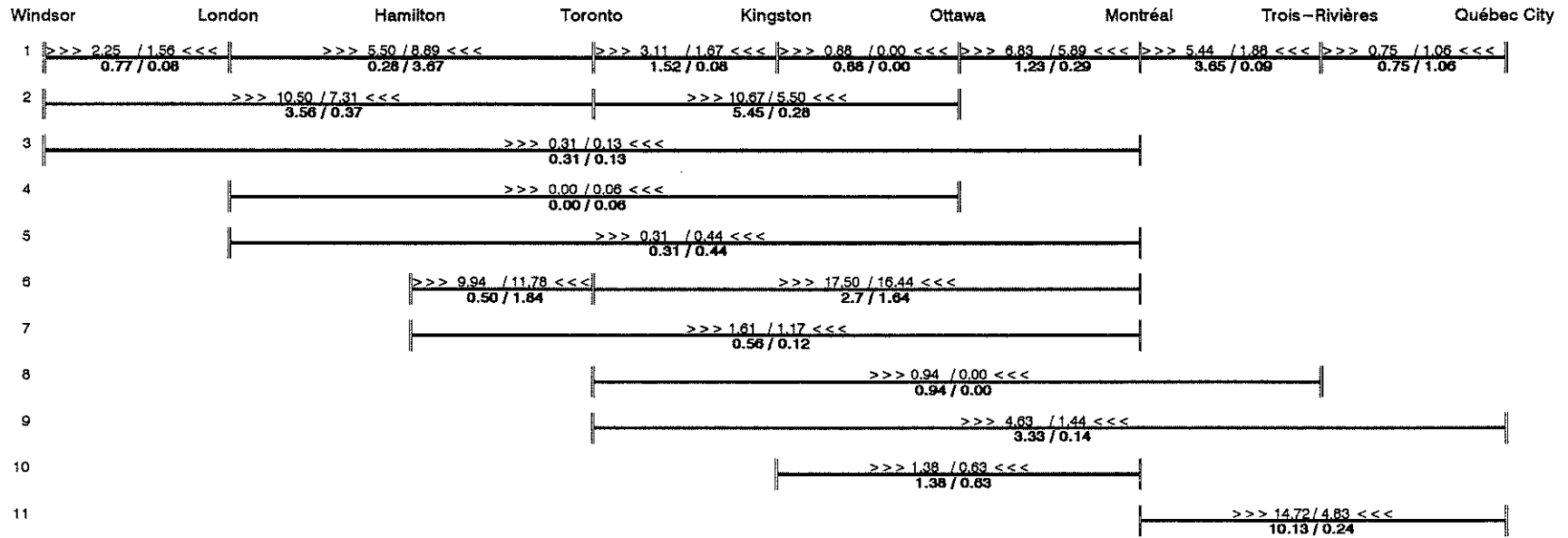
Year	Handling Equipment Required	Provision for replacement	Annual Equipment Acquisition	Cost of Equipment Acquisition <sup>4</sup>
2005	33	N/A	33	\$1,155,000
2006	0	N/A	0	\$0
2007	0	N/A	0	\$0
2008	0	N/A	0	\$0
2009	0	N/A	0	\$0
2010	0	N/A	0	\$0
2011	0	N/A	0	\$0
2012	0	N/A	0	\$0
2013	0	N/A	0	\$0
2014	0	N/A	0	\$0
2015	0	33	33	\$1,650,000
2016	0	0	0	\$0
2017	0	0	0	\$0
2018	0	0	0	\$0
2019	0	0	0	\$0
2020	0	0	0	\$0
2021	0	0	0	\$0
2022	0	0	0	\$0
2023	0	0	0	\$0
2024	0	0	0	\$0
<b>Total Handling Equipment Acquired</b>			<b>66</b>	<b>\$2,805,000</b>

Notes:

4. Initial purchase consists of new and used equipment at an average unit cost of \$35,000. Replacement units bought new at a cost of \$50,000 per unit.

Table 8.2.1 (300 Existing – Courier)

**Québec – Windsor Corridor : Courier Traffic – Most Probable Market Share  
300 kph existing ROW option – TGV technology**



Alternative Stops:

Dorval Léval

**Most Probable Load Volumes ( Assumptions – Same as for Minimal Volumes, with increased market shares)**

O/D City Direction	Windsor		London		Hamilton		Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	
(1992) trailer (1) equivalents	4.64	0.58	4.46	4.67	5.52	6.63	15.12	2.89	15.86	3.44	10.76	3.39	18.05	0.47	14.21	1.44	
(2005) trailer (1) equivalents	6.5	0.8	6.3	6.5	7.7	9.3	21.2	4.1	22.2	4.8	15.1	4.8	25.3	0.7	19.9	2.0	
(2005) cu. ft. 000's	19.5	2.4	18.8	19.6	23.2	27.9	83.6	12.2	66.7	14.5	45.3	14.3	75.9	2.0	59.8	6.1	
(2005) no. of (2) containers	49.8	6.2	47.9	50.1	59.2	71.1	162.2	31.0	170.2	36.9	115.5	36.4	193.7	5.0	152.5	15.5	
(2005) no. of (3) cars	7.1	0.9	6.8	7.2	8.5	10.2	23.2	4.4	24.3	5.3	16.5	5.2	27.7	0.7	21.8	2.2	

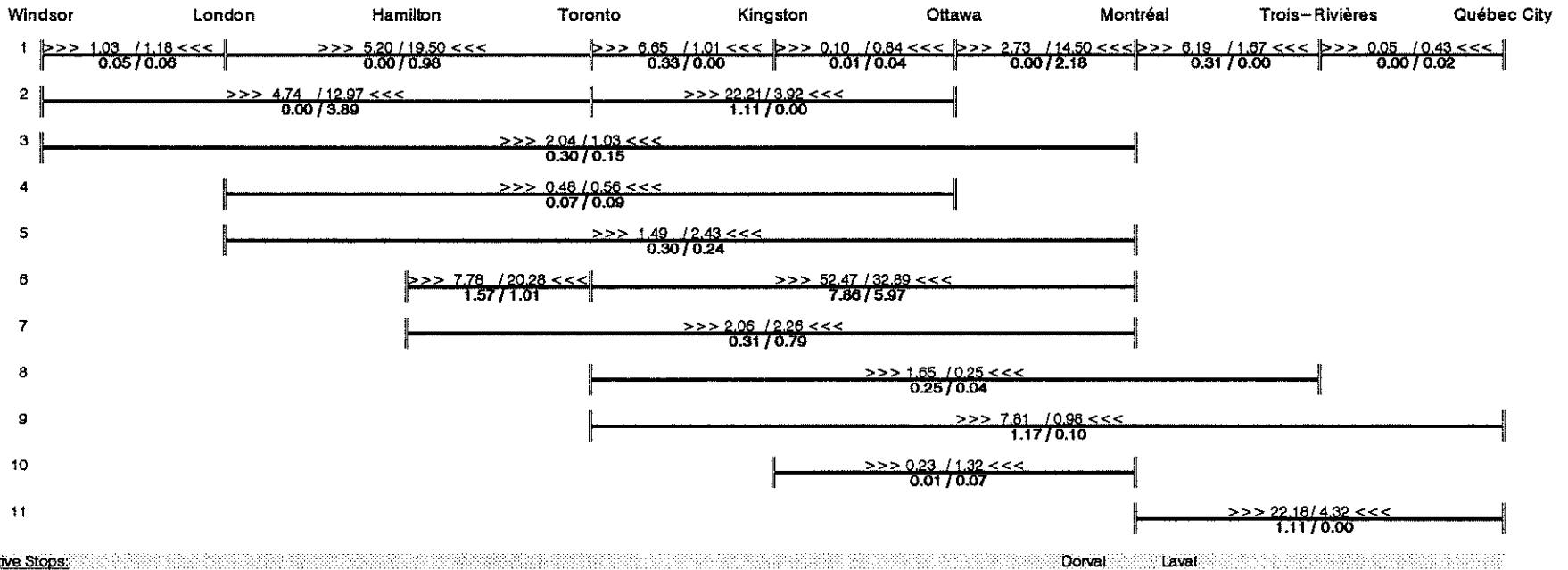
(1) The volumes are in trailer loads of 3000 cu. ft. capacity

(2) Number of containers obtained by assuming 392 cu. ft. per container (8 ft x 7 ft 9 in x 6 ft 3 1/2 in)

(3) Number of cars obtained by assuming a capacity of seven of the above containers, or 2741 cu. ft. per car

Table 8.2.1 (300 Existing - LTL)

**Québec - Windsor Corridor : LTL Traffic - Most Probable Market Share**  
**300 kph existing ROW option - TGV technology**



Most Probable Load Volumes ( Assumptions - Same as for Minimal Volumes, with increased market shares)

O/D City Direction	Windsor		London		Hamilton		Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	
(1992) trailer (1) equivalents	0.35	4.1	0.67	5.35	2.55	7.15	11.7	7.38	11.39	7.49	10.2	9.54	2.84	0.14	2.28	0.12	
(2005) trailer (1) equivalents	0.6	6.5	1.1	8.5	4.1	11.4	18.6	11.7	18.1	11.9	16.2	15.2	4.5	0.2	3.6	0.2	
(2005) cu. ft. 000's	1.7	19.5	3.2	25.5	12.2	34.1	55.8	35.2	54.3	35.7	48.6	45.5	13.5	0.7	10.9	0.6	
(2005) no. of (2) containers	4.3	49.9	8.1	65.1	31.0	86.9	142.3	89.7	138.5	91.1	124.0	116.0	34.5	1.7	27.7	1.5	
(2005) no. of (3) cars	0.6	7.1	1.2	9.3	4.4	12.4	20.3	12.8	19.8	13.0	17.7	16.6	4.9	0.2	4.0	0.2	

(1) The volumes are in trailer loads of 3000 cu. ft. capacity

(2) Number of containers obtained by assuming 392 cu. ft. per container (8 ft x 7 ft 9 in x 6 ft 3 1/2 in)

(3) Number of cars obtained by assuming a capacity of seven of the above containers, or 2741 cu. ft. per car

Table 8.2.1.1 (300 Existing)

**Québec – Windsor Corridor  
 Courier and LTL Traffic – Most Probable Market Share  
 300 kph Existing ROW Option – TGV Technology**

**Total traffic volume projections by year, 2005–2024**  
 (volume expressed in number of cars)

O/D City Direction	Windsor		London		Hamilton		Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	West
Year																	
2005	7.7	8.0	8.0	16.5	12.9	22.6	43.5	17.3	44.1	18.3	34.2	21.8	32.6	1.0	25.7	2.4	
2006	7.9	8.2	8.2	16.9	13.2	23.2	44.7	17.7	45.3	18.8	35.2	22.4	33.5	1.0	26.4	2.5	
2007	8.1	8.5	8.4	17.4	13.6	23.8	45.9	18.2	46.5	19.3	36.1	23.0	34.3	1.0	27.1	2.5	
2008	8.3	8.7	8.7	17.9	14.0	24.5	47.2	18.8	47.8	19.9	37.1	23.7	35.3	1.0	27.8	2.6	
2009	8.6	9.0	8.9	18.4	14.3	25.2	48.5	19.3	49.1	20.4	38.1	24.3	36.2	1.1	28.6	2.7	
2010	8.8	9.2	9.1	18.9	14.7	25.9	49.8	19.8	50.5	21.0	39.2	25.0	37.1	1.1	29.3	2.7	
2011	9.0	9.5	9.4	19.4	15.1	26.6	51.2	20.4	51.8	21.6	40.3	25.7	38.1	1.1	30.1	2.8	
2012	9.3	9.8	9.6	19.9	15.5	27.3	52.6	21.0	53.3	22.2	41.4	26.5	39.1	1.2	30.9	2.9	
2013	9.5	10.0	9.9	20.5	16.0	28.1	54.0	21.6	54.7	22.8	42.5	27.2	40.2	1.2	31.7	3.0	
2014	9.7	10.3	10.1	21.0	16.4	28.9	55.5	22.2	56.2	23.5	43.7	28.0	41.2	1.2	32.6	3.1	
2015	10.0	10.6	10.4	21.6	16.8	29.7	57.0	22.8	57.8	24.1	44.9	28.8	42.3	1.3	33.4	3.1	
2016	10.3	10.9	10.7	22.2	17.3	30.5	58.6	23.4	59.3	24.8	46.1	29.6	43.4	1.3	34.3	3.2	
2017	10.5	11.2	10.9	22.8	17.8	31.3	60.2	24.1	61.0	25.5	47.4	30.4	44.6	1.3	35.2	3.3	
2018	10.8	11.6	11.2	23.5	18.2	32.2	61.8	24.8	62.6	26.2	48.7	31.3	45.8	1.4	36.2	3.4	
2019	11.1	11.9	11.5	24.1	18.7	33.1	63.5	25.5	64.3	27.0	50.1	32.2	47.0	1.4	37.1	3.5	
2020	11.4	12.2	11.8	24.8	19.2	34.0	65.3	26.2	66.1	27.7	51.4	33.1	48.2	1.4	38.1	3.6	
2021	11.7	12.6	12.1	25.5	19.8	34.9	67.1	26.9	67.9	28.5	52.9	34.0	49.5	1.5	39.1	3.7	
2022	12.0	13.0	12.5	26.2	20.3	35.9	68.9	27.7	69.8	29.3	54.3	35.0	50.8	1.5	40.1	3.8	
2023	12.3	13.3	12.8	26.9	20.8	36.9	70.8	28.5	71.7	30.1	55.8	36.0	52.2	1.6	41.2	3.9	
2024	12.6	13.7	13.1	27.7	21.4	37.9	72.7	29.3	73.7	31.0	57.4	37.0	53.6	1.6	42.3	4.0	

Table 8.2.1.2 (300 Existing)

**Québec – Windsor Corridor**  
**Courier and LTL Traffic – Most Probable Market Share**  
**300 kph Existing ROW Option – TGV Technology**

Total traffic volume projections by year, 2005–2024

(volume expressed in number of trainsets)

O/D City	Windsor		London		Hamilton		Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
Direction	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	West
Year																	
2005	1.0	1.0	1.0	2.1	1.6	2.8	5.4	2.2	5.5	2.3	4.3	2.7	4.1	0.1	3.2	0.3	
2006	1.0	1.0	1.0	2.1	1.7	2.9	5.6	2.2	5.7	2.3	4.4	2.8	4.2	0.1	3.3	0.3	
2007	1.0	1.1	1.1	2.2	1.7	3.0	5.7	2.3	5.8	2.4	4.5	2.9	4.3	0.1	3.4	0.3	
2008	1.0	1.1	1.1	2.2	1.7	3.1	5.9	2.3	6.0	2.5	4.6	3.0	4.4	0.1	3.5	0.3	
2009	1.1	1.1	1.1	2.3	1.8	3.1	6.1	2.4	6.1	2.6	4.8	3.0	4.5	0.1	3.6	0.3	
2010	1.1	1.2	1.1	2.4	1.8	3.2	6.2	2.5	6.3	2.6	4.9	3.1	4.6	0.1	3.7	0.3	
2011	1.1	1.2	1.2	2.4	1.9	3.3	6.4	2.5	6.5	2.7	5.0	3.2	4.8	0.1	3.8	0.4	
2012	1.2	1.2	1.2	2.5	1.9	3.4	6.6	2.6	6.7	2.8	5.2	3.3	4.9	0.1	3.9	0.4	
2013	1.2	1.3	1.2	2.6	2.0	3.5	6.8	2.7	6.8	2.9	5.3	3.4	5.0	0.1	4.0	0.4	
2014	1.2	1.3	1.3	2.6	2.0	3.6	6.9	2.8	7.0	2.9	5.5	3.5	5.2	0.2	4.1	0.4	
2015	1.3	1.3	1.3	2.7	2.1	3.7	7.1	2.8	7.2	3.0	5.6	3.6	5.3	0.2	4.2	0.4	
2016	1.3	1.4	1.3	2.8	2.2	3.8	7.3	2.9	7.4	3.1	5.8	3.7	5.4	0.2	4.3	0.4	
2017	1.3	1.4	1.4	2.9	2.2	3.9	7.5	3.0	7.6	3.2	5.9	3.8	5.6	0.2	4.4	0.4	
2018	1.4	1.4	1.4	2.9	2.3	4.0	7.7	3.1	7.8	3.3	6.1	3.9	5.7	0.2	4.5	0.4	
2019	1.4	1.5	1.4	3.0	2.3	4.1	7.9	3.2	8.0	3.4	6.3	4.0	5.9	0.2	4.6	0.4	
2020	1.4	1.5	1.5	3.1	2.4	4.3	8.2	3.3	8.3	3.5	6.4	4.1	6.0	0.2	4.8	0.4	
2021	1.5	1.6	1.5	3.2	2.5	4.4	8.4	3.4	8.5	3.6	6.6	4.3	6.2	0.2	4.9	0.5	
2022	1.5	1.6	1.6	3.3	2.5	4.5	8.6	3.5	8.7	3.7	6.8	4.4	6.4	0.2	5.0	0.5	
2023	1.5	1.7	1.6	3.4	2.6	4.6	8.8	3.6	9.0	3.8	7.0	4.5	6.5	0.2	5.1	0.5	
2024	1.6	1.7	1.6	3.5	2.7	4.7	9.1	3.7	9.2	3.9	7.2	4.6	6.7	0.2	5.3	0.5	



Table 8.2.1.3 (300 Existing)

Québec – Windsor Corridor  
 Rolling Stock Requirements – Most Probable Market Share Scenario  
 300 kph Existing ROW option – TGV technology

Tentative Train Schedule: year 2005

O/D City	Windsor	London	Hamilton	Toronto	Kingston	Ottawa	Montréal	Trois-Rivières	Québec City							
Intercity distance (km)	195	115	55	256	152	177.1	140	131.4								
handling equip. per station	2	1	1	4	1	2	5	1	4							
Travel Time (minutes)	42	27	17	60	35	49	39	29								
Handling time (minutes)	28	7	18	29	15	16	26	26	23							
Eastbound Trains	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival						
Westbound Trains	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure						
train / direction																
#1 – East	07:00 PM	07:42 PM	08:03 PM	08:30 PM	08:52 PM	09:09 PM	09:38 PM	10:38 PM	10:53 PM	11:28 PM	11:44 PM	12:33 AM				
#1 – West (return)	09:38 AM	05:54 AM	05:33 AM	05:08 AM	04:44 AM	04:27 AM	03:58 AM	02:58 AM	02:43 AM	02:08 AM	01:52 AM	01:03 AM				
#2 – West					12:03 AM	11:46 PM	11:17 PM	10:17 PM	10:02 PM	09:27 PM	09:11 PM	08:22 PM	07:54 PM	07:15 PM		
#2 – East (return)					12:22 AM	12:39 AM	01:08 AM	02:08 AM	02:23 AM	02:58 AM	03:14 AM	04:03 AM	04:31 AM	05:10 AM	05:36 AM	06:05 AM
#3 – East							07:00 PM	08:00 PM	08:15 PM	08:50 PM	09:06 PM	09:55 PM	10:23 PM	11:02 PM	11:28 PM	11:57 PM
#3 – West (return)							05:24 AM	04:24 AM	04:09 AM	03:34 AM	03:18 AM	02:29 AM	02:01 AM	01:22 AM	12:56 AM	12:27 AM
#4 – East	07:30 PM	08:12 PM	08:33 PM	09:00 PM	09:22 PM	09:39 PM	10:08 PM	11:08 PM	11:23 PM	11:58 PM	12:14 AM	01:03 AM	01:31 AM	02:10 AM	02:36 AM	03:05 AM
#4 – West (return)													04:39 AM	04:00 AM	03:34 AM	03:05 AM
#4 – East (return)													05:07 AM	05:46 AM		
#5 – West	04:35 AM	03:59 AM	03:32 AM	03:05 AM	02:43 AM	02:26 AM	01:57 AM	12:57 AM	12:42 AM	12:07 AM	11:51 PM	11:02 PM	10:34 PM	09:55 PM	09:29 PM	09:00 PM
#6 – West							11:57 PM	10:57 PM	10:42 PM	10:07 PM	09:51 PM	09:02 PM	08:34 PM	07:55 PM	07:29 PM	07:00 PM
#6 – East (return)							12:28 AM	01:28 AM	01:41 AM	02:16 AM	02:32 AM	03:21 AM	03:49 AM	04:28 AM	04:54 AM	05:23 AM
#7 – East			09:30 PM	09:57 PM	10:19 PM	10:36 PM	11:05 PM	12:05 AM	12:20 AM	12:55 AM						
#7 – West (return)	05:53 AM	05:11 AM	04:50 AM	04:23 AM	04:01 AM	03:44 AM	03:15 AM	02:15 AM	02:00 AM	01:25 AM						
total trains																
eastward	2	2	3	4	6	6	5	5	4	4						
westward	2	2	3	4	6	6	5	5	4	4						
O/D City	Windsor	London	Hamilton	Toronto	Kingston	Ottawa	Montréal	Trois-Rivières	Québec City							

beginning of train run  
 end of train run

Table 8.2.1.4 (300 Existing)

**Québec – Windsor Corridor**  
**Rolling Stock Requirements and Operating Statistics – Most Probable Market Share Scenario**  
**300 kph Existing ROW Option – TGV Technology**

requirement vs availability of cars per station for the year 2005

O/D City Direction	Windsor	London		Hamilton		Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City	
	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	
Intercity distance (km)	195	195	115	115	55	55	256	256	152	152	177.1	177.1	140	140	131.4	131.4	
requirement 2005	7.7	8.0	8.0	16.5	12.9	22.6	43.5	17.3	44.1	18.3	34.2	21.8	32.6	1.0	25.7	2.4	
availability	16	16	24	24	32	32	48	48	48	48	40	40	40	40	32	32	
trains/day/station	2005	2	2	3	3	4	4	6	6	6	6	5	5	5	5	4	4

**Rolling Stock requirements (1)**

Average daily train run calculation, year 2005

Train	total dist.			trains/day		
#1	1900.2	#6	1713		availability:	0.95 cars
#2	1691.6	#7	1351	7		0.95 locos
#3	1713				operating	days / year 260
#6	1632.9				avg. weight:	50 cars
#5	1221.5			Average run		75 locos
				1603.3		

year of operation	total gross car/km	empty return ratio	adjusted car/km	average cars/train	train-km	average daily train run	trainsets/day	fleet size		operating statistics		
								cars	locos	car-km	loco-km	gross tonne-km
2005	51,179	0.72	88,226	8	11,028	1603.3	7	59	15	22,938,656	5,734,664	1,577,032,600
2006	52,583	0.72	90,646	8	11,331	1603.3	8	66	17	23,567,942	5,891,986	1,620,296,027
2007	54,026	0.72	93,133	8	11,642	1603.3	8	68	17	24,214,543	6,053,636	1,664,749,860
2008	55,508	0.72	95,688	8	11,961	1603.3	8	68	17	24,878,937	6,219,734	1,710,426,951
2009	57,031	0.72	98,314	8	12,289	1603.3	8	68	17	25,561,615	6,390,404	1,757,361,060
2010	58,596	0.72	101,012	8	12,626	1603.3	8	68	17	26,263,082	6,565,770	1,805,586,884
2011	60,204	0.72	103,784	8	12,973	1603.3	9	76	19	26,983,856	6,745,964	1,855,140,077
2012	61,857	0.72	106,633	8	13,329	1603.3	9	76	19	27,724,470	6,931,117	1,906,057,284
2013	63,555	0.72	109,560	8	13,695	1603.3	9	76	19	28,485,471	7,121,368	1,958,376,161
2014	65,299	0.72	112,567	8	14,071	1603.3	9	76	19	29,267,424	7,316,856	2,012,135,409
2015	67,092	0.72	115,657	8	14,457	1603.3	10	85	22	30,070,906	7,517,727	2,067,374,801
2016	68,934	0.72	118,833	8	14,854	1603.3	10	85	22	30,896,512	7,724,128	2,124,135,208
2017	70,827	0.72	122,096	8	15,262	1603.3	10	85	22	31,744,853	7,936,213	2,182,458,638
2018	72,772	0.72	125,448	8	15,681	1603.3	10	85	22	32,616,556	8,154,139	2,242,388,258
2019	74,770	0.72	128,893	8	16,112	1603.3	11	93	24	33,512,268	8,378,067	2,303,968,434
2020	76,824	0.72	132,433	8	16,554	1603.3	11	93	24	34,432,651	8,608,163	2,367,244,759
2021	78,934	0.72	136,071	8	17,009	1603.3	11	93	24	35,378,387	8,844,597	2,432,264,089
2022	81,102	0.72	139,808	8	17,476	1603.3	11	93	24	36,350,176	9,087,544	2,499,074,580
2023	83,330	0.72	143,649	8	17,956	1603.3	12	102	26	37,348,738	9,337,184	2,567,725,720
2024	85,619	0.72	147,595	8	18,449	1603.3	12	102	26	38,374,813	9,593,703	2,638,268,371

(1) Start-up requirements based on characteristics of initial operating scenario for the year 2005. Rolling Stock requirements in subsequent years based on projections of initial year operating scenario and traffic volumes.

Table 8.2.2.1 (300 Existing)

**Québec – Windsor Corridor**  
**Courier and LTL Traffic – Most Probable Market Share**  
**300 kph Existing ROW Option – TGV Technology**

Total traffic volume projections by year, 2005–2024  
 (volume expressed in number of containers)

O/D City Direction	Windsor		London		Hamilton		Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	
Year																	
2005	55	57	57	116	91	159	305	121	309	128	240	153	229	7	181	17	
2006	56	58	58	119	93	163	313	125	318	132	247	157	235	7	185	18	
2007	57	60	60	122	96	167	322	128	326	136	253	162	241	8	190	18	
2008	59	62	61	126	98	172	331	132	335	140	260	166	247	8	195	19	
2009	60	63	63	129	101	177	340	135	344	144	267	171	254	8	201	19	
2010	62	65	64	133	104	182	349	139	354	148	275	176	261	8	206	20	
2011	64	67	66	136	106	187	359	143	363	152	282	181	267	8	211	20	
2012	65	69	68	140	109	192	368	147	373	156	290	186	274	9	217	21	
2013	67	71	70	144	112	197	379	151	384	160	298	191	282	9	223	21	
2014	69	73	71	148	115	203	389	156	394	165	306	196	289	9	228	22	
2015	71	75	73	152	118	208	400	160	405	169	315	202	297	9	234	22	
2016	72	77	75	156	122	214	411	165	416	174	323	208	305	10	241	23	
2017	74	79	77	160	125	220	422	169	427	179	332	213	313	10	247	24	
2018	76	81	79	165	128	226	433	174	439	184	342	220	321	10	254	24	
2019	78	84	81	169	132	232	445	179	451	189	351	226	329	10	260	25	
2020	80	86	83	174	135	239	457	184	463	195	361	232	338	11	267	25	
2021	82	89	86	179	139	245	470	189	476	200	371	239	347	11	274	26	
2022	84	91	88	184	143	252	483	194	489	206	381	245	356	11	281	27	
2023	87	94	90	189	146	259	496	200	502	211	391	252	366	11	289	27	
2024	89	96	92	194	150	266	510	205	516	217	402	259	375	12	297	28	

Table 8.2.2.4 (300 Existing)

**Québec – Windsor Corridor  
Courier and LTL Traffic – Most Probable Market Share  
300 kph existing ROW option – TGV technology**

Handling Requirements per Station (Number of containers loaded and unloaded)  
Courier and LTL traffic combined

O/D City Direction	Windsor		London		Hamilton		Toronto		Kingston		Ottawa		Montréal		Trois – Rivières		Québec City		Total
	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	
containers loaded		54.04	1.59	10.83			34.24	134.60	279.93	0.86	24.49	5.23	13.20	149.18	165.12	1.45	8.05	16.91	900
containers unloaded	56.08			60.67	8.87	42.92		97.26	65.86	8.10	20.32	29.62	82.39	3.54	178.41	11.62	56.06	0.00	180.19
total container traffic leaving station		54.04	56.08	58.00	115.17	90.24	158.09	304.51	120.75	308.68	127.99	239.49	152.39	228.21	6.75	180.19	16.91		

**Container Fleet Acquisition Schedule and Costs**

Year	Containers Loaded (per day)	Provision for spares (100%) <sup>1</sup>	Total Containers Required	Provision for replacement <sup>2</sup>	Annual Container Acquisition	Cost of Container Acquisition <sup>3</sup>
2005	900	900	1799	N/A	1799	\$5,758,165
2006	930	930	1860	N/A	60	\$192,286
2007	961	961	1922	N/A	62	\$199,159
2008	993	993	1986	N/A	64	\$206,293
2009	1026	1026	2053	N/A	67	\$213,698
2010	1061	1061	2122	N/A	69	\$221,386
2011	1097	1097	2194	N/A	72	\$229,367
2012	1134	1134	2268	N/A	74	\$237,654
2013	1173	1173	2345	N/A	77	\$246,258
2014	1212	1212	2425	N/A	80	\$255,193
2015	1254	1254	2507	1799	1882	\$6,022,637
2016	1297	1297	2593	60	146	\$466,394
2017	1341	1341	2682	62	151	\$483,275
2018	1387	1387	2774	64	157	\$500,804
2019	1435	1435	2869	67	162	\$519,007
2020	1484	1484	2968	69	168	\$537,911
2021	1535	1535	3071	72	174	\$557,545
2022	1589	1589	3177	74	181	\$577,938
2023	1644	1644	3287	77	187	\$599,121
2024	1701	1701	3402	80	194	\$621,125
Total Containers Acquired			5827			\$18,845,218

- Notes:
1. A Two-day service cycle is assumed for containers.
  2. Average container life is estimated at 10 years. Provision for replacement figures are thus equal to the number of containers acquired 10 years previous.
  3. Cost per container is estimated at \$3200.

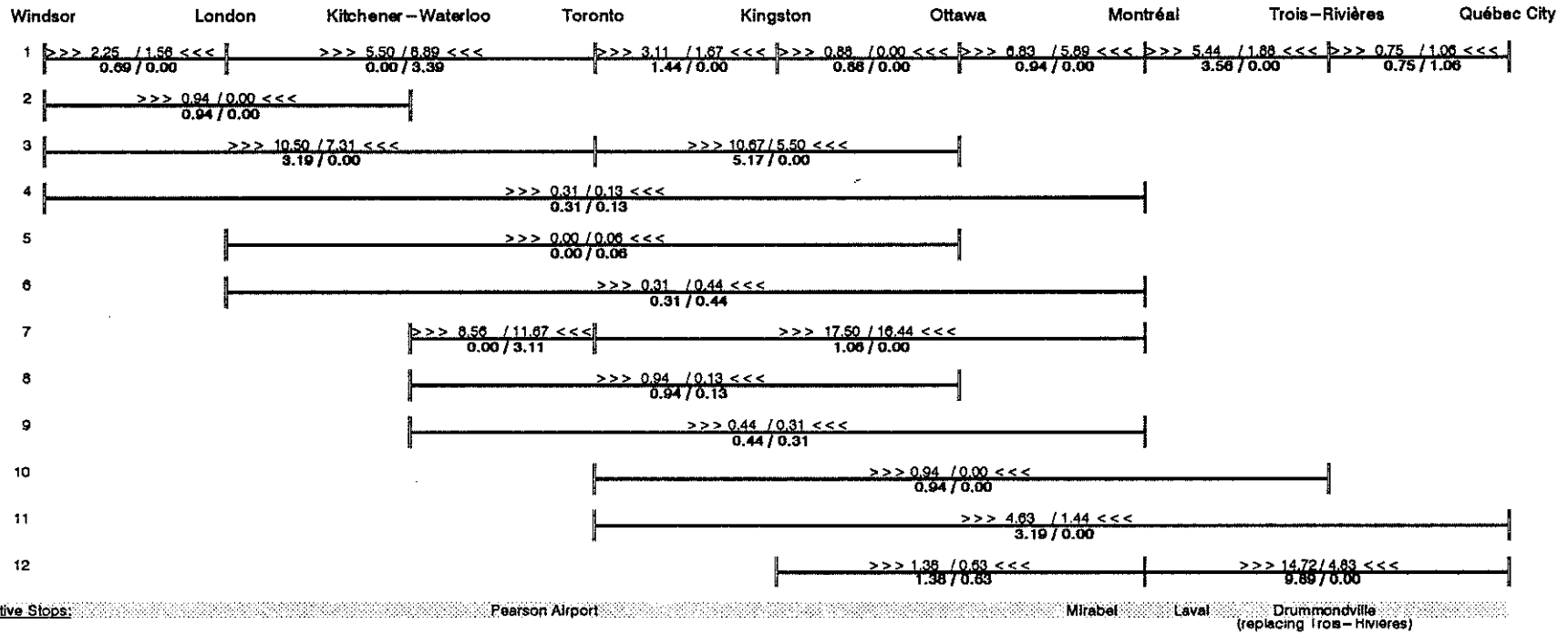
**Handling Equipment Acquisition Schedule and Costs**

Year	Handling Equipment Required	Provision for replacement	Annual Equipment Acquisition	Cost of Equipment Acquisition <sup>4</sup>
2005	31	N/A	31	\$1,085,000
2006	0	N/A	0	\$0
2007	0	N/A	0	\$0
2008	0	N/A	0	\$0
2009	0	N/A	0	\$0
2010	0	N/A	0	\$0
2011	0	N/A	0	\$0
2012	0	N/A	0	\$0
2013	0	N/A	0	\$0
2014	0	N/A	0	\$0
2015	0	31	31	\$1,550,000
2016	0	0	0	\$0
2017	0	0	0	\$0
2018	0	0	0	\$0
2019	0	0	0	\$0
2020	0	0	0	\$0
2021	0	0	0	\$0
2022	0	0	0	\$0
2023	0	0	0	\$0
2024	0	0	0	\$0
Total Handling Equipment Acquired			62	\$2,635,000

- Notes:
4. Initial purchase consists of new and used equipment at an average unit cost of \$35,000. Replacement units bought new at a cost of \$50,000 per unit.

Figure 8.1.1 (300 New – Courier)

**Québec – Windsor Corridor : Courier Traffic – Minimal Market Share**  
**300 kph New ROW option – TGV technology**



Minimum Load Volumes (Assumptions – 100% of imbalance and 100% of less than one truckload level to be captured)

O/D City	Windsor	London		Hamilton		Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
Direction	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West
(1992) trailer (1) equivalents	5.13	0.13	4.75	4.02	5.19	7.57	13.8	1.07	14.62	1.7	8.57	1.51	17.58	0	13.83	1.06
(2005) trailer (1) equivalents	7.2	0.2	6.7	5.6	7.3	10.6	19.3	1.5	20.5	2.4	12.0	2.1	24.6	0.0	19.4	1.5
(2005) cu. ft. 000's	21.6	0.5	20.0	16.9	21.8	31.8	58.0	4.5	61.5	7.2	36.0	6.4	73.9	0.0	58.2	4.5
(2005) no. of (2) containers	55.0	1.4	51.0	43.1	55.7	81.2	148.1	11.5	156.9	18.2	92.0	16.2	188.6	0.0	148.4	11.4
(2005) no. of (3) cars	7.9	0.2	7.3	6.2	8.0	11.6	21.2	1.6	22.4	2.6	13.1	2.3	26.9	0.0	21.2	1.6

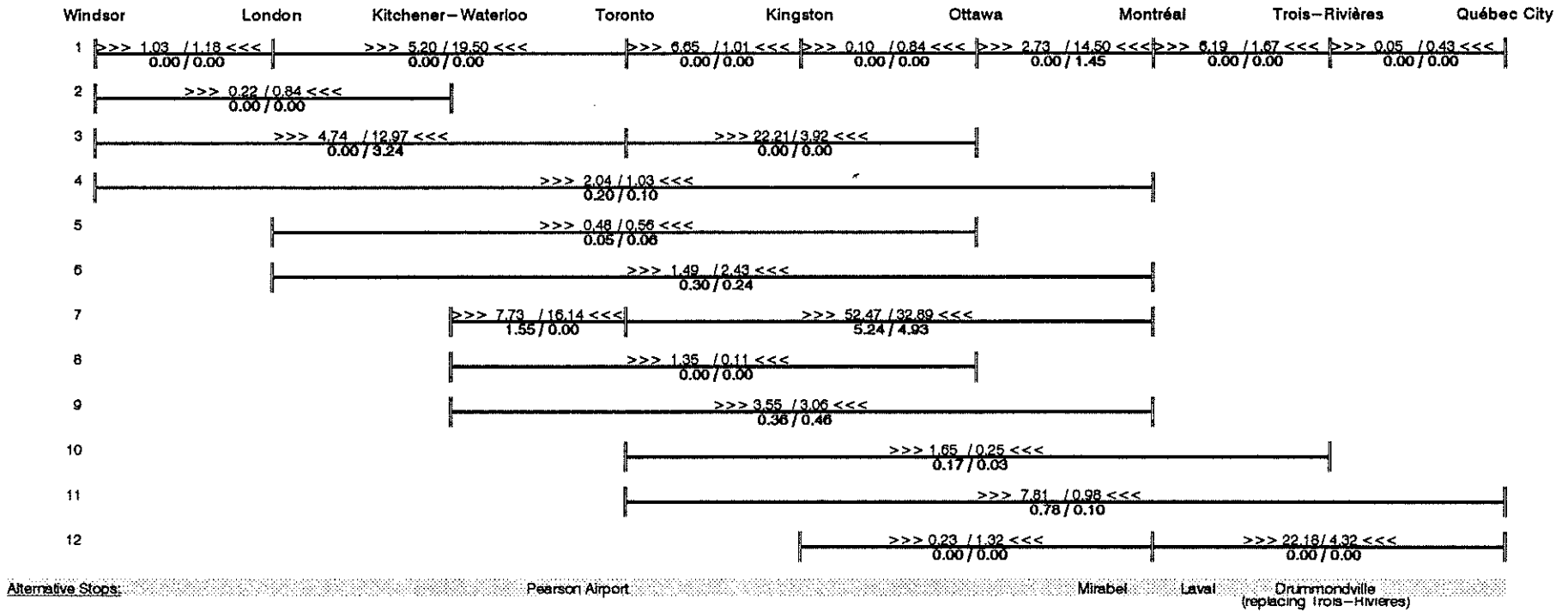
(1) The volumes are in trailer loads of 3000 cu. ft. capacity

(2) Number of containers obtained by assuming 392 cu. ft. per container (8 ft x 7 ft 9 in x 6 ft 3 1/2 in)

(3) Number of cars obtained by assuming a capacity of seven of the above containers, or 2741 cu. ft. per car

Figure 8.1.1 (300 New - LTL)

**Québec - Windsor Corridor : LTL Traffic - Minimal Market Share**  
**300 kph New ROW option - TGV technology**



Minimum Load Volumes ( Assumptions - 1) LTL Traffic secured in containers otherwise returning empty (ORE) from courier traffic.  
 Courier Traffic imbalance must represent less than 40% of the LTL traffic moved in the opposite direction. 2) In addition, HSR will take 10% of LTL traffic on distances >500km. ]

O/D City Direction	Windsor		London		Kitchener-Waterloo		Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	
(1992) trailer (1) equivalents	0.2	3.34	0.55	3.64	2.46	4.1	7.1	5.92	7.1	5.92	7.05	7.31	0.95	0.13	0.78	0.1	
(2005) trailer (1) equivalents	0.3	5.3	0.9	5.8	3.9	6.5	11.3	9.4	11.3	9.4	11.2	11.6	1.5	0.2	1.2	0.2	
(2005) cu. ft. 000's	1.0	15.9	2.6	17.4	11.7	19.5	33.8	28.2	33.8	28.2	33.6	34.8	4.5	0.6	3.7	0.5	
(2005) no. of (2) containers	2.4	40.6	6.7	44.3	29.9	49.9	86.3	72.0	86.3	72.0	85.7	88.9	11.6	1.6	9.5	1.2	
(2005) no. of (3) cars	0.3	5.8	1.0	6.3	4.3	7.1	12.3	10.3	12.3	10.3	12.2	12.7	1.7	0.2	1.4	0.2	

(1) The volumes are in trailer loads of 3000 cu. ft. capacity

(2) Number of containers obtained by assuming 392 cu. ft. per container (8 ft x 7 ft 9 in x 6 ft 3 1/2 in)

(3) Number of cars obtained by assuming a capacity of seven of the above containers, or 2741 cu. ft. per car

Table 8.1.1.1 (300 New)

**Québec – Windsor Corridor**  
**Courier and LTL Traffic – Minimal Market Share**  
**300 kph New ROW Option – TGV Technology**

Total traffic volume projections by year, 2005–2024  
 (volume expressed in number of cars)

O/D City	Windsor		London		Kitchener–Waterloo		Toronto		Kingston		Ottawa		Montréal		Trois–Rivières		Québec City
Direction	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	West
Year																	
2005	8.2	6.0	8.2	12.5	12.2	18.7	33.5	11.9	34.7	12.9	25.4	15.0	28.6	0.2	22.6	1.8	
2006	8.4	6.2	8.5	12.8	12.6	19.2	34.4	12.3	35.7	13.3	26.1	15.4	29.3	0.2	23.1	1.8	
2007	8.6	6.4	8.7	13.2	12.9	19.8	35.3	12.6	36.7	13.6	26.8	15.9	30.1	0.2	23.8	1.9	
2008	8.9	6.5	8.9	13.5	13.2	20.3	36.3	13.0	37.6	14.0	27.5	16.3	30.9	0.2	24.4	1.9	
2009	9.1	6.7	9.1	13.9	13.6	20.8	37.3	13.3	38.7	14.4	28.3	16.8	31.7	0.3	25.0	2.0	
2010	9.3	6.9	9.4	14.3	14.0	21.4	38.3	13.7	39.7	14.8	29.1	17.3	32.5	0.3	25.7	2.0	
2011	9.6	7.1	9.6	14.7	14.4	22.0	39.3	14.1	40.8	15.2	29.9	17.8	33.4	0.3	26.3	2.1	
2012	9.8	7.3	9.9	15.1	14.7	22.6	40.4	14.5	41.9	15.7	30.7	18.3	34.3	0.3	27.0	2.2	
2013	10.1	7.5	10.1	15.5	15.1	23.2	41.5	14.9	43.0	16.1	31.5	18.8	35.2	0.3	27.7	2.2	
2014	10.4	7.8	10.4	15.9	15.6	23.8	42.6	15.4	44.2	16.6	32.4	19.3	36.1	0.3	28.5	2.3	
2015	10.6	8.0	10.7	16.4	16.0	24.5	43.8	15.8	45.4	17.1	33.3	19.9	37.0	0.3	29.2	2.3	
2016	10.9	8.2	11.0	16.8	16.4	25.1	44.9	16.3	46.6	17.5	34.2	20.5	38.0	0.3	30.0	2.4	
2017	11.2	8.4	11.3	17.3	16.8	25.8	46.2	16.7	47.9	18.0	35.1	21.0	39.0	0.3	30.8	2.5	
2018	11.5	8.7	11.6	17.8	17.3	26.5	47.4	17.2	49.2	18.6	36.1	21.6	40.0	0.3	31.6	2.5	
2019	11.8	8.9	11.9	18.3	17.8	27.2	48.7	17.7	50.5	19.1	37.1	22.3	41.1	0.3	32.4	2.6	
2020	12.1	9.2	12.2	18.8	18.3	28.0	50.0	18.2	51.9	19.6	38.1	22.9	42.1	0.3	33.2	2.7	
2021	12.4	9.5	12.5	19.3	18.7	28.7	51.4	18.7	53.3	20.2	39.2	23.6	43.2	0.4	34.1	2.7	
2022	12.7	9.7	12.6	19.8	19.3	29.5	52.8	19.3	54.7	20.8	40.2	24.2	44.4	0.4	35.0	2.8	
2023	13.1	10.0	13.2	20.4	19.8	30.3	54.2	19.8	56.2	21.3	41.3	24.9	45.5	0.4	35.9	2.9	
2024	13.4	10.3	13.5	20.9	20.3	31.2	55.7	20.4	57.7	21.9	42.5	25.6	46.7	0.4	36.9	2.9	

Table 8.1.1.2 (300 New)

**Québec – Windsor Corridor**  
**Courier and LTL Traffic – Minimal Market Share**  
**300 kph New ROW Option – TGV Technology**

Total traffic volume projections by year, 2005–2024  
 (volume expressed in number of 8-car trainsets)

O/D City Direction	Windsor		London		Kitchener–Waterloo		Toronto		Kingston		Ottawa		Montréal		Trois–Rivières		Québec City	
	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West
Year																		
2005	1.0	0.8	1.0	1.0	1.5	2.3	4.2	1.5	4.3	1.6	3.2	1.9	3.6	0.0	2.8	0.2		
2006	1.1	0.8	1.1	1.6	1.6	2.4	4.3	1.5	4.5	1.7	3.3	1.9	3.7	0.0	2.9	0.2		
2007	1.1	0.8	1.1	1.6	1.6	2.5	4.4	1.6	4.6	1.7	3.3	2.0	3.8	0.0	3.0	0.2		
2008	1.1	0.8	1.1	1.7	1.7	2.5	4.5	1.6	4.7	1.8	3.4	2.0	3.9	0.0	3.0	0.2		
2009	1.1	0.8	1.1	1.7	1.7	2.6	4.7	1.7	4.8	1.8	3.5	2.1	4.0	0.0	3.1	0.2		
2010	1.2	0.9	1.2	1.8	1.7	2.7	4.8	1.7	5.0	1.9	3.6	2.2	4.1	0.0	3.2	0.3		
2011	1.2	0.9	1.2	1.8	1.8	2.7	4.9	1.8	5.1	1.9	3.7	2.2	4.2	0.0	3.3	0.3		
2012	1.2	0.9	1.2	1.9	1.8	2.8	5.0	1.8	5.2	2.0	3.8	2.3	4.3	0.0	3.4	0.3		
2013	1.3	0.9	1.3	1.9	1.9	2.9	5.2	1.9	5.4	2.0	3.9	2.4	4.4	0.0	3.5	0.3		
2014	1.3	1.0	1.3	2.0	1.9	3.0	5.3	1.9	5.5	2.1	4.0	2.4	4.5	0.0	3.6	0.3		
2015	1.3	1.0	1.3	2.0	2.0	3.1	5.5	2.0	5.7	2.1	4.2	2.5	4.6	0.0	3.7	0.3		
2016	1.4	1.0	1.4	2.1	2.1	3.1	5.6	2.0	5.8	2.2	4.3	2.6	4.7	0.0	3.7	0.3		
2017	1.4	1.1	1.4	2.2	2.1	3.2	5.8	2.1	6.0	2.3	4.4	2.6	4.9	0.0	3.8	0.3		
2018	1.4	1.1	1.4	2.2	2.2	3.3	5.9	2.2	6.1	2.3	4.5	2.7	5.0	0.0	3.9	0.3		
2019	1.5	1.1	1.5	2.3	2.2	3.4	6.1	2.2	6.3	2.4	4.6	2.8	5.1	0.0	4.0	0.3		
2020	1.5	1.2	1.5	2.3	2.3	3.5	6.3	2.3	6.5	2.5	4.8	2.9	5.3	0.0	4.2	0.3		
2021	1.6	1.2	1.6	2.4	2.3	3.6	6.4	2.3	6.7	2.5	4.9	2.9	5.4	0.0	4.3	0.3		
2022	1.6	1.2	1.6	2.5	2.4	3.7	6.6	2.4	6.8	2.6	5.0	3.0	5.5	0.0	4.4	0.3		
2023	1.6	1.3	1.6	2.5	2.5	3.8	6.8	2.5	7.0	2.7	5.2	3.1	5.7	0.0	4.5	0.4		
2024	1.7	1.3	1.7	2.6	2.5	3.9	7.0	2.5	7.2	2.7	5.3	3.2	5.8	0.0	4.6	0.4		



Table 8.1.1.3 (300 New)

Québec – Windsor Corridor  
 Rolling Stock Requirements – Minimal Market Share Scenario  
 300 kph New ROW option – TGV technology

Tentative Train Schedule: year 2005

O/D City	Windsor	London	Kitchener-Waterloo	Toronto	Kingston	Ottawa	Montréal	Trois-Rivières	Québec City							
Inter-city distance (km)	190	88	97	262	155	194.4	140	133								
handling equip. per station	eastbound 2, westbound 2	1, 2	1, 1	4, 3	1, 1	2, 1	5, 2	1, 1	4, 1							
Travel Time (minutes)	eastbound 41, westbound 41	8, 23	22, 26, 30	26, 18	16, 3	18, 5	27, 11	30, 8	27, 3							
Handling time (minutes)	eastbound 29, westbound 22															
Eastbound Trains	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival
Westbound Trains	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
train / direction																
#1 – East	07:30 PM	08:11 PM	08:34 PM	08:56 PM	09:26 PM	09:48 PM	10:14 PM	11:19 PM	11:36 PM	12:09 AM	12:27 AM	01:18 AM				
#1 – West (return)	07:33 AM	06:52 AM	06:29 AM	06:07 AM	05:37 AM	05:15 AM	04:49 AM	03:44 AM	03:28 AM	02:54 AM	02:36 AM	01:45 AM				
#2 – West					12:27 AM	12:05 AM	11:39 PM	10:34 PM	10:18 PM	09:44 PM	09:28 PM	08:35 PM	08:08 PM	07:30 PM		
#2 – East (return)					12:57 AM	01:19 AM	01:45 AM	02:50 AM	03:06 AM	03:40 AM	03:58 AM	04:49 AM	05:16 AM	05:54 AM	06:24 AM	06:53 AM
#3 – East						07:00 PM	08:05 PM	08:21 PM	08:55 PM	09:13 PM	10:04 PM	10:31 PM	11:09 PM	11:39 PM	12:06 AM	
#3 – West						06:46 AM	04:41 AM	04:25 AM	03:51 AM	03:33 AM	02:42 AM	02:15 AM	01:37 AM	01:07 AM	12:36 AM	
#4 – East	07:00 PM	07:41 PM	08:04 PM	08:26 PM	08:56 PM	09:18 PM	09:44 PM	10:49 PM	11:05 PM	11:39 PM	11:57 PM	12:48 AM	01:15 AM	01:53 AM	02:23 AM	02:52 AM
#4 – West (return)													04:29 AM	03:51 AM	03:21 AM	02:52 AM
#4 – East (return)													04:59 AM	05:37 AM		
#5 – West							12:23 AM	11:18 PM	11:02 PM	10:28 PM	10:10 PM	09:19 PM	08:52 PM	08:14 PM	07:44 PM	07:15 PM
#5 – East (return)							12:53 AM	01:58 AM	02:14 AM	02:48 AM						
#5 – West (return)	07:57 AM	07:16 AM	06:53 AM	06:31 AM	06:01 AM	05:39 AM	05:13 AM	04:08 AM	03:52 AM	03:16 AM						
total trains																
eastward	2	2	2	3	5	5	4	4	3	3						
westward	2	2	2	3	5	5	4	4	3	3						
O/D City	Windsor	London	Kitchener-Waterloo	Toronto	Kingston	Ottawa	Montréal	Trois-Rivières	Québec City							

  beginning of train run  
  end of train run

Table 8.1.1.4 (300 New)

**Québec – Windsor Corridor**

**Rolling Stock Requirements and Operating Statistics – Minimal Market Share Scenario**

**300 kph New ROW Option – TGV Technology**

**requirement vs availability of cars per station for the year 2005**

O/D City	Windsor	London		Kitchener–Waterloo		Toronto		Kingston		Ottawa		Montréal		Trois–Rivières		Québec City
Direction	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West
Intercity distance (km)	190	190	88	88	97	97	262	262	155	155	194.4	194.4	140	140	133	133
requirement 2005	8.2	6.0	8.2	12.5	12.2	18.7	33.5	11.9	34.7	12.9	25.4	15.0	28.6	0.2	22.6	1.8
availability	16	16	16	16	24	24	40	40	40	40	32	32	32	32	24	24
trains/day/station																
2006	2	2	2	2	3	3	5	5	5	5	4	4	4	4	3	3

**Rolling Stock requirements (1)**

**Average daily train run calculation, year 2005**

Train	total dist.	trains/day
#1	1972.8	5
#2	1829.8	
#3	1768.8	
#4	1672.4	
#5	2093.4	
<b>Average run</b>		<b>1867.4</b>

availability: 

0.95	cars
0.95	locos

operating days / year 

260
-----

avg. weight : 

50	cars
75	locos

year of operation	total gross car/km	empty return ratio	adjusted car/km	average cars/train	train–km	average daily train run	trainsets/ day	fleet size		operating statistics		
								cars	locos	car–km	loco–km	tonne–km
2005	41,935	0.78	74,698	8	9,337	1867.4	5	43	11	19,421,376	4,855,344	1,335,219,600
2006	43,078	0.78	76,734	8	9,592	1867.4	6	51	13	19,950,872	4,987,718	1,371,622,420
2007	44,253	0.78	78,826	8	9,853	1867.4	6	51	13	20,494,846	5,123,711	1,409,020,640
2008	45,459	0.78	80,976	8	10,122	1867.4	6	51	13	21,053,695	5,263,424	1,447,441,558
2009	46,699	0.78	83,184	8	10,398	1867.4	6	51	13	21,627,829	5,406,957	1,486,913,226
2010	47,973	0.78	85,453	8	10,682	1867.4	6	51	13	22,217,665	5,554,416	1,527,464,464
2011	49,281	0.78	87,783	8	10,973	1867.4	6	51	13	22,823,635	5,705,909	1,569,124,888
2012	50,625	0.78	90,178	8	11,272	1867.4	7	59	15	23,446,181	5,861,545	1,611,924,926
2013	52,006	0.78	92,638	8	11,580	1867.4	7	59	15	24,085,758	6,021,439	1,655,896,847
2014	53,425	0.78	95,165	8	11,896	1867.4	7	59	15	24,742,833	6,185,708	1,701,069,777
2015	54,883	0.78	97,761	8	12,220	1867.4	7	59	15	25,417,887	6,354,472	1,747,479,728
2016	56,380	0.78	100,429	8	12,554	1867.4	7	59	15	26,111,413	6,527,853	1,795,159,619
2017	57,919	0.78	103,169	8	12,896	1867.4	7	59	15	26,823,917	6,705,979	1,844,144,305
2018	59,499	0.78	105,984	8	13,248	1867.4	8	68	17	27,555,921	6,888,980	1,894,469,598
2019	61,123	0.78	108,877	8	13,610	1867.4	8	68	17	28,307,961	7,076,990	1,946,172,297
2020	62,791	0.78	111,848	8	13,981	1867.4	8	68	17	29,080,585	7,270,146	1,999,290,215
2021	64,505	0.78	114,901	8	14,363	1867.4	8	68	17	29,874,359	7,468,590	2,053,862,204
2022	66,266	0.78	118,038	8	14,755	1867.4	8	68	17	30,689,865	7,672,466	2,109,928,188
2023	68,075	0.78	121,260	8	15,158	1867.4	9	76	19	31,527,897	7,881,924	2,167,529,189
2024	69,934	0.78	124,571	8	15,571	1867.4	9	76	19	32,388,471	8,097,118	2,226,707,359

(1) Start–up requirements based on characteristics of initial operating scenario for the year 2005. Rolling Stock requirements in subsequent years based on projections of initial year operating scenario and traffic volumes.

Table 8.1.2.1 (300 New)

**Québec – Windsor Corridor**  
**Courier and LTL Traffic – Minimal Market Share**  
**300 kph New ROW Option – TGV Technology**

Total traffic volume projections by year, 2005–2024  
(volume expressed in number of containers)

O/D City Direction	Windsor		London		Kitchener–Waterloo		Toronto		Kingston		Ottawa		Montréal		Trois–Rivières		Québec City
	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	
Year																	
2005	58	43	58	88	86	132	235	84	244	91	178	106	201	2	158	13	
2006	59	44	60	90	88	135	241	86	250	93	183	109	206	2	163	13	
2007	61	45	61	93	91	139	248	89	257	96	188	112	211	2	167	14	
2008	63	46	63	95	93	143	254	91	264	99	193	115	217	2	171	14	
2009	64	48	64	98	96	146	261	94	271	101	199	118	222	2	176	14	
2010	66	49	66	101	98	150	268	97	278	104	204	121	228	2	180	15	
2011	68	50	68	103	101	154	276	99	286	107	210	125	234	2	185	15	
2012	69	52	70	106	104	159	283	102	294	110	215	128	240	2	190	16	
2013	71	53	71	109	106	163	291	105	302	113	221	132	247	2	195	16	
2014	73	55	73	112	109	167	299	108	310	117	227	136	253	3	200	16	
2015	75	56	75	115	112	172	307	111	318	120	233	140	260	3	205	17	
2016	77	58	77	118	115	177	315	114	327	123	240	144	266	3	210	17	
2017	79	60	79	122	118	181	324	118	336	127	246	148	273	3	216	18	
2018	81	61	81	125	122	186	332	121	345	130	253	152	281	3	221	18	
2019	83	63	83	128	125	191	341	124	354	134	260	156	288	3	227	19	
2020	85	65	86	132	128	196	351	128	364	138	267	161	295	3	233	19	
2021	87	67	88	135	132	202	360	132	373	142	275	165	303	3	239	20	
2022	90	69	90	139	135	207	370	135	384	146	282	170	311	3	245	20	
2023	92	71	93	143	139	213	380	139	394	150	290	175	319	3	252	21	
2024	94	73	95	147	143	219	390	143	405	154	298	180	328	3	258	21	

Table 8.1.2.3 (300 New)

**Québec – Windsor Corridor**  
**Courier and LTL Traffic – Minimal Market Share**  
**300 kph New ROW option – TGV technology**

Handling Requirements per Station (Number of containers loaded and unloaded)  
 Courier and LTL traffic combined

O/D City Direction	Windsor		London		Kitchener–Waterloo		Toronto		Kingston		Ottawa		Montréal		Trois–Rivières		Québec City		Total
	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	
containers loaded		57.47	0.00	7.58		38.03	109.14	201.88	0.00	24.25	2.77	10.09	103.52	144.31	0.38	8.05	12.59		720
containers unloaded	42.01		45.39	7.40	43.68		61.53	53.08	8.76	15.45	17.63	75.81	0.00	121.82	11.37	50.35	0.00	157.88	
total container traffic leaving station		57.47	42.01	57.85	87.40	85.80	131.08	234.41	83.47	243.21	90.23	177.69	105.10	200.18	1.58	157.88		12.59	

c:\transport\2025\mtr-est\1000\windsor.wtd

**Container Fleet Acquisition Schedule and Costs**

Year	Containers Loaded (per day)	Provision for spares (100%) <sup>1</sup>	Total Containers Required	Provision for replacement <sup>2</sup>	Annual Container Acquisition	Cost of Container Acquisition <sup>3</sup>
2005	720	720	1440	N/A	1440	\$4,608,328
2006	743	743	1486	N/A	48	\$146,798
2007	767	767	1533	N/A	47	\$151,802
2008	791	791	1582	N/A	49	\$156,988
2009	817	817	1633	N/A	51	\$162,364
2010	843	843	1686	N/A	52	\$167,938
2011	870	870	1740	N/A	54	\$173,713
2012	898	898	1798	N/A	56	\$179,702
2013	927	927	1854	N/A	58	\$185,911
2014	957	957	1914	N/A	60	\$192,350
2015	988	988	1977	1440	1502	\$4,807,355
2016	1020	1020	2041	48	110	\$352,748
2017	1054	1054	2108	47	114	\$364,933
2018	1088	1088	2176	49	118	\$377,567
2019	1124	1124	2248	51	122	\$390,668
2020	1161	1161	2322	52	126	\$404,255
2021	1199	1199	2398	54	131	\$418,345
2022	1239	1239	2477	56	135	\$432,959
2023	1280	1280	2559	58	140	\$448,118
2024	1322	1322	2644	60	145	\$463,842
<b>Total Containers Acquired</b>					<b>4558</b>	<b>\$14,586,683</b>

**Notes:**

1. A Two-day service cycle is assumed for containers.
2. Average container life is estimated at 10 years. Provision for replacement figures are thus equal to the number of containers acquired 10 years previous.
3. Cost per container is estimated at \$3200.

**Handling Equipment Acquisition Schedule and Costs**

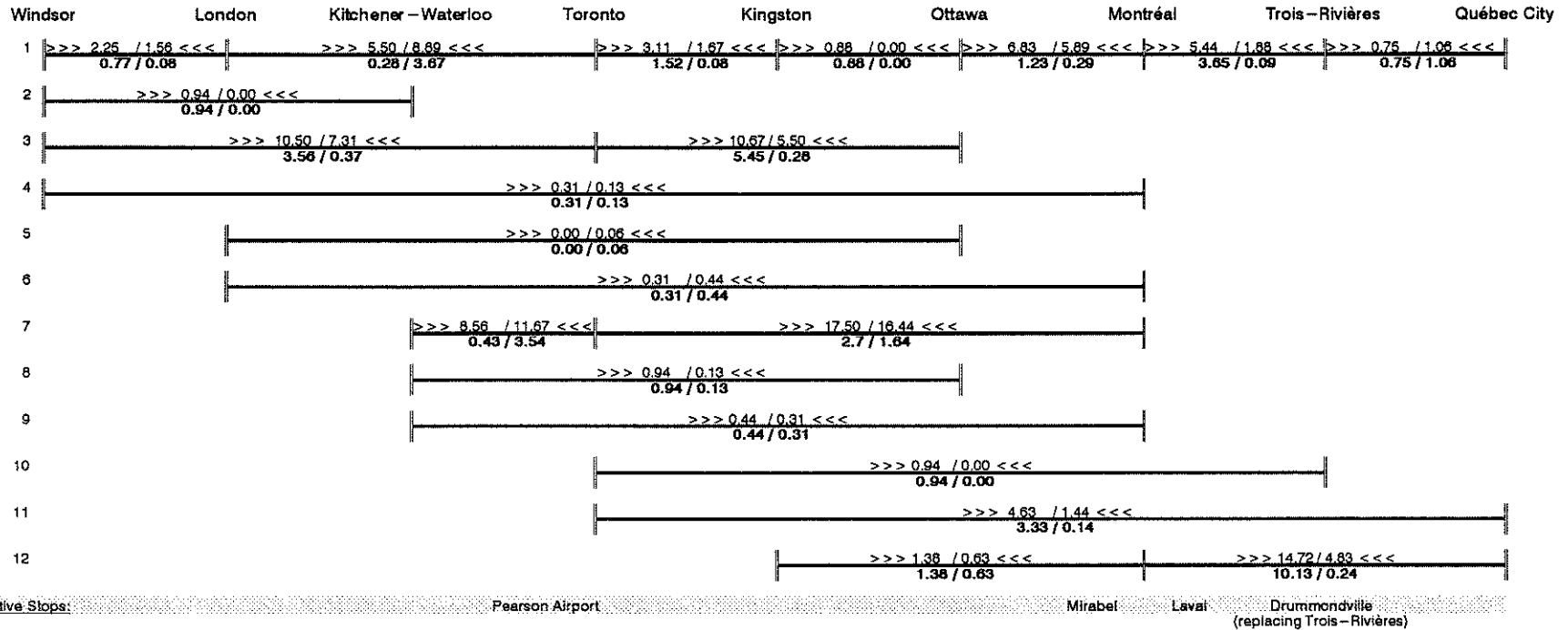
Year	Handling Equipment Required	Provision for replacement	Annual Equipment Acquisition	Cost of Equipment Acquisition <sup>4</sup>
2005	32	N/A	32	\$1,120,000
2006	0	N/A	0	\$0
2007	0	N/A	0	\$0
2008	0	N/A	0	\$0
2009	0	N/A	0	\$0
2010	0	N/A	0	\$0
2011	0	N/A	0	\$0
2012	0	N/A	0	\$0
2013	0	N/A	0	\$0
2014	0	N/A	0	\$0
2015	0	32	32	\$1,800,000
2016	0	0	0	\$0
2017	0	0	0	\$0
2018	0	0	0	\$0
2019	0	0	0	\$0
2020	0	0	0	\$0
2021	0	0	0	\$0
2022	0	0	0	\$0
2023	0	0	0	\$0
2024	0	0	0	\$0
<b>Total Handling Equipment Acquired</b>			<b>64</b>	<b>\$2,720,000</b>

**Notes:**

4. Initial purchase consists of new and used equipment at an average unit cost of \$35,000. Replacement units bought new at a cost of \$50,000 per unit.

Table 8.2.1 (300 New – Courier)

**Québec – Windsor Corridor : Courier Traffic – Most Probable Market Share  
300 kph New ROW option – TGV technology**



**Most Probable Load Volumes ( Assumptions – Same as for Minimal Volumes, with increased market shares)**

O/D City Direction	Windsor		London		Hamilton		Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	
(1992) trailer (1) equivalents	5.58	0.58	5.4	4.67	6.27	8.65	15.94	9.21	16.88	3.76	10.64	3.58	18.05	0.47	14.21	1.44	
(2005) trailer (1) equivalents	7.8	0.8	7.6	6.5	8.8	12.1	22.3	4.5	23.4	5.3	14.9	5.0	25.3	0.7	19.9	2.0	
(2005) cu. ft. 000's	23.5	2.4	22.7	19.6	26.4	36.4	67.0	13.5	70.2	15.8	44.8	15.1	75.9	2.0	59.8	6.1	
(2005) no. of (2) containers	59.9	6.2	57.9	50.1	67.3	92.8	171.0	34.4	179.0	40.3	114.2	38.4	193.7	5.0	152.5	15.5	
(2005) no. of (3) cars	8.6	0.9	8.3	7.2	9.6	13.3	24.4	4.9	25.6	5.8	16.3	5.5	27.7	0.7	21.8	2.2	

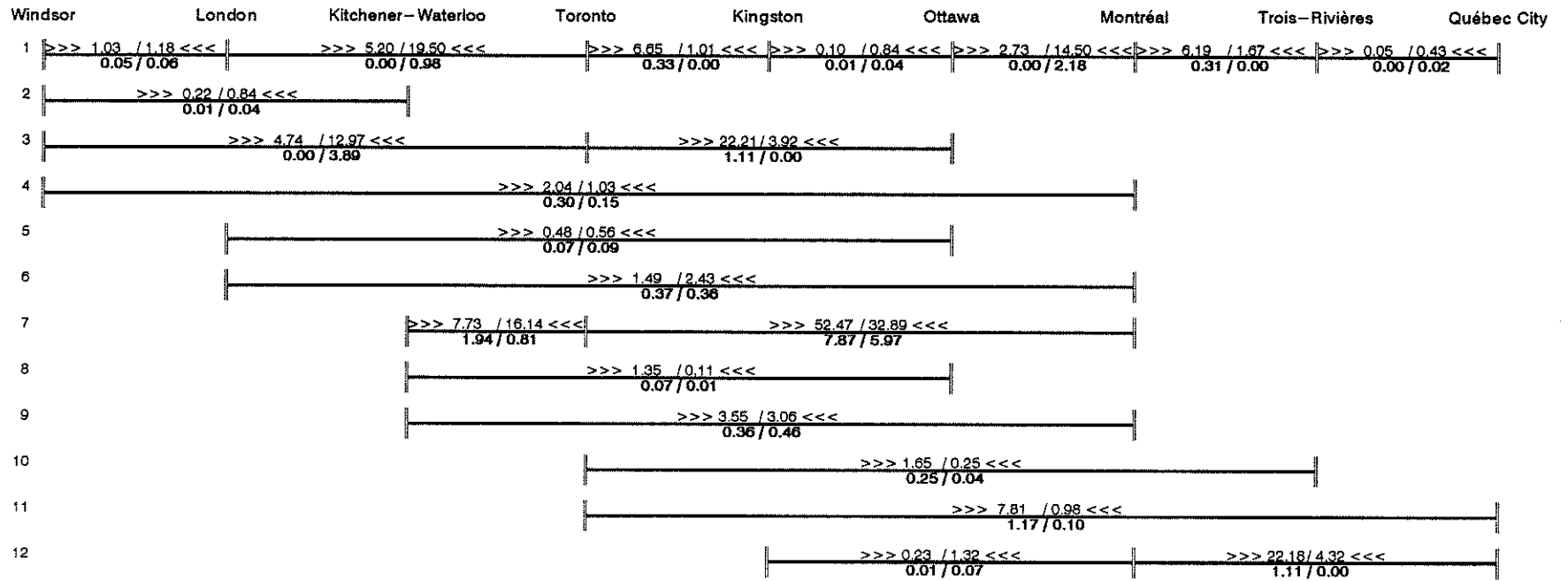
(1) The volumes are in trailer loads of 3000 cu. ft. capacity

(2) Number of containers obtained by assuming 392 cu. ft. per container (8 ft x 7 ft 9 in x 6 ft 3 1/2 in)

(3) Number of cars obtained by assuming a capacity of seven of the above containers, or 2741 cu. ft. per car

Table 8.2.1 (300 New – LTL)

**Québec – Windsor Corridor : LTL Traffic – Most Probable Market Share**  
**300 kph New ROW option – TGV technology**



Alternative Stops: Pearson Airport Mirabel Laval Drummondville (replacing Trois-Rivières)

**Most Probable Load Volumes ( Assumptions – Same as for Minimal Volumes, with increased market shares)**

O/D City Direction	Windsor		London		Kitchener–Waterloo			Toronto		Kingston		Ottawa		Montréal		Trois–Rivières		Québec City
	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	West	
(1992) trailer (1) equivalents	0.36	4.14	0.75	5.51	3.11	6.75	11.9	7.18	11.59	7.29	10.33	9.33	2.84	0.14	2.28	0.12		
(2005) trailer (1) equivalents	0.6	6.6	1.2	8.8	4.9	10.7	18.9	11.4	18.4	11.6	16.4	14.8	4.5	0.2	3.6	0.2		
(2005) cu. ft. 000's	1.7	19.7	3.6	26.3	14.8	32.2	56.7	34.2	55.2	34.8	49.2	44.5	13.5	0.7	10.9	0.6		
(2005) no. of (2) containers	4.4	50.3	9.1	67.0	37.8	82.1	144.7	87.3	140.9	88.7	125.6	113.5	34.5	1.7	27.7	1.5		
(2005) no. of (3) cars	0.6	7.2	1.3	9.6	5.4	11.7	20.7	12.5	20.1	12.7	17.9	16.2	4.9	0.2	4.0	0.2		

(1) The volumes are in trailer loads of 3000 cu. ft. capacity  
 (2) Number of containers obtained by assuming 392 cu. ft. per container (8 ft x 7 ft 9 in x 6 ft 3 1/2 in)

(3) Number of cars obtained by assuming a capacity of seven of the above containers, or 2741 cu. ft. per car

Table 8.2.1.1 (300 New)

**Québec – Windsor Corridor**  
**Courier and LTL Traffic – Most Probable Market Share**  
**300 kph New ROW Option – TGV Technology**

**Total traffic volume projections by year, 2005 – 2024**

(volume expressed in number of cars)

O/D City	Windsor		London		Kitchener–Waterloo		Toronto		Kingston		Ottawa		Montréal		Trois–Rivières		Québec City
Direction	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	West
Year																	
2005	9.2	8.1	9.6	16.7	15.0	25.0	45.1	17.4	45.7	18.4	34.3	21.7	32.6	1.0	25.7	2.4	
2006	9.4	8.3	9.8	17.2	15.4	25.7	46.3	17.9	47.0	18.9	35.2	22.3	33.5	1.0	26.4	2.5	
2007	9.7	8.6	10.1	17.7	15.8	26.4	47.6	18.4	48.2	19.5	36.2	22.9	34.3	1.0	27.1	2.5	
2008	9.9	8.8	10.4	18.2	16.3	27.1	48.9	18.9	49.6	20.0	37.2	23.6	35.3	1.0	27.8	2.6	
2009	10.2	9.0	10.6	18.7	16.7	27.8	50.3	19.4	50.9	20.6	38.2	24.3	36.2	1.1	28.6	2.7	
2010	10.4	9.3	10.9	19.2	17.2	28.6	51.6	20.0	52.3	21.2	39.2	24.9	37.1	1.1	29.3	2.7	
2011	10.7	9.8	11.2	19.7	17.6	29.4	53.0	20.5	53.7	21.8	40.3	25.6	38.1	1.1	30.1	2.8	
2012	11.0	9.8	11.5	20.3	18.1	30.2	54.5	21.1	55.2	22.4	41.4	26.4	39.1	1.2	30.9	2.9	
2013	11.3	10.1	11.8	20.8	18.6	31.0	56.0	21.7	56.7	23.0	42.6	27.1	40.2	1.2	31.7	3.0	
2014	11.6	10.4	12.1	21.4	19.1	31.9	57.5	22.3	58.3	23.6	43.8	27.9	41.2	1.2	32.6	3.1	
2015	11.9	10.7	12.4	22.0	19.6	32.7	59.1	23.0	59.8	24.3	45.0	28.7	42.3	1.3	33.4	3.1	
2016	12.2	11.0	12.8	22.6	20.1	33.6	60.7	23.6	61.5	25.0	46.2	29.5	43.4	1.3	34.3	3.2	
2017	12.5	11.3	13.1	23.2	20.7	34.6	62.4	24.3	63.2	25.7	47.5	30.3	44.6	1.3	35.2	3.3	
2018	12.8	11.7	13.4	23.9	21.3	35.5	64.1	25.0	64.9	26.4	48.8	31.2	45.8	1.4	36.2	3.4	
2019	13.2	12.0	13.8	24.5	21.8	36.5	65.8	25.7	66.7	27.2	50.1	32.0	47.0	1.4	37.1	3.5	
2020	13.5	12.3	14.2	25.2	22.4	37.5	67.6	26.4	68.5	27.9	51.5	33.0	48.2	1.4	38.1	3.6	
2021	13.9	12.7	14.5	25.9	23.0	38.5	69.5	27.1	70.4	28.7	52.9	33.9	49.5	1.5	39.1	3.7	
2022	14.2	13.1	14.9	26.6	23.7	39.6	71.4	27.9	72.3	29.5	54.4	34.8	50.8	1.5	40.1	3.8	
2023	14.6	13.4	15.3	27.4	24.3	40.7	73.4	28.7	74.3	30.3	55.9	35.8	52.2	1.6	41.2	3.9	
2024	15.0	13.8	15.7	28.1	25.0	41.8	75.4	29.5	76.3	31.2	57.5	36.8	53.6	1.6	42.3	4.0	

Table 8.2.1.2 (300 New)

**Québec – Windsor Corridor**  
**Courier and LTL Traffic – Most Probable Market Share**  
**300 kph New ROW Option – TGV Technology**

**Total traffic volume projections by year, 2005–2024**  
 (volume expressed in number of 8–car trainsets)

O/D City Direction	Windsor		London		Kitchener–Waterloo		Toronto		Kingston		Ottawa		Montréal		Trois–Rivières		Québec City
	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	West
Year																	
2005	1.1	1.0	1.2	2.1	1.9	3.1	5.6	2.2	5.7	2.3	4.3	2.7	4.1	0.1	3.2	0.3	
2006	1.2	1.0	1.2	2.1	1.9	3.2	5.8	2.2	5.9	2.4	4.4	2.8	4.2	0.1	3.3	0.3	
2007	1.2	1.1	1.3	2.2	2.0	3.3	6.0	2.3	6.0	2.4	4.5	2.9	4.3	0.1	3.4	0.3	
2008	1.2	1.1	1.3	2.3	2.0	3.4	6.1	2.4	6.2	2.5	4.6	2.9	4.4	0.1	3.5	0.3	
2009	1.3	1.1	1.3	2.3	2.1	3.5	6.3	2.4	6.4	2.6	4.8	3.0	4.5	0.1	3.6	0.3	
2010	1.3	1.2	1.4	2.4	2.1	3.6	6.5	2.5	6.5	2.6	4.9	3.1	4.6	0.1	3.7	0.3	
2011	1.3	1.2	1.4	2.5	2.2	3.7	6.6	2.6	6.7	2.7	5.0	3.2	4.8	0.1	3.8	0.4	
2012	1.4	1.2	1.4	2.5	2.3	3.8	6.8	2.6	6.9	2.8	5.2	3.3	4.9	0.1	3.9	0.4	
2013	1.4	1.3	1.5	2.6	2.3	3.9	7.0	2.7	7.1	2.9	5.3	3.4	5.0	0.1	4.0	0.4	
2014	1.4	1.3	1.5	2.7	2.4	4.0	7.2	2.8	7.3	3.0	5.5	3.5	5.2	0.2	4.1	0.4	
2015	1.5	1.3	1.6	2.7	2.5	4.1	7.4	2.9	7.5	3.0	5.6	3.6	5.3	0.2	4.2	0.4	
2016	1.5	1.4	1.6	2.8	2.5	4.2	7.6	3.0	7.7	3.1	5.8	3.7	5.4	0.2	4.3	0.4	
2017	1.6	1.4	1.6	2.9	2.6	4.3	7.8	3.0	7.9	3.2	5.9	3.8	5.6	0.2	4.4	0.4	
2018	1.6	1.5	1.7	3.0	2.7	4.4	8.0	3.1	8.1	3.3	6.1	3.9	5.7	0.2	4.5	0.4	
2019	1.6	1.5	1.7	3.1	2.7	4.6	8.2	3.2	8.3	3.4	6.3	4.0	5.9	0.2	4.6	0.4	
2020	1.7	1.5	1.8	3.2	2.8	4.7	8.5	3.3	8.6	3.5	6.4	4.1	6.0	0.2	4.8	0.4	
2021	1.7	1.6	1.8	3.2	2.9	4.8	8.7	3.4	8.8	3.6	6.6	4.2	6.2	0.2	4.9	0.5	
2022	1.8	1.6	1.9	3.3	3.0	4.9	8.9	3.5	9.0	3.7	6.8	4.4	6.4	0.2	5.0	0.5	
2023	1.8	1.7	1.9	3.4	3.0	5.1	9.2	3.6	9.3	3.8	7.0	4.5	6.5	0.2	5.1	0.5	
2024	1.9	1.7	2.0	3.5	3.1	5.2	9.4	3.7	9.5	3.9	7.2	4.6	6.7	0.2	5.3	0.5	



Table 8.2.1.3 (300 New)

Québec – Windsor Corridor  
 Rolling Stock Requirements – Most Probable Market Share Scenario  
 300 kph New ROW option – TGV technology

Tentative Train Schedule: year 2005

O/D City	Windsor	London	Kitchener–Waterloo	Toronto	Kingston	Ottawa	Montréal	Trois–Rivières	Québec City										
Intercity distance (km)	190	88	97	262	155	194.4	140	133											
handling equip. per station	eastbound 3 westbound 2	1 2	1 1	4 3	1 1	2 1	5 3	1 1	4 1										
Travel Time (minutes)	41	22	22	65	34	51	38	29											
Handling time (minutes)	eastbound 22 westbound 19	7 22	20 24	25 18	13 3	16 6	28 13	26 6	23 3										
Eastbound Trains	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	
Westbound Trains	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	
train / direction																			
#1 – East	07:30 PM	08:11 PM	08:33 PM	08:55 PM	09:19 PM	09:41 PM	10:06 PM	11:11 PM	11:24 PM	11:58 PM	12:14 AM	01:05 AM							
#1 – West (return)	07:10 AM	06:29 AM	06:07 AM	05:45 AM	05:21 AM	04:59 AM	04:34 AM	03:29 AM	03:16 AM	02:42 AM	02:26 AM	01:35 AM							
#2 – West					12:07 AM	11:45 PM	11:20 PM	10:15 PM	10:02 PM	09:28 PM	09:12 PM	08:21 PM	07:53 PM	07:15 PM					
#2 – East (return)					12:31 AM	12:53 AM	01:18 AM	02:23 AM	02:36 AM	03:10 AM	03:26 AM	04:17 AM	04:45 AM	05:23 AM	05:49 AM	06:19 AM			
#3 – East					07:00 PM	08:05 PM	08:18 PM	08:52 PM	09:08 PM	09:59 PM	10:27 PM	11:05 PM	11:31 PM	12:00 AM					
#3 – West (return)					05:30 AM	04:25 AM	04:12 AM	03:36 AM	03:22 AM	02:31 AM	02:03 AM	01:25 AM	12:59 AM	12:30 AM					
#4 – East	07:00 PM	07:41 PM	08:03 PM	08:25 PM	08:49 PM	09:11 PM	09:36 PM	10:41 PM	10:54 PM	11:28 PM	11:44 PM	12:35 AM	01:03 AM	01:41 AM	02:07 AM	02:36 AM			
#4 – West (return)												04:09 AM	03:31 AM	03:05 AM	02:36 AM				
#4 – East (return)												04:37 AM	05:15 AM						
#5 – West							12:00 AM	10:55 PM	10:42 PM	10:08 PM	09:52 PM	09:01 PM	08:33 PM	07:55 PM	07:29 PM	07:00 PM			
#5 – East (return)							12:30 AM	01:35 AM	01:48 AM	02:22 AM									
#5 – West (return)	07:05 AM	06:25 AM	06:03 AM	05:41 AM	05:17 AM	04:55 AM	04:30 AM	03:25 AM	03:12 AM	02:38 AM									
#6 – West							12:30 AM	11:25 PM	11:12 PM	10:38 PM	10:22 PM	09:31 PM	09:03 PM	08:25 PM	07:59 PM	07:30 PM			
#6 – East (return)							12:55 AM	02:00 AM	02:13 AM	02:47 AM	03:03 AM	03:54 AM	04:22 AM	05:00 AM	05:26 AM	05:55 AM			
#7 – East			07:30 PM	07:52 PM	08:16 PM	08:38 PM	09:03 PM	10:08 PM	10:21 PM	10:55 PM									
#7 – West (return)	03:53 AM	03:12 AM	02:50 AM	02:28 AM	02:04 AM	01:42 AM	01:17 AM	12:12 AM	11:59 PM	11:25 PM									

total trains																		
eastward	2	2	3	5	7	7	5	5	4	4								
wesward	2	2	3	5	7	7	5	5	4	4								
O/D City	Windsor	London	Kitchener–Waterloo	Toronto	Kingston	Ottawa	Montréal	Trois–Rivières	Québec City									

07:30 PM beginning of train run  
07:10 AM end of train run

Table 8.2.1.4 (300 New)

**Québec – Windsor Corridor**  
**Rolling Stock Requirements and Operating Statistics – Most Probable Market Share Scenario**  
**300 kph New ROW Option – TGV Technology**

requirement vs availability of cars per station for the year 2005

O/D City	Windsor	London		Kitchener–Waterloo		Toronto		Kingston		Ottawa		Montréal		Trois–Rivières		Québec City	
Direction	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	
intercity distance (km)	190	190	88	88	97	97	262	262	155	155	194.4	194.4	140	140	133	133	
requirement 2005	9.2	8.1	9.6	16.7	15.0	25.0	45.1	17.4	45.7	18.4	34.3	21.7	32.6	1.0	25.7	2.4	327.9
availability	16	16	24	24	32	32	56	56	56	56	40	40	40	40	32	32	592.0
trains/day/station																	
2005	2	2	3	3	4	4	7	7	7	7	5	5	5	5	4	4	

**Rolling Stock requirements (1)**

Average daily train run calculation, year 2005

Train	total dist.	Train	total dist.	
#1	1972.8	#5	2093.4	trains/day
#2	1829.8	#6	1962.8	7
#3	1768.8	#7	1394	
#4	1672.4			Average run
				1813.4

availability:	0.95 cars	operating	
	0.95 locos	days / year	260
avg. weight:	50 cars		
(tonnes)	75 locos		

year of operation	total gross car/km	empty return ratio	adjusted car/km	average cars/train	train–km	average daily train run	trainsets/day	operating statistics				
								fleet size cars	locos	car–km	loco–km	gross tonne–km
2005	55,110	0.79	98,480	8	12,310	1813.4	7	59	15	25,604,800	6,401,200	1,760,330,000
2006	56,621	0.79	101,179	8	12,647	1813.4	7	59	15	26,306,473	6,576,618	1,808,570,030
2007	58,172	0.79	103,952	8	12,994	1813.4	8	68	17	27,027,432	6,756,858	1,858,135,973
2008	59,767	0.79	106,801	8	13,350	1813.4	8	68	17	27,768,209	6,942,052	1,909,064,380
2009	61,405	0.79	109,728	8	13,716	1813.4	8	68	17	28,529,350	7,132,338	1,961,392,816
2010	63,088	0.79	112,736	8	14,092	1813.4	8	68	17	29,311,416	7,327,854	2,015,159,881
2011	64,818	0.79	115,827	8	14,478	1813.4	8	68	17	30,114,985	7,528,746	2,070,406,245
2012	66,595	0.79	119,002	8	14,875	1813.4	9	76	19	30,940,650	7,735,162	2,127,169,673
2013	68,421	0.79	122,266	8	15,283	1813.4	9	76	19	31,789,019	7,947,255	2,185,495,059
2014	70,297	0.79	125,618	8	15,702	1813.4	9	76	19	32,660,719	8,165,180	2,245,424,455
2015	72,225	0.79	129,063	8	16,133	1813.4	9	76	19	33,556,394	8,389,099	2,307,002,105
2016	74,206	0.79	132,603	8	16,575	1813.4	10	85	22	34,476,705	8,619,176	2,370,273,475
2017	76,241	0.79	136,240	8	17,030	1813.4	10	85	22	35,422,332	8,855,583	2,435,285,292
2018	78,332	0.79	139,977	8	17,497	1813.4	10	85	22	36,393,972	9,098,493	2,502,085,571
2019	80,481	0.79	143,817	8	17,977	1813.4	10	85	22	37,392,344	9,348,086	2,570,723,662
2020	82,689	0.79	147,762	8	18,470	1813.4	11	93	24	38,418,186	9,604,546	2,641,250,274
2021	84,958	0.79	151,816	8	18,977	1813.4	11	93	24	39,472,255	9,868,064	2,713,717,525
2022	87,289	0.79	155,982	8	19,498	1813.4	11	93	24	40,555,331	10,138,833	2,788,178,972
2023	89,684	0.79	160,262	8	20,033	1813.4	12	102	26	41,668,213	10,417,053	2,864,689,655
2024	92,146	0.79	164,660	8	20,583	1813.4	12	102	26	42,811,726	10,702,931	2,943,306,139

(1) Start-up requirements based on characteristics of initial operating scenario for the year 2005. Rolling Stock requirements in subsequent years based on projections of initial year operating scenario and traffic volumes.

Table 8.2.2.1 (300 New)

**Québec – Windsor Corridor**  
**Courier and LTL Traffic – Most Probable Market Share**  
**300 kph New ROW Option – TGV Technology**

Total traffic volume projections by year, 2005 – 2024  
(volume expressed in number of containers)

O/D City Direction	Windsor		London		Kitchener–Waterloo		Toronto		Kingston		Ottawa		Montréal		Trois–Rivières		Québec City
	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	
Year																	
2005	65	57	68	118	106	175	316	122	320	129	240	152	229	7	181	17	
2006	66	59	69	121	108	180	325	126	329	133	247	157	235	7	185	18	
2007	68	60	71	124	111	185	334	129	338	137	254	161	241	8	190	18	
2008	70	62	73	128	114	190	343	133	347	141	261	166	247	8	196	19	
2009	72	64	75	131	117	195	352	137	357	145	268	170	254	8	201	19	
2010	74	66	77	135	121	201	362	140	367	149	275	175	261	8	206	20	
2011	76	68	79	138	124	206	372	144	377	153	283	180	267	8	211	20	
2012	78	69	81	142	127	212	382	148	387	157	291	185	274	9	217	21	
2013	80	71	83	146	131	218	392	153	397	161	299	190	282	9	223	21	
2014	82	73	85	150	134	224	403	157	408	166	307	196	289	9	228	22	
2015	84	76	88	154	138	230	414	161	419	171	315	201	297	9	234	22	
2016	86	78	90	159	142	236	426	166	431	175	324	207	305	10	241	23	
2017	88	80	92	163	145	242	437	170	443	180	333	213	313	10	247	24	
2018	90	82	95	168	149	249	449	175	455	185	342	219	321	10	254	24	
2019	93	85	97	172	153	256	461	180	467	191	351	225	329	10	260	25	
2020	95	87	100	177	157	263	474	185	480	196	361	231	338	11	267	25	
2021	98	89	102	182	162	270	487	190	493	201	371	238	347	11	274	26	
2022	100	92	105	187	166	278	500	196	507	207	381	244	356	11	281	27	
2023	103	95	108	192	171	285	514	201	520	213	392	251	366	11	289	27	
2024	106	97	111	197	175	293	528	207	535	219	403	258	375	12	297	28	

Table 8.2.2.4 (300 New)

**Québec – Windsor Corridor  
Courier and LTL Traffic – Most Probable Market Share  
300 kph New ROW option – TGV technology**

Handling Requirements per Station (Number of containers loaded and unloaded)  
Courier and LTL traffic combined

O/D City Direction	Windsor		London		Kitchener–Waterloo		Toronto		Kingston		Ottawa		Montréal		Trois–Rivières		Québec City		Total
	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	
containers loaded		64.25	1.59	11.68			48.24	150.40	280.05	0.86	24.49	6.75	13.20	148.87	165.12	1.45	8.05	16.91	942
containers unloaded	56.57			62.13	8.87	58.27		97.26	69.41	8.10	20.32	29.62	93.33	3.54	176.70	11.82	58.06	0.00	180.19
total container traffic leaving station		64.25	56.57	67.06	117.11	105.09	174.90	315.74	121.78	319.91	128.99	239.78	151.87	228.21	6.75	180.19	16.91		

c:\p\m\192-225\mtr-scen3\mtrrowwk3

**Container Fleet Acquisition Schedule and Costs**

Year	Containers Loaded (per day)	Provision for spares (100%) <sup>1</sup>	Total Containers Required	Provision for replacement <sup>2</sup>	Annual Container Acquisition	Cost of Container Acquisition <sup>3</sup>
2005	942	942	1884	N/A	1884	\$6,030,050
2006	973	973	1947	N/A	62	\$199,663
2007	1006	1006	2011	N/A	65	\$206,741
2008	1039	1039	2078	N/A	67	\$214,086
2009	1074	1074	2148	N/A	69	\$221,709
2010	1110	1110	2219	N/A	72	\$229,621
2011	1147	1147	2294	N/A	74	\$237,832
2012	1185	1185	2371	N/A	77	\$246,356
2013	1225	1225	2450	N/A	80	\$255,204
2014	1267	1267	2533	N/A	83	\$264,390
2015	1309	1309	2619	1884	1970	\$6,303,977
2016	1354	1354	2707	62	151	\$483,492
2017	1400	1400	2799	65	157	\$500,852
2018	1447	1447	2894	67	162	\$518,874
2019	1497	1497	2993	69	168	\$537,585
2020	1548	1548	3095	72	174	\$557,011
2021	1601	1601	3202	74	180	\$577,183
2022	1656	1656	3311	77	187	\$598,129
2023	1713	1713	3425	80	194	\$619,881
2024	1772	1772	3544	83	201	\$642,472
<b>Total Containers Acquired</b>					<b>6077</b>	<b>\$19,445,110</b>

- Notes:
1. A Two – day service cycle is assumed for containers.
  2. Average container life is estimated at 10 years. Provision for replacement figures are thus equal to the number of containers acquired 10 years previous.
  3. Cost per container is estimated at \$3200.

**Handling Equipment Acquisition Schedule and Costs**

Year	Handling Equipment Required	Provision for replacement	Annual Equipment Acquisition	Cost of Equipment Acquisition <sup>4</sup>
2005	32	N/A	32	\$1,120,000
2006	0	N/A	0	\$0
2007	0	N/A	0	\$0
2008	0	N/A	0	\$0
2009	0	N/A	0	\$0
2010	0	N/A	0	\$0
2011	0	N/A	0	\$0
2012	0	N/A	0	\$0
2013	0	N/A	0	\$0
2014	0	N/A	0	\$0
2015	0	32	32	\$1,600,000
2016	0	0	0	\$0
2017	0	0	0	\$0
2018	0	0	0	\$0
2019	0	0	0	\$0
2020	0	0	0	\$0
2021	0	0	0	\$0
2022	0	0	0	\$0
2023	0	0	0	\$0
2024	0	0	0	\$0
<b>Total Handling Equipment Acquired</b>			<b>64</b>	<b>\$2,720,000</b>

- Notes:
4. Initial purchase consists of new and used equipment at an average unit cost of \$35,000. Replacement units bought new at a cost of \$50,000 per unit.



**SECTION C**

**APPENDICES TO CHAPTER 9**

Table 9.3.1 (200 - Total)

**NET OPERATING REVENUES**

Quebec - Windsor Corridor

MINIMAL MARKET SHARE SCENARIO

200 kph Existing R/W Option (X-2000 Technology)

QUÉBEC AND ONTARIO COMBINED (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL and Presort	LTL Additional P & D			
2005	41,613	28,519	70,132	9,821	2,230	7,380	2,364	21,794	5,927	6,447	2,043	36,211	33,921	22,751
2006	42,695	29,346	72,041	10,089	2,238	7,380	2,403	22,109	6,087	6,615	2,096	36,907	35,135	22,739
2007	43,805	30,197	74,002	10,364	2,245	7,380	2,443	22,432	6,252	6,787	2,151	37,621	36,381	23,966
2008	44,944	31,073	76,017	10,648	2,253	7,380	2,484	22,764	6,421	6,963	2,207	38,354	37,662	25,226
2009	46,112	31,974	78,087	10,938	2,261	7,380	2,526	23,106	6,594	7,144	2,264	39,108	38,979	26,522
2010	47,311	32,901	80,213	11,237	2,270	7,380	2,569	23,456	6,773	7,330	2,323	39,881	40,331	26,788
2011	48,541	33,856	82,397	11,544	2,279	7,380	2,614	23,817	6,956	7,520	2,383	40,676	41,721	28,155
2012	49,804	34,837	84,641	11,860	2,288	7,380	2,660	24,187	7,144	7,716	2,445	41,492	43,149	29,559
2013	51,098	35,848	86,946	12,184	2,297	7,380	2,707	24,568	7,337	7,917	2,509	42,330	44,616	31,002
2014	52,427	36,887	89,314	12,517	2,307	7,380	2,755	24,959	7,536	8,122	2,574	43,191	46,124	32,484
2015	53,790	37,957	91,747	12,859	2,317	7,380	2,805	25,361	7,739	8,334	2,641	44,075	47,673	32,729
2016	55,189	39,058	94,246	13,211	2,327	7,380	2,856	25,774	7,949	8,550	2,710	44,982	49,264	34,274
2017	56,624	40,190	96,814	13,572	2,338	7,380	2,908	26,198	8,164	8,773	2,780	45,914	50,899	35,862
2018	58,096	41,356	99,452	13,943	2,349	7,380	2,962	26,634	8,385	9,001	2,852	46,872	52,580	37,493
2019	59,606	42,555	102,161	14,324	2,361	7,380	3,017	27,082	8,612	9,235	2,926	47,855	54,306	38,104
2020	61,156	43,789	104,945	14,716	2,373	7,380	3,074	27,543	8,845	9,475	3,003	48,865	56,080	39,825
2021	62,746	45,059	107,805	15,118	2,385	7,380	3,133	28,016	9,084	9,721	3,081	49,902	57,903	41,592
2022	64,377	46,366	110,743	15,532	2,398	7,380	3,193	28,503	9,330	9,974	3,161	50,967	59,776	42,202
2023	66,051	47,711	113,762	15,957	2,412	7,380	3,254	29,003	9,582	10,233	3,243	52,061	61,701	44,068
2024	67,769	49,094	116,863	16,393	2,425	7,380	3,318	29,516	9,842	10,499	3,327	53,185	63,678	45,984

1. Net Revenue = Net Operating Revenue less Yearly Cost of Capital

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminals & Handling		
2005	114,000	4,604	35,980	154,584	11,170
2006	17,000	148	0	17,148	12,396
2007	0	153	0	153	12,415
2008	0	159	0	159	12,436
2009	0	164	0	164	12,457
2010	15,000	170	0	15,170	13,544
2011	0	176	0	176	13,566
2012	0	182	0	182	13,590
2013	0	188	0	188	13,614
2014	0	195	0	195	13,640
2015	15,000	4,805	1,650	21,455	14,944
2016	0	357	0	357	14,990
2017	0	370	0	370	15,038
2018	0	382	0	382	15,087
2019	15,000	396	0	15,396	16,203
2020	0	410	0	410	16,256
2021	0	424	0	424	16,311
2022	17,000	439	0	17,439	17,574
2023	0	455	0	455	17,633
2024	0	471	0	471	17,694

Table 9.3.1 (200 – Québec)  
**NET OPERATING REVENUES**  
**Quebec – Windsor Corridor**  
**MINIMAL MARKET SHARE SCENARIO**  
**200 kph Existing R/W Option – X-2000 Technology**  
**QUEBEC (IN THOUSANDS OF 1993 DOLLARS)**

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	11,641	11,208	22,849	3,200	727	2,890	770	7,587	2,328	2,509	795	13,219	9,631	5,893
2006	11,944	11,533	23,477	3,288	729	2,890	783	7,690	2,391	2,574	816	13,471	10,006	5,869
2007	12,254	11,868	24,122	3,378	732	2,890	796	7,797	2,456	2,641	837	13,731	10,392	6,248
2008	12,573	12,212	24,785	3,472	735	2,890	810	7,906	2,522	2,710	859	13,997	10,788	6,638
2009	12,900	12,566	25,466	3,567	738	2,890	824	8,019	2,591	2,780	881	14,270	11,196	7,038
2010	13,235	12,930	26,166	3,666	740	2,890	838	8,134	2,661	2,852	904	14,551	11,615	7,103
2011	13,579	13,305	26,885	3,767	744	2,890	853	8,253	2,733	2,927	927	14,840	12,045	7,526
2012	13,933	13,691	27,624	3,871	747	2,890	868	8,376	2,806	3,003	952	15,136	12,488	7,961
2013	14,295	14,088	28,383	3,977	750	2,890	884	8,501	2,882	3,081	976	15,440	12,943	8,408
2014	14,666	14,497	29,163	4,087	753	2,890	900	8,630	2,960	3,161	1,002	15,753	13,411	8,868
2015	15,048	14,917	29,965	4,200	757	2,890	916	8,763	3,040	3,243	1,028	16,074	13,891	8,908
2016	15,439	15,350	30,789	4,316	760	2,890	933	8,899	3,122	3,327	1,054	16,403	14,386	9,387
2017	15,840	15,795	31,636	4,435	764	2,890	950	9,039	3,207	3,414	1,082	16,742	14,894	9,879
2018	16,252	16,253	32,505	4,557	768	2,890	968	9,183	3,294	3,503	1,110	17,090	15,416	10,385
2019	16,675	16,725	33,399	4,683	772	2,890	986	9,332	3,383	3,594	1,139	17,447	15,953	10,557
2020	17,108	17,210	34,318	4,812	776	2,890	1,005	9,484	3,474	3,687	1,168	17,814	16,504	11,092
2021	17,553	17,709	35,262	4,945	780	2,890	1,025	9,640	3,568	3,783	1,199	18,190	17,072	11,641
2022	18,010	18,222	36,232	5,082	785	2,890	1,045	9,801	3,665	3,881	1,230	18,577	17,655	11,811
2023	18,478	18,751	37,228	5,222	789	2,890	1,065	9,966	3,764	3,982	1,262	18,974	18,254	12,391
2024	18,958	19,294	38,253	5,366	794	2,890	1,086	10,136	3,866	4,086	1,295	19,382	18,870	12,987

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	37,142	1,500	13,119	51,760	3,738
2006	5,540	48		5,588	4,137
2007	0	50		50	4,144
2008	0	52		52	4,150
2009	0	54		54	4,157
2010	4,893	55		4,948	4,512
2011	0	57		57	4,519
2012	0	59		59	4,527
2013	0	61		61	4,535
2014	0	64		64	4,543
2015	4,899	1,569	650	7,119	4,984
2016	0	117		117	4,999
2017	0	121		121	5,015
2018	0	125		125	5,031
2019	4,904	129		5,033	5,395
2020	0	134		134	5,413
2021	0	139		139	5,431
2022	5,562	144		5,706	5,844
2023	0	149		149	5,863
2024	0	154		154	5,883

Table 9.3.1 (200 – Ontario)  
**NET OPERATING REVENUES**  
 Quebec – Windsor Corridor  
 MINIMAL MARKET SHARE SCENARIO  
 200 kph Existing R/W Option – X-2000 Technology  
 ONTARIO (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	29,972	17,311	47,283	6,621	1,504	4,490	1,594	14,208	3,598	3,938	1,248	22,992	24,291	16,858
2006	30,751	17,813	48,564	6,801	1,508	4,490	1,620	14,419	3,696	4,041	1,280	23,435	25,129	16,870
2007	31,551	18,330	49,880	6,986	1,513	4,490	1,646	14,635	3,796	4,146	1,314	23,890	25,990	17,718
2008	32,371	18,861	51,232	7,176	1,519	4,490	1,674	14,858	3,898	4,253	1,348	24,358	26,874	18,589
2009	33,213	19,408	52,621	7,371	1,524	4,490	1,702	15,087	4,004	4,364	1,383	24,837	27,783	19,483
2010	34,076	19,971	54,047	7,572	1,529	4,490	1,731	15,322	4,112	4,477	1,419	25,330	28,717	19,685
2011	34,962	20,550	55,512	7,778	1,535	4,490	1,761	15,563	4,223	4,594	1,456	25,836	29,676	20,629
2012	35,871	21,146	57,017	7,989	1,541	4,490	1,792	15,812	4,337	4,713	1,494	26,356	30,661	21,598
2013	36,804	21,759	58,563	8,207	1,547	4,490	1,823	16,067	4,455	4,836	1,532	26,890	31,673	22,594
2014	37,761	22,390	60,151	8,430	1,554	4,490	1,855	16,329	4,575	4,962	1,572	27,438	32,713	23,616
2015	38,742	23,040	61,782	8,659	1,560	4,490	1,889	16,598	4,699	5,091	1,613	28,001	33,781	23,821
2016	39,750	23,708	63,457	8,895	1,567	4,490	1,923	16,874	4,826	5,223	1,655	28,579	34,879	24,888
2017	40,783	24,395	65,178	9,137	1,574	4,490	1,958	17,159	4,957	5,359	1,698	29,173	36,006	25,983
2018	41,843	25,103	66,946	9,386	1,582	4,490	1,994	17,451	5,091	5,498	1,742	29,782	37,164	27,107
2019	42,931	25,831	68,762	9,641	1,589	4,490	2,031	17,751	5,229	5,641	1,788	30,408	38,354	27,546
2020	44,048	26,580	70,627	9,904	1,597	4,490	2,069	18,059	5,370	5,788	1,834	31,051	39,576	28,733
2021	45,193	27,351	72,543	10,173	1,605	4,490	2,108	18,376	5,516	5,938	1,882	31,712	40,832	29,952
2022	46,368	28,144	74,512	10,450	1,614	4,490	2,148	18,702	5,665	6,093	1,931	32,390	42,122	30,392
2023	47,573	28,960	76,533	10,735	1,622	4,490	2,189	19,036	5,819	6,251	1,981	33,087	43,447	31,677
2024	48,810	29,800	78,610	11,027	1,632	4,490	2,232	19,380	5,976	6,413	2,032	33,802	44,808	32,998

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	76,858	3,104	22,861	102,823	7,432
2006	11,460	100		11,560	8,258
2007	0	103		103	8,272
2008	0	107		107	8,286
2009	0	111		111	8,300
2010	10,107	114		10,221	9,032
2011	0	118		118	9,047
2012	0	123		123	9,063
2013	0	127		127	9,080
2014	0	131		131	9,097
2015	10,101	3,236	1,000	14,337	9,960
2016	0	240		240	9,991
2017	0	249		249	10,023
2018	0	257		257	10,057
2019	10,096	266		10,363	10,807
2020	0	276		276	10,843
2021	0	285		285	10,880
2022	11,438	296		11,734	11,730
2023	0	306		306	11,770
2024	0	317		317	11,811



Table 9.3.1 (300 Existing – Total)

**NET OPERATING REVENUES**

Quebec – Windsor Corridor

MINIMAL MARKET SHARE SCENARIO

300 kph Existing R/W Option (TGV Technology)

QUÉBEC AND ONTARIO COMBINED (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	41,611	28,518	70,129	10,625	2,218	7,380	2,362	22,586	6,748	6,118	2,326	37,778	32,351	19,677
2006	42,693	29,345	72,038	10,915	2,225	7,380	2,401	22,922	6,930	6,277	2,387	38,516	33,522	19,056
2007	43,803	30,196	73,999	11,213	2,233	7,380	2,441	23,267	7,118	6,440	2,449	39,274	34,725	20,240
2008	44,942	31,072	76,013	11,520	2,240	7,380	2,482	23,622	7,310	6,608	2,512	40,052	35,961	21,457
2009	46,110	31,973	78,083	11,834	2,248	7,380	2,524	23,987	7,508	6,780	2,578	40,852	37,231	22,707
2010	47,309	32,900	80,209	12,158	2,256	7,380	2,568	24,361	7,711	6,956	2,645	41,673	38,536	23,991
2011	48,539	33,854	82,393	12,490	2,264	7,380	2,612	24,746	7,919	7,137	2,713	42,516	39,877	25,310
2012	49,801	34,836	84,637	12,831	2,273	7,380	2,658	25,142	8,134	7,322	2,784	43,382	41,255	24,892
2013	51,096	35,846	86,942	13,182	2,282	7,380	2,705	25,549	8,354	7,513	2,856	44,271	42,671	26,284
2014	52,425	36,885	89,310	13,542	2,291	7,380	2,753	25,966	8,580	7,708	2,931	45,184	44,126	27,715
2015	53,788	37,955	91,743	13,912	2,301	7,380	2,803	26,396	8,812	7,908	3,007	46,122	45,620	28,972
2016	55,186	39,056	94,242	14,292	2,311	7,380	2,854	26,837	9,050	8,114	3,085	47,086	47,156	30,464
2017	56,621	40,188	96,809	14,683	2,321	7,380	2,906	27,290	9,295	8,325	3,165	48,075	48,734	31,996
2018	58,093	41,354	99,447	15,084	2,332	7,380	2,960	27,756	9,546	8,541	3,247	49,091	50,356	33,664
2019	59,603	42,553	102,157	15,497	2,343	7,380	3,015	28,234	9,805	8,763	3,332	50,135	52,022	35,381
2020	61,153	43,787	104,940	15,920	2,354	7,380	3,072	28,726	10,070	8,991	3,419	51,206	53,734	37,143
2021	62,743	45,057	107,800	16,356	2,366	7,380	3,131	29,232	10,343	9,225	3,507	52,307	55,493	38,950
2022	64,374	46,364	110,738	16,803	2,378	7,380	3,191	29,751	10,622	9,465	3,599	53,437	57,301	40,804
2023	66,048	47,708	113,756	17,262	2,391	7,380	3,252	30,285	10,910	9,711	3,692	54,598	59,158	42,731
2024	67,765	49,092	116,857	17,735	2,404	7,380	3,316	30,834	11,205	9,964	3,788	55,791	61,067	44,752

1. Net Revenue = Net Operating Revenue less Yearly Cost of Capital

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminals & Handling		
2005	135,625	4,369	35,980	175,974	12,674
2006	25,000	141	0	25,141	14,466
2007	0	146	0	146	14,485
2008	0	151	0	151	14,505
2009	0	156	0	156	14,525
2010	0	161	0	161	14,546
2011	0	167	0	167	14,567
2012	25,000	173	0	25,173	16,363
2013	0	179	0	179	16,387
2014	0	185	0	185	16,410
2015	0	4,560	1,650	6,210	16,649
2016	0	339	0	339	16,693
2017	0	351	0	351	16,738
2018	26,875	363	0	27,238	18,692
2019	0	376	0	376	18,741
2020	0	389	0	389	18,791
2021	0	403	0	403	18,843
2022	0	417	0	417	18,897
2023	25,000	432	0	25,432	20,727
2024	0	447	0	447	20,785

Table 9.3.1 (300 Existing – Québec)

**NET OPERATING REVENUES**

Québec – Windsor Corridor

MINIMAL MARKET SHARE SCENARIO

300 kph Existing R/W Option (TGV Technology)

QUÉBEC (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	11,641	11,208	22,848	3,462	723	2,890	770	7,844	2,651	2,381	905	13,781	9,067	4,839
2006	11,943	11,533	23,476	3,557	725	2,890	783	7,955	2,723	2,443	929	14,049	9,427	4,615
2007	12,254	11,867	24,121	3,655	728	2,890	796	8,069	2,796	2,506	953	14,324	9,797	4,979
2008	12,572	12,211	24,784	3,756	730	2,890	809	8,186	2,872	2,571	978	14,607	10,177	5,353
2009	12,899	12,565	25,465	3,859	733	2,890	823	8,306	2,949	2,638	1,003	14,897	10,568	5,737
2010	13,235	12,930	26,165	3,966	736	2,890	838	8,430	3,029	2,707	1,029	15,195	10,970	6,132
2011	13,579	13,305	26,884	4,075	739	2,890	852	8,557	3,111	2,777	1,056	15,501	11,383	6,538
2012	13,932	13,691	27,623	4,188	742	2,890	867	8,687	3,195	2,849	1,083	15,815	11,807	6,376
2013	14,294	14,088	28,382	4,303	745	2,890	883	8,821	3,282	2,924	1,112	16,138	12,244	6,805
2014	14,666	14,496	29,162	4,422	748	2,890	899	8,959	3,370	3,000	1,140	16,469	12,693	7,246
2015	15,047	14,917	29,964	4,544	751	2,890	915	9,101	3,461	3,078	1,170	16,810	13,154	7,615
2016	15,438	15,349	30,788	4,669	755	2,890	932	9,247	3,555	3,158	1,200	17,160	13,628	8,074
2017	15,840	15,794	31,634	4,798	758	2,890	950	9,396	3,651	3,240	1,232	17,519	14,115	8,547
2018	16,252	16,252	32,504	4,930	762	2,890	967	9,550	3,750	3,324	1,264	17,888	14,616	8,409
2019	16,674	16,724	33,398	5,066	766	2,890	986	9,708	3,851	3,410	1,297	18,266	15,131	8,909
2020	17,108	17,209	34,316	5,206	770	2,890	1,005	9,871	3,956	3,499	1,330	18,656	15,661	9,421
2021	17,552	17,708	35,260	5,350	774	2,890	1,024	10,038	4,063	3,590	1,365	19,055	16,205	9,949
2022	18,009	18,221	36,230	5,497	778	2,890	1,044	10,209	4,173	3,683	1,400	19,466	16,764	10,490
2023	18,477	18,750	37,227	5,649	782	2,890	1,064	10,386	4,285	3,779	1,437	19,887	17,340	10,467
2024	18,957	19,293	38,251	5,805	787	2,890	1,085	10,567	4,401	3,877	1,474	20,320	17,931	11,039

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	44,187	1,423	13,119	58,729	4,228
2006	8,147	46		8,193	4,812
2007	0	47		47	4,818
2008	0	49		49	4,824
2009	0	51		51	4,831
2010	0	53		53	4,838
2011	0	54		54	4,845
2012	8,159	56		8,215	5,431
2013	0	58		58	5,439
2014	0	60		60	5,446
2015	0	1,489	650	2,139	5,539
2016	0	111		111	5,553
2017	0	115		115	5,568
2018	8,784	119		8,903	6,207
2019	0	123		123	6,223
2020	0	127		127	6,239
2021	0	132		132	6,256
2022	0	136		136	6,274
2023	8,181	141		8,322	6,873
2024	0	146		146	6,892

Table 9.3.1 (300 Existing – Ontario)

**NET OPERATING REVENUES**

Quebec – Windsor Corridor

MINIMAL MARKET SHARE SCENARIO

300 kph Existing R/W Option (TGV Technology)

ONTARIO (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	29,970	17,310	47,280	7,163	1,496	4,490	1,593	14,741	4,097	3,737	1,421	23,996	23,284	14,838
2006	30,750	17,812	48,562	7,358	1,500	4,490	1,619	14,967	4,208	3,834	1,458	24,467	24,095	14,441
2007	31,549	18,329	49,878	7,558	1,505	4,490	1,645	15,198	4,321	3,934	1,496	24,949	24,928	15,261
2008	32,369	18,860	51,230	7,764	1,510	4,490	1,673	15,436	4,438	4,036	1,535	25,445	25,784	16,104
2009	33,211	19,407	52,618	7,975	1,515	4,490	1,701	15,680	4,558	4,141	1,575	25,955	26,663	16,970
2010	34,074	19,970	54,044	8,192	1,520	4,490	1,730	15,932	4,682	4,249	1,615	26,478	27,567	17,859
2011	34,960	20,549	55,509	8,415	1,526	4,490	1,760	16,190	4,808	4,359	1,657	27,015	28,495	18,772
2012	35,869	21,145	57,014	8,643	1,531	4,490	1,791	16,455	4,938	4,473	1,701	27,567	29,448	18,515
2013	36,802	21,758	58,560	8,879	1,537	4,490	1,822	16,727	5,072	4,589	1,745	28,133	30,427	19,479
2014	37,759	22,389	60,148	9,120	1,543	4,490	1,854	17,007	5,209	4,708	1,790	28,715	31,433	20,469
2015	38,741	23,038	61,779	9,368	1,549	4,490	1,887	17,295	5,350	4,831	1,837	29,312	32,467	21,357
2016	39,748	23,707	63,454	9,623	1,556	4,490	1,922	17,590	5,495	4,956	1,884	29,926	33,528	22,389
2017	40,781	24,394	65,175	9,885	1,563	4,490	1,957	17,894	5,644	5,085	1,933	30,556	34,619	23,449
2018	41,842	25,102	66,943	10,154	1,570	4,490	1,993	18,206	5,796	5,218	1,984	31,203	35,740	23,255
2019	42,929	25,829	68,759	10,430	1,577	4,490	2,030	18,526	5,953	5,353	2,035	31,868	36,891	24,373
2020	44,046	26,579	70,624	10,714	1,584	4,490	2,068	18,856	6,114	5,492	2,088	32,551	38,073	25,522
2021	45,191	27,349	72,540	11,006	1,592	4,490	2,107	19,194	6,280	5,635	2,142	33,252	39,288	26,701
2022	46,366	28,142	74,508	11,306	1,600	4,490	2,147	19,542	6,450	5,782	2,198	33,972	40,536	27,913
2023	47,571	28,959	76,530	11,613	1,608	4,490	2,188	19,899	6,625	5,932	2,255	34,711	41,819	27,965
2024	48,808	29,798	78,606	11,930	1,617	4,490	2,230	20,266	6,804	6,086	2,314	35,470	43,136	29,243

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	91,438	2,945	22,861	117,244	8,446
2006	16,853	95		16,948	9,654
2007	0	98		98	9,667
2008	0	101		101	9,680
2009	0	105		105	9,694
2010	0	109		109	9,708
2011	0	112		112	9,722
2012	16,841	116		16,957	10,932
2013	0	120		120	10,948
2014	0	125		125	10,964
2015	0	3,071	1,000	4,071	11,110
2016	0	228		228	11,139
2017	0	236		236	11,170
2018	18,091	244		18,335	12,485
2019	0	253		253	12,518
2020	0	262		262	12,552
2021	0	271		271	12,587
2022	0	280		280	12,623
2023	16,819	290		17,109	13,854
2024	0	301		301	13,893

Table 9.3.1 (300 New – Total)

**NET OPERATING REVENUES**

Quebec – Windsor Corridor

MINIMAL MARKET SHARE SCENARIO

300 kph New R/W Option (TGV Technology)

QUÉBEC AND ONTARIO COMBINED (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	45,226	28,439	73,665	11,556	2,230	7,217	2,418	23,422	7,118	6,090	2,315	38,944	34,720	22,020
2006	46,402	29,264	75,665	11,871	2,238	7,217	2,459	23,785	7,310	6,248	2,375	39,718	35,947	21,454
2007	47,608	30,112	77,720	12,194	2,245	7,217	2,501	24,158	7,507	6,410	2,437	40,513	37,208	22,695
2008	48,846	30,986	79,832	12,527	2,253	7,217	2,544	24,541	7,710	6,577	2,501	41,328	38,503	23,970
2009	50,116	31,884	82,000	12,869	2,261	7,217	2,588	24,935	7,918	6,748	2,566	42,166	39,834	25,279
2010	51,419	32,809	84,228	13,220	2,270	7,217	2,633	25,340	8,131	6,923	2,632	43,027	41,201	26,625
2011	52,756	33,760	86,516	13,580	2,278	7,217	2,680	25,756	8,351	7,104	2,701	43,911	42,605	28,007
2012	54,127	34,739	88,867	13,950	2,287	7,217	2,728	26,183	8,576	7,288	2,771	44,818	44,048	27,653
2013	55,535	35,747	91,282	14,331	2,297	7,217	2,777	26,622	8,808	7,478	2,843	45,750	45,531	29,111
2014	56,979	36,783	93,762	14,722	2,306	7,217	2,828	27,073	9,045	7,672	2,917	46,708	47,055	30,610
2015	58,460	37,850	96,310	15,124	2,316	7,217	2,880	27,537	9,289	7,872	2,993	47,691	48,620	31,942
2016	59,980	38,948	98,928	15,536	2,327	7,217	2,933	28,013	9,540	8,076	3,071	48,700	50,228	33,504
2017	61,540	40,077	101,617	15,960	2,337	7,217	2,988	28,503	9,798	8,286	3,150	49,737	51,880	35,109
2018	63,140	41,239	104,379	16,396	2,348	7,217	3,044	29,006	10,062	8,502	3,232	50,802	53,577	36,851
2019	64,781	42,435	107,217	16,843	2,360	7,217	3,102	29,522	10,334	8,723	3,316	51,895	55,321	38,544
2020	66,466	43,666	110,132	17,303	2,371	7,217	3,162	30,053	10,613	8,950	3,403	53,018	57,113	38,284
2021	68,194	44,932	113,126	17,775	2,384	7,217	3,223	30,599	10,900	9,182	3,491	54,172	58,954	40,071
2022	69,967	46,235	116,202	18,260	2,396	7,217	3,285	31,160	11,194	9,421	3,582	55,356	60,846	41,906
2023	71,786	47,576	119,362	18,759	2,409	7,217	3,350	31,736	11,496	9,666	3,675	56,573	62,789	42,018
2024	73,652	48,956	122,608	19,271	2,423	7,217	3,416	32,328	11,807	9,917	3,771	57,822	64,786	43,954

1. Net Revenue = Net Operating Revenue less Yearly Cost of Capital

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminals & Handling		
2005	135,625	4,608	35,945	176,178	12,701
2006	25,000	147	0	25,147	14,493
2007	0	152	0	152	14,513
2008	0	157	0	157	14,533
2009	0	162	0	162	14,554
2010	0	168	0	168	14,576
2011	0	174	0	174	14,599
2012	25,000	180	0	25,180	16,396
2013	0	186	0	186	16,420
2014	0	192	0	192	16,445
2015	0	4,807	1,600	6,407	16,678
2016	0	353	0	353	16,723
2017	0	365	0	365	16,771
2018	26,875	378	0	27,253	18,726
2019	0	391	0	391	18,777
2020	0	404	0	404	18,829
2021	0	418	0	418	18,884
2022	0	433	0	433	18,940
2023	25,000	448	0	25,448	20,772
2024	0	464	0	464	20,832

Table 9.3.1 (300 New – Québec)  
**NET OPERATING REVENUES**  
**Quebec – Windsor Corridor**  
**MINIMAL MARKET SHARE SCENARIO**  
**300 kph New R/W Option (TGV Technology)**  
**QUÉBEC (IN THOUSANDS OF 1993 DOLLARS)**

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	12,235	10,871	23,106	3,625	700	2,890	758	7,973	2,657	2,311	879	13,820	9,285	5,171
2006	12,553	11,186	23,739	3,724	702	2,890	771	8,088	2,729	2,371	902	14,090	9,649	4,973
2007	12,879	11,511	24,390	3,827	705	2,890	785	8,206	2,803	2,433	925	14,367	10,022	5,340
2008	13,214	11,844	25,058	3,932	707	2,890	798	8,328	2,879	2,496	949	14,652	10,407	5,718
2009	13,558	12,188	25,745	4,040	710	2,890	813	8,453	2,956	2,561	974	14,944	10,801	6,106
2010	13,910	12,541	26,451	4,152	713	2,890	827	8,582	3,036	2,628	999	15,244	11,207	6,505
2011	14,272	12,905	27,177	4,266	716	2,890	842	8,714	3,118	2,696	1,025	15,553	11,624	6,915
2012	14,643	13,279	27,922	4,383	719	2,890	857	8,849	3,202	2,766	1,052	15,869	12,053	6,779
2013	15,024	13,664	28,688	4,504	722	2,890	873	8,989	3,289	2,838	1,079	16,195	12,493	7,212
2014	15,414	14,061	29,475	4,628	725	2,890	889	9,132	3,378	2,912	1,107	16,529	12,946	7,657
2015	15,815	14,468	30,283	4,755	728	2,890	905	9,279	3,469	2,988	1,136	16,872	13,412	8,030
2016	16,226	14,888	31,114	4,886	732	2,890	922	9,431	3,562	3,065	1,165	17,224	13,890	8,494
2017	16,648	15,320	31,968	5,021	735	2,890	940	9,586	3,659	3,145	1,196	17,586	14,382	8,971
2018	17,081	15,764	32,845	5,159	739	2,890	958	9,746	3,758	3,227	1,227	17,957	14,887	8,861
2019	17,525	16,221	33,746	5,301	743	2,890	976	9,911	3,859	3,311	1,259	18,339	15,407	9,364
2020	17,981	16,691	34,672	5,447	747	2,890	995	10,080	3,963	3,397	1,291	18,731	15,941	9,882
2021	18,448	17,176	35,624	5,597	751	2,890	1,015	10,253	4,070	3,485	1,325	19,134	16,490	10,414
2022	18,928	17,674	36,601	5,752	755	2,890	1,035	10,432	4,180	3,576	1,359	19,547	17,054	10,960
2023	19,420	18,186	37,606	5,910	759	2,890	1,055	10,615	4,293	3,669	1,395	19,972	17,634	10,963
2024	19,925	18,714	38,638	6,073	764	2,890	1,077	10,803	4,409	3,764	1,431	20,408	18,230	11,540

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	42,540	1,445	13,119	57,104	4,114
2006	7,843	46		7,889	4,676
2007	0	48		48	4,682
2008	0	49		49	4,689
2009	0	51		51	4,695
2010	0	53		53	4,702
2011	0	55		55	4,709
2012	7,855	56		7,912	5,274
2013	0	58		58	5,282
2014	0	60		60	5,289
2015	0	1,512	650	2,162	5,382
2016	0	111		111	5,397
2017	0	115		115	5,411
2018	8,457	119		8,576	6,027
2019	0	123		123	6,043
2020	0	127		127	6,059
2021	0	132		132	6,076
2022	0	136		136	6,094
2023	7,876	141		8,018	6,671
2024	0	146		146	6,690

Table 9.3.1 (300 New – Ontario)  
**NET OPERATING REVENUES**  
**Quebec – Windsor Corridor**  
**MINIMAL MARKET SHARE SCENARIO**  
**300 kph New R/W Option (TGV Technology)**  
**ONTARIO (IN THOUSANDS OF 1993 DOLLARS)**

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	32,991	17,568	50,559	7,931	1,531	4,327	1,660	15,449	4,460	3,778	1,437	25,124	25,435	16,848
2006	33,849	18,078	51,926	8,146	1,536	4,327	1,687	15,697	4,581	3,877	1,474	25,628	26,299	16,481
2007	34,729	18,602	53,331	8,368	1,541	4,327	1,716	15,951	4,704	3,977	1,512	26,145	27,185	17,355
2008	35,632	19,141	54,773	8,595	1,546	4,327	1,745	16,213	4,831	4,081	1,552	26,677	28,097	18,252
2009	36,558	19,696	56,255	8,828	1,551	4,327	1,775	16,482	4,961	4,187	1,592	27,222	29,032	19,173
2010	37,509	20,268	57,776	9,068	1,557	4,327	1,806	16,758	5,095	4,296	1,633	27,783	29,994	20,120
2011	38,484	20,855	59,339	9,314	1,563	4,327	1,838	17,042	5,233	4,407	1,676	28,358	30,981	21,092
2012	39,485	21,460	60,945	9,567	1,569	4,327	1,871	17,334	5,374	4,522	1,719	28,949	31,996	20,874
2013	40,511	22,082	62,594	9,827	1,575	4,327	1,904	17,633	5,519	4,640	1,764	29,556	33,038	21,900
2014	41,565	22,723	64,287	10,094	1,581	4,327	1,939	17,941	5,668	4,760	1,810	30,179	34,108	22,953
2015	42,645	23,382	66,027	10,368	1,588	4,327	1,974	18,257	5,821	4,884	1,857	30,819	35,208	23,912
2016	43,754	24,060	67,814	10,650	1,595	4,327	2,011	18,582	5,978	5,011	1,905	31,476	36,338	25,011
2017	44,892	24,758	69,649	10,939	1,602	4,327	2,048	18,916	6,139	5,141	1,955	32,151	37,498	26,139
2018	46,059	25,476	71,534	11,237	1,609	4,327	2,086	19,259	6,305	5,275	2,006	32,844	38,690	25,990
2019	47,256	26,214	73,471	11,542	1,617	4,327	2,126	19,612	6,475	5,412	2,058	33,556	39,914	27,180
2020	48,485	26,975	75,460	11,856	1,625	4,327	2,166	19,974	6,650	5,553	2,111	34,287	41,172	28,402
2021	49,746	27,757	77,502	12,178	1,633	4,327	2,208	20,346	6,829	5,697	2,166	35,038	42,464	29,657
2022	51,039	28,562	79,601	12,509	1,642	4,327	2,251	20,728	7,014	5,845	2,222	35,809	43,791	30,946
2023	52,366	29,390	81,756	12,849	1,650	4,327	2,295	21,121	7,203	5,997	2,280	36,601	45,155	31,054
2024	53,727	30,242	83,970	13,198	1,659	4,327	2,340	21,524	7,397	6,153	2,339	37,414	46,555	32,414

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	93,085	3,163	22,826	119,074	8,587
2006	17,157	101		17,257	9,817
2007	0	104		104	9,831
2008	0	108		108	9,845
2009	0	111		111	9,859
2010	0	115		115	9,874
2011	0	119		119	9,889
2012	17,145	123		17,268	11,122
2013	0	127		127	11,138
2014	0	132		132	11,155
2015	0	3,296	950	4,246	11,296
2016	0	242		242	11,327
2017	0	250		250	11,359
2018	18,418	259		18,677	12,700
2019	0	268		268	12,734
2020	0	277		277	12,770
2021	0	287		287	12,807
2022	0	297		297	12,846
2023	17,124	307		17,430	14,100
2024	0	318		318	14,142

Table 9.3.2 (200 Total)  
**NET OPERATING REVENUES**  
 Quebec – Windsor Corridor  
 MOST PROBABLE MARKET SHARE SCENARIO  
 200 kph Existing R/W Option (X-2000 Technology)  
 QUÉBEC AND ONTARIO COMBINED (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	51,059	44,028	95,087	11,537	2,303	8,192	2,951	24,983	7,813	10,129	3,210	46,134	48,953	36,364
2006	52,387	45,304	97,691	11,850	2,314	8,192	3,004	25,360	8,025	10,392	3,293	47,070	50,621	36,941
2007	53,749	46,618	100,367	12,172	2,324	8,192	3,059	25,747	8,244	10,662	3,379	48,032	52,335	38,629
2008	55,146	47,970	103,116	12,503	2,335	8,192	3,115	26,144	8,469	10,939	3,467	49,019	54,097	40,363
2009	56,580	49,361	105,941	12,843	2,346	8,192	3,173	26,553	8,699	11,224	3,557	50,033	55,908	42,145
2010	58,051	50,793	108,844	13,192	2,358	8,192	3,232	26,973	8,936	11,516	3,649	51,074	57,770	43,976
2011	59,560	52,266	111,826	13,550	2,370	8,192	3,293	27,404	9,180	11,815	3,744	52,143	59,683	44,793
2012	61,109	53,782	114,891	13,918	2,382	8,192	3,355	27,848	9,430	12,122	3,842	53,241	61,649	46,727
2013	62,698	55,341	118,039	14,297	2,395	8,192	3,419	28,303	9,687	12,437	3,941	54,369	63,670	48,715
2014	64,328	56,946	121,274	14,685	2,409	8,192	3,486	28,771	9,951	12,761	4,044	55,527	65,748	50,757
2015	66,001	58,598	124,598	15,084	2,423	8,192	3,553	29,252	10,222	13,093	4,149	56,716	67,882	51,545
2016	67,717	60,297	128,013	15,494	2,437	8,192	3,623	29,747	10,500	13,433	4,257	57,937	70,077	53,676
2017	69,477	62,045	131,523	15,916	2,452	8,192	3,695	30,254	10,787	13,782	4,368	59,191	72,332	55,865
2018	71,284	63,845	135,128	16,348	2,468	8,192	3,769	30,776	11,081	14,141	4,481	60,479	74,650	56,909
2019	73,137	65,696	138,833	16,793	2,484	8,192	3,844	31,313	11,383	14,508	4,598	61,801	77,032	59,220
2020	75,038	67,601	142,640	17,250	2,501	8,192	3,922	31,864	11,693	14,885	4,717	63,159	79,481	61,595
2021	76,989	69,562	146,551	17,719	2,518	8,192	4,002	32,430	12,012	15,272	4,840	64,554	81,997	62,971
2022	78,991	71,579	150,570	18,201	2,536	8,192	4,084	33,012	12,339	15,669	4,966	65,987	84,584	65,479
2023	81,045	73,655	154,700	18,696	2,554	8,192	4,169	33,610	12,676	16,077	5,095	67,458	87,242	68,056
2024	83,152	75,791	158,943	19,204	2,574	8,192	4,255	34,225	13,022	16,495	5,227	68,969	89,975	69,639

1. Net Revenue = Net Operating Revenue less Yearly Cost of Capital

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminals & Handling		
2005	131,000	6,069	36,155	173,223	12,589
2006	15,000	203	0	15,203	13,679
2007	0	210	0	210	13,707
2008	0	217	0	217	13,735
2009	0	225	0	225	13,764
2010	0	233	0	233	13,794
2011	15,000	242	0	15,242	14,890
2012	0	250	0	250	14,922
2013	0	260	0	260	14,956
2014	0	269	0	269	14,991
2015	15,000	6,347	1,900	23,247	16,337
2016	0	492	0	492	16,401
2017	0	509	0	509	16,467
2018	17,000	528	0	17,528	17,741
2019	0	547	0	547	17,812
2020	0	567	0	567	17,885
2021	15,000	588	0	15,588	19,026
2022	0	609	0	609	19,105
2023	0	631	0	631	19,186
2024	15,000	655	0	15,655	20,336

Table 9.3.2 (200 Québec)

**NET OPERATING REVENUES**

Quebec – Windsor Corridor

MOST PROBABLE MARKET SHARE SCENARIO

200 kph Existing R/W Option – X-2000 Technology

QUEBEC (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROVISIONS FOR EXTRA CUSTOMER COSTS				NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D	Total		
2005	15,517	15,950	31,467	3,818	762	3,377	977	8,934	2,958	3,658	1,159	16,710	14,757	10,499
2006	15,921	16,412	32,333	3,922	766	3,377	994	9,060	3,039	3,753	1,189	17,041	15,292	10,673
2007	16,335	16,888	33,223	4,029	769	3,377	1,013	9,188	3,121	3,851	1,220	17,381	15,842	11,214
2008	16,759	17,378	34,137	4,139	773	3,377	1,031	9,321	3,206	3,951	1,252	17,730	16,407	11,770
2009	17,195	17,882	35,077	4,252	777	3,377	1,050	9,457	3,293	4,054	1,285	18,088	16,988	12,342
2010	17,642	18,400	36,042	4,368	781	3,377	1,070	9,597	3,383	4,159	1,318	18,457	17,586	12,929
2011	18,101	18,934	37,035	4,487	785	3,377	1,090	9,740	3,475	4,267	1,352	18,835	18,200	13,180
2012	18,571	19,483	38,054	4,610	789	3,377	1,111	9,888	3,569	4,378	1,387	19,223	18,832	13,801
2013	19,054	20,048	39,102	4,736	794	3,377	1,133	10,040	3,666	4,492	1,424	19,622	19,481	14,439
2014	19,550	20,629	40,179	4,865	798	3,377	1,155	10,196	3,766	4,609	1,461	20,031	20,148	15,095
2015	20,058	21,228	41,286	4,998	803	3,377	1,177	10,356	3,868	4,729	1,499	20,451	20,834	15,313
2016	20,579	21,843	42,423	5,135	808	3,377	1,201	10,521	3,973	4,852	1,538	20,883	21,539	15,997
2017	21,114	22,477	43,591	5,275	813	3,377	1,225	10,690	4,082	4,978	1,577	21,327	22,265	16,700
2018	21,663	23,129	44,792	5,419	818	3,377	1,249	10,864	4,193	5,107	1,619	21,782	23,010	17,023
2019	22,227	23,799	46,026	5,567	823	3,377	1,274	11,042	4,307	5,240	1,661	22,250	23,776	17,766
2020	22,805	24,489	47,294	5,719	829	3,377	1,300	11,226	4,424	5,376	1,704	22,730	24,564	18,529
2021	23,398	25,200	48,597	5,876	835	3,377	1,327	11,415	4,544	5,516	1,748	23,223	25,374	18,961
2022	24,006	25,930	49,936	6,036	841	3,377	1,355	11,609	4,668	5,660	1,794	23,730	26,206	19,767
2023	24,630	26,682	51,312	6,201	847	3,377	1,383	11,808	4,795	5,807	1,840	24,250	27,062	20,596
2024	25,270	27,456	52,727	6,371	854	3,377	1,412	12,013	4,925	5,958	1,888	24,784	27,942	21,095

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	43,351	2,008	13,224	58,583	4,258
2006	4,965	67		5,032	4,619
2007	0	69		69	4,628
2008	0	72		72	4,637
2009	0	75		75	4,647
2010	0	77		77	4,657
2011	4,968	80		5,048	5,020
2012	0	83		83	5,030
2013	0	86		86	5,042
2014	0	89		89	5,053
2015	4,970	2,103	800	7,873	5,522
2016	0	163		163	5,543
2017	0	169		169	5,565
2018	5,635	175		5,810	5,987
2019	0	181		181	6,011
2020	0	188		188	6,035
2021	4,974	195		5,169	6,413
2022	0	202		202	6,439
2023	0	209		209	6,466
2024	4,976	217		5,193	6,848



Table 9.3.2 (200 Ontario)

**NET OPERATING REVENUES**

Quebec – Windsor Corridor

MOST PROBABLE MARKET SHARE SCENARIO

200 kph Existing R/W Option – X-2000 Technology

ONTARIO (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROVISIONS FOR EXTRA CUSTOMER COSTS				NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D	Total		
2005	35,542	28,078	63,620	7,719	1,541	4,814	1,975	16,049	4,855	6,470	2,050	29,424	34,196	25,865
2006	36,466	28,892	65,358	7,928	1,548	4,814	2,010	16,300	4,987	6,639	2,104	30,030	35,329	26,268
2007	37,414	29,730	67,144	8,143	1,555	4,814	2,046	16,559	5,123	6,811	2,158	30,651	36,494	27,415
2008	38,387	30,592	68,979	8,364	1,562	4,814	2,084	16,824	5,263	6,988	2,215	31,289	37,690	28,593
2009	39,385	31,480	70,865	8,590	1,569	4,814	2,122	17,096	5,406	7,170	2,272	31,944	38,920	29,803
2010	40,409	32,393	72,802	8,823	1,577	4,814	2,162	17,376	5,554	7,356	2,331	32,617	40,184	31,047
2011	41,460	33,332	74,792	9,062	1,585	4,814	2,202	17,664	5,705	7,548	2,392	33,309	41,483	31,613
2012	42,538	34,299	76,836	9,308	1,593	4,814	2,244	17,960	5,861	7,744	2,454	34,018	42,818	32,926
2013	43,644	35,293	78,937	9,561	1,602	4,814	2,287	18,264	6,021	7,945	2,518	34,747	44,190	34,275
2014	44,778	36,317	81,095	9,820	1,611	4,814	2,331	18,576	6,185	8,152	2,583	35,496	45,599	35,662
2015	45,943	37,370	83,312	10,086	1,620	4,814	2,376	18,896	6,354	8,364	2,650	36,264	47,048	36,233
2016	47,137	38,454	85,591	10,360	1,630	4,814	2,422	19,226	6,527	8,581	2,719	37,054	48,537	37,679
2017	48,363	39,569	87,931	10,641	1,639	4,814	2,470	19,565	6,705	8,804	2,790	37,864	50,067	39,165
2018	49,620	40,716	90,336	10,929	1,650	4,814	2,519	19,913	6,888	9,033	2,863	38,697	51,640	39,886
2019	50,910	41,897	92,807	11,226	1,660	4,814	2,570	20,270	7,076	9,268	2,937	39,551	53,256	41,454
2020	52,234	43,112	95,346	11,530	1,671	4,814	2,622	20,638	7,269	9,509	3,013	40,429	54,917	43,066
2021	53,592	44,362	97,954	11,843	1,683	4,814	2,675	21,015	7,468	9,756	3,092	41,331	56,623	44,011
2022	54,985	45,649	100,634	12,164	1,695	4,814	2,730	21,403	7,672	10,010	3,172	42,257	58,377	45,712
2023	56,415	46,973	103,388	12,494	1,707	4,814	2,786	21,802	7,881	10,270	3,255	43,208	60,180	47,460
2024	57,882	48,335	106,217	12,834	1,720	4,814	2,844	22,211	8,096	10,537	3,339	44,184	62,032	48,544

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	87,649	4,060	22,931	114,640	8,331
2006	10,035	136		10,171	9,061
2007	0	140		140	9,079
2008	0	145		145	9,098
2009	0	151		151	9,117
2010	0	156		156	9,137
2011	10,032	162		10,194	9,870
2012	0	168		168	9,892
2013	0	174		174	9,914
2014	0	180		180	9,937
2015	10,030	4,244	1,100	15,374	10,815
2016	0	329		329	10,858
2017	0	341		341	10,902
2018	11,365	353		11,718	11,754
2019	0	366		366	11,801
2020	0	379		379	11,851
2021	10,026	393		10,419	12,613
2022	0	407		407	12,665
2023	0	422		422	12,720
2024	10,024	437		10,461	13,488

Table 9.3.2 (300 Existing Total)

**NET OPERATING REVENUES**

Quebec – Windsor Corridor

MOST PROBABLE MARKET SHARE SCENARIO

300 kph Existing R/W Option (TGV Technology)

QUÉBEC AND ONTARIO COMBINED (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Maint.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	51,057	44,010	95,067	13,649	2,288	7,055	2,836	25,827	8,894	9,609	3,653	47,983	47,084	30,692
2006	52,384	45,287	97,671	14,023	2,298	7,055	2,889	26,264	9,136	9,858	3,748	49,007	48,664	30,340
2007	53,746	46,600	100,346	14,408	2,307	7,055	2,943	26,713	9,385	10,115	3,846	50,059	50,288	31,937
2008	55,144	47,951	103,095	14,803	2,318	7,055	2,999	27,175	9,640	10,378	3,946	51,139	51,956	33,579
2009	56,577	49,342	105,919	15,209	2,328	7,055	3,057	27,649	9,903	10,648	4,048	52,248	53,671	35,266
2010	58,048	50,773	108,821	15,627	2,340	7,055	3,116	28,137	10,173	10,924	4,153	53,388	55,434	37,000
2011	59,558	52,245	111,803	16,055	2,351	7,055	3,177	28,638	10,450	11,208	4,261	54,558	57,245	37,008
2012	61,106	53,760	114,867	16,496	2,363	7,055	3,239	29,153	10,735	11,500	4,372	55,760	59,107	38,839
2013	62,695	55,319	118,014	16,949	2,375	7,055	3,303	29,682	11,027	11,799	4,486	56,994	61,020	40,721
2014	64,325	56,924	121,249	17,414	2,388	7,055	3,369	30,226	11,328	12,106	4,603	58,262	62,986	42,654
2015	65,997	58,575	124,572	17,892	2,401	7,055	3,437	30,785	11,636	12,420	4,722	59,564	65,007	42,178
2016	67,713	60,273	127,987	18,383	2,415	7,055	3,507	31,360	11,953	12,743	4,845	60,902	67,085	44,195
2017	69,474	62,021	131,495	18,888	2,429	7,055	3,578	31,951	12,279	13,075	4,971	62,276	69,219	46,267
2018	71,280	63,820	135,100	19,407	2,444	7,055	3,652	32,558	12,614	13,415	5,100	63,686	71,414	48,397
2019	73,133	65,671	138,804	19,940	2,459	7,055	3,727	33,181	12,958	13,763	5,233	65,136	73,669	48,811
2020	75,035	67,575	142,610	20,487	2,475	7,055	3,805	33,823	13,311	14,121	5,369	66,624	75,986	51,059
2021	76,986	69,535	146,521	21,050	2,491	7,055	3,885	34,482	13,674	14,488	5,508	68,152	78,368	53,368
2022	78,988	71,551	150,539	21,628	2,508	7,055	3,967	35,159	14,047	14,865	5,652	69,723	80,816	55,741
2023	81,041	73,626	154,667	22,222	2,526	7,055	4,051	35,855	14,430	15,252	5,799	71,335	83,332	56,273
2024	83,148	75,761	158,910	22,833	2,544	7,055	4,138	36,570	14,823	15,648	5,949	72,991	85,918	58,779

1. Net Revenue = Net Operating Revenue less Yearly Cost of Capital

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminals & Handling		
2005	185,625	5,758	35,910	227,293	16,393
2006	26,875	192	0	27,067	18,324
2007	0	199	0	199	18,350
2008	0	206	0	206	18,377
2009	0	214	0	214	18,405
2010	0	221	0	221	18,433
2011	25,000	229	0	25,229	20,237
2012	0	238	0	238	20,268
2013	0	246	0	246	20,299
2014	0	255	0	255	20,332
2015	31,875	6,023	1,550	39,448	22,829
2016	0	466	0	466	22,889
2017	0	483	0	483	22,952
2018	0	501	0	501	23,017
2019	25,000	519	0	25,519	24,858
2020	0	538	0	538	24,928
2021	0	558	0	558	25,000
2022	0	578	0	578	25,075
2023	26,875	599	0	27,474	27,059
2024	0	621	0	621	27,140

Table 9.3.2 (300 Existing Québec)  
**NET OPERATING REVENUES**  
 Québec – Windsor Corridor  
 MOST PROBABLE MARKET SHARE SCENARIO  
 300 kph Existing R/W Option (TGV Technology)  
 QUEBEC (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	15,516	15,949	31,465	4,517	757	2,890	999	9,103	3,368	3,472	1,320	17,263	14,202	8,688
2006	15,920	16,411	32,331	4,642	761	2,890	956	9,249	3,460	3,562	1,354	17,625	14,707	8,553
2007	16,334	16,887	33,221	4,770	764	2,890	974	9,398	3,554	3,655	1,389	17,996	15,225	9,063
2008	16,758	17,377	34,135	4,901	767	2,890	993	9,552	3,650	3,750	1,426	18,377	15,758	9,587
2009	17,194	17,881	35,075	5,036	771	2,890	1,012	9,710	3,749	3,847	1,463	18,769	16,306	10,126
2010	17,641	18,399	36,041	5,175	775	2,890	1,032	9,872	3,851	3,947	1,501	19,171	16,869	10,679
2011	18,100	18,933	37,033	5,318	779	2,890	1,052	10,039	3,956	4,050	1,540	19,585	17,448	10,661
2012	18,570	19,482	38,053	5,465	783	2,890	1,073	10,211	4,064	4,155	1,580	20,009	18,044	11,246
2013	19,053	20,047	39,100	5,615	787	2,890	1,094	10,387	4,174	4,263	1,621	20,445	18,655	11,848
2014	19,549	20,628	40,177	5,770	791	2,890	1,116	10,568	4,288	4,374	1,663	20,893	19,285	12,466
2015	20,057	21,227	41,284	5,930	796	2,890	1,139	10,755	4,404	4,488	1,706	21,352	19,931	12,267
2016	20,578	21,842	42,421	6,093	800	2,890	1,162	10,946	4,524	4,604	1,751	21,825	20,596	12,912
2017	21,114	22,476	43,589	6,261	805	2,890	1,186	11,143	4,647	4,724	1,796	22,310	21,279	13,574
2018	21,662	23,127	44,790	6,434	810	2,890	1,211	11,345	4,773	4,847	1,843	22,808	21,982	14,255
2019	22,226	23,798	46,024	6,612	815	2,890	1,236	11,553	4,903	4,973	1,891	23,320	22,704	14,367
2020	22,804	24,488	47,292	6,794	821	2,890	1,262	11,767	5,037	5,102	1,940	23,845	23,447	15,087
2021	23,396	25,198	48,595	6,981	826	2,890	1,289	11,986	5,174	5,235	1,990	24,385	24,210	15,826
2022	24,005	25,929	49,934	7,174	832	2,890	1,316	12,212	5,314	5,371	2,042	24,940	24,994	16,586
2023	24,629	26,681	51,310	7,372	838	2,890	1,344	12,444	5,459	5,510	2,095	25,509	25,801	16,734
2024	25,269	27,455	52,724	7,576	844	2,890	1,373	12,683	5,608	5,654	2,150	26,094	26,630	17,536

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	61,438	1,906	13,119	76,462	5,514
2006	8,896	64		8,960	6,154
2007	0	66		66	6,162
2008	0	68		68	6,171
2009	0	71		71	6,180
2010	0	73		73	6,190
2011	8,281	76		8,357	6,787
2012	0	79		79	6,797
2013	0	82		82	6,808
2014	0	85		85	6,819
2015	10,564	1,996	650	13,209	7,664
2016	0	155		155	7,684
2017	0	160		160	7,705
2018	0	166		166	7,727
2019	8,289	172		8,461	8,337
2020	0	178		178	8,360
2021	0	185		185	8,384
2022	0	192		192	8,409
2023	8,916	199		9,114	9,067
2024	0	206		206	9,094

Table 9.3.2 (300 Existing Ontario)  
**NET OPERATING REVENUES**  
 Quebec – Windsor Corridor  
 MOST PROBABLE MARKET SHARE SCENARIO  
 300 kph Existing R/W Option (TGV Technology)  
 ONTARIO (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolidated and Presort	LTL Additional P & D			
2005	35,540	28,062	63,602	9,131	1,531	4,165	1,897	16,724	5,526	6,137	2,333	30,720	32,882	22,004
2006	36,464	28,875	65,340	9,381	1,537	4,165	1,932	17,015	5,676	6,297	2,394	31,382	33,957	21,787
2007	37,412	29,713	67,125	9,638	1,544	4,165	1,969	17,315	5,831	6,460	2,456	32,063	35,062	22,875
2008	38,385	30,574	68,960	9,902	1,550	4,165	2,006	17,623	5,990	6,628	2,520	32,762	36,198	23,992
2009	39,383	31,461	70,844	10,173	1,557	4,165	2,045	17,939	6,154	6,801	2,586	33,479	37,365	25,141
2010	40,407	32,373	72,781	10,451	1,565	4,165	2,084	18,265	6,322	6,977	2,653	34,216	38,564	26,321
2011	41,458	33,312	74,770	10,737	1,572	4,165	2,124	18,599	6,494	7,159	2,722	34,973	39,797	26,347
2012	42,536	34,278	76,814	11,031	1,580	4,165	2,166	18,942	6,671	7,345	2,793	35,751	41,063	27,593
2013	43,642	35,272	78,914	11,333	1,588	4,165	2,209	19,295	6,853	7,536	2,865	36,549	42,364	28,873
2014	44,776	36,295	81,072	11,644	1,597	4,165	2,253	19,658	7,040	7,732	2,940	37,370	43,702	30,188
2015	45,940	37,348	83,288	11,963	1,605	4,165	2,298	20,031	7,232	7,933	3,016	38,212	45,076	29,911
2016	47,135	38,431	85,566	12,290	1,614	4,165	2,344	20,414	7,430	8,139	3,095	39,077	46,489	31,283
2017	48,360	39,545	87,906	12,627	1,624	4,165	2,392	20,808	7,632	8,351	3,175	39,966	47,940	32,693
2018	49,618	40,692	90,310	12,973	1,634	4,165	2,441	21,212	7,841	8,568	3,258	40,878	49,432	34,141
2019	50,908	41,872	92,780	13,328	1,644	4,165	2,492	21,628	8,055	8,791	3,342	41,816	50,964	34,443
2020	52,231	43,087	95,318	13,693	1,654	4,165	2,543	22,056	8,274	9,019	3,429	42,779	52,540	35,972
2021	53,589	44,336	97,926	14,069	1,665	4,165	2,597	22,495	8,500	9,254	3,518	43,767	54,158	37,542
2022	54,983	45,622	100,605	14,454	1,676	4,165	2,651	22,947	8,732	9,494	3,610	44,783	55,822	39,156
2023	56,412	46,945	103,357	14,850	1,688	4,165	2,707	23,410	8,971	9,741	3,704	45,826	57,531	39,539
2024	57,879	48,306	106,185	15,257	1,700	4,165	2,765	23,887	9,216	9,994	3,800	46,897	59,288	41,242

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	124,187	3,852	22,791	150,831	10,878
2006	17,979	129		18,107	12,171
2007	0	133		133	12,188
2008	0	138		138	12,206
2009	0	143		143	12,224
2010	0	148		148	12,243
2011	16,719	153		16,873	13,450
2012	0	159		159	13,470
2013	0	165		165	13,491
2014	0	171		171	13,514
2015	21,311	4,027	900	26,238	15,165
2016	0	312		312	15,205
2017	0	323		323	15,247
2018	0	335		335	15,290
2019	16,711	347		17,058	16,521
2020	0	360		360	16,568
2021	0	373		373	16,616
2022	0	386		386	16,666
2023	17,959	400		18,360	17,992
2024	0	415		415	18,046

Table 9.3.2 (300 New Total)

**NET OPERATING REVENUES**

Quebec – Windsor Corridor

MOST PROBABLE MARKET SHARE SCENARIO

300 kph New R/W Option (TGV Technology)

QUÉBEC AND ONTARIO COMBINED (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	54,397	44,369	98,766	15,235	2,302	7,217	2,927	27,681	9,314	9,678	3,680	50,353	48,413	31,981
2006	55,811	45,656	101,467	15,652	2,311	7,217	2,982	28,163	9,567	9,930	3,775	51,436	50,031	33,573
2007	57,262	46,980	104,242	16,081	2,322	7,217	3,039	28,659	9,827	10,188	3,873	52,548	51,694	33,302
2008	58,751	48,342	107,093	16,522	2,333	7,217	3,097	29,169	10,094	10,453	3,974	53,690	53,403	34,983
2009	60,278	49,744	110,022	16,975	2,344	7,217	3,157	29,693	10,369	10,725	4,078	54,864	55,159	36,711
2010	61,846	51,187	113,032	17,440	2,355	7,217	3,218	30,231	10,651	11,004	4,184	56,068	56,964	38,486
2011	63,454	52,671	116,125	17,918	2,367	7,217	3,281	30,784	10,940	11,290	4,292	57,306	58,819	40,310
2012	65,103	54,199	119,302	18,410	2,379	7,217	3,346	31,352	11,238	11,583	4,404	58,577	60,725	40,410
2013	66,796	55,770	122,566	18,914	2,392	7,217	3,412	31,936	11,544	11,884	4,518	59,883	62,684	42,336
2014	68,533	57,388	125,920	19,433	2,405	7,217	3,481	32,536	11,858	12,193	4,636	61,223	64,697	44,315
2015	70,315	59,052	129,366	19,966	2,419	7,217	3,551	33,153	12,180	12,510	4,756	62,600	66,766	46,142
2016	72,143	60,764	132,907	20,514	2,433	7,217	3,623	33,787	12,512	12,836	4,880	64,015	68,892	48,944
2017	74,018	62,527	136,545	21,076	2,448	7,217	3,697	34,439	12,852	13,169	5,007	65,467	71,078	45,064
2018	75,943	64,340	140,283	21,654	2,463	7,217	3,774	35,109	13,202	13,512	5,137	66,959	73,324	50,243
2019	77,917	66,206	144,123	22,248	2,479	7,217	3,852	35,797	13,561	13,863	5,271	68,492	75,632	52,481
2020	79,943	68,126	148,069	22,859	2,495	7,217	3,933	36,504	13,930	14,223	5,408	70,065	78,004	53,007
2021	82,022	70,101	152,123	23,486	2,512	7,217	4,015	37,231	14,309	14,593	5,548	71,682	80,441	55,370
2022	84,154	72,134	156,289	24,130	2,530	7,217	4,100	37,978	14,699	14,973	5,693	73,342	82,947	57,798
2023	86,342	74,226	160,569	24,793	2,548	7,217	4,188	38,746	15,099	15,362	5,841	75,047	85,521	58,385
2024	88,587	76,379	164,966	25,473	2,567	7,217	4,278	39,535	15,510	15,761	5,992	76,799	88,167	60,948

1. Net Revenue = Net Operating Revenue less Yearly Cost of Capital

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminals & Handling		
2005	185,625	6,030	35,945	227,600	16,432
2006	0	200	0	200	16,458
2007	26,875	207	0	27,082	18,392
2008	0	214	0	214	18,420
2009	0	222	0	222	18,448
2010	0	230	0	230	18,478
2011	0	238	0	238	18,509
2012	25,000	246	0	25,246	20,315
2013	0	255	0	255	20,348
2014	0	264	0	264	20,382
2015	0	6,304	1,600	7,904	20,625
2016	31,875	483	0	32,358	22,949
2017	0	501	0	501	23,014
2018	0	519	0	519	23,081
2019	0	538	0	538	23,150
2020	25,000	557	0	25,557	24,996
2021	0	577	0	577	25,071
2022	0	598	0	598	25,149
2023	26,875	620	0	27,495	27,136
2024	0	642	0	642	27,219

Table 9.3.2 (300 New Québec)  
**NET OPERATING REVENUES**  
 Québec – Windsor Corridor  
 MOST PROBABLE MARKET SHARE SCENARIO  
 300 kph New R/W Option (TGV Technology)  
 QUEBEC (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	15,890	15,637	31,526	4,863	735	2,890	934	9,422	3,363	3,405	1,295	17,485	14,041	8,680
2006	16,303	16,090	32,393	4,997	738	2,890	952	9,577	3,454	3,494	1,328	17,854	14,539	9,169
2007	16,727	16,557	33,283	5,135	741	2,890	970	9,736	3,548	3,585	1,363	18,232	15,051	9,064
2008	17,161	17,037	34,199	5,276	745	2,890	989	9,900	3,644	3,678	1,398	18,621	15,578	9,582
2009	17,608	17,531	35,139	5,421	748	2,890	1,008	10,068	3,743	3,773	1,435	19,020	16,119	10,114
2010	18,065	18,040	36,105	5,571	752	2,890	1,028	10,241	3,845	3,872	1,472	19,430	16,675	10,660
2011	18,535	18,563	37,098	5,724	756	2,890	1,048	10,419	3,950	3,972	1,510	19,851	17,247	11,222
2012	19,017	19,101	38,118	5,882	760	2,890	1,069	10,601	4,057	4,075	1,550	20,283	17,835	11,233
2013	19,512	19,655	39,166	6,044	764	2,890	1,090	10,789	4,167	4,181	1,590	20,728	18,439	11,827
2014	20,019	20,225	40,244	6,211	769	2,890	1,112	10,982	4,280	4,290	1,631	21,184	19,060	12,437
2015	20,539	20,811	41,351	6,382	773	2,890	1,135	11,180	4,397	4,402	1,674	21,652	19,698	12,979
2016	21,073	21,415	42,488	6,558	778	2,890	1,158	11,384	4,516	4,516	1,717	22,134	20,355	12,893
2017	21,621	22,036	43,657	6,739	783	2,890	1,182	11,594	4,639	4,634	1,762	22,628	21,029	13,547
2018	22,183	22,675	44,858	6,924	788	2,890	1,207	11,809	4,765	4,754	1,807	23,135	21,723	14,219
2019	22,760	23,333	46,093	7,115	793	2,890	1,232	12,030	4,894	4,878	1,854	23,657	22,436	14,909
2020	23,352	24,009	47,361	7,312	798	2,890	1,258	12,258	5,027	5,004	1,903	24,193	23,169	15,052
2021	23,959	24,706	48,665	7,513	804	2,890	1,285	12,492	5,164	5,135	1,952	24,743	23,922	15,781
2022	24,582	25,422	50,004	7,720	809	2,890	1,312	12,732	5,305	5,268	2,003	25,308	24,696	16,531
2023	25,221	26,159	51,380	7,933	815	2,890	1,340	12,979	5,449	5,405	2,055	25,888	25,492	16,691
2024	25,877	26,918	52,795	8,152	822	2,890	1,369	13,233	5,597	5,546	2,108	26,484	26,311	17,483

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	59,252	1,925	13,119	74,296	5,362
2006	0	64		64	5,370
2007	8,581	66		8,647	5,987
2008	0	68		68	5,996
2009	0	71		71	6,005
2010	0	73		73	6,015
2011	0	76		76	6,025
2012	7,988	79		8,066	6,602
2013	0	82		82	6,612
2014	0	84		84	6,623
2015	0	2,015	650	2,665	6,719
2016	10,190	155		10,344	7,462
2017	0	160		160	7,483
2018	0	166		166	7,504
2019	0	172		172	7,527
2020	7,996	178		8,175	8,117
2021	0	185		185	8,141
2022	0	191		191	8,166
2023	8,600	198		8,798	8,802
2024	0	206		206	8,828

Table 9.3.2 (300 New Ontario)  
**NET OPERATING REVENUES**  
 Quebec – Windsor Corridor  
 MOST PROBABLE MARKET SHARE SCENARIO  
 300 kph New R/W Option (TGV Technology)  
 ONTARIO (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	38,507	28,732	67,239	10,372	1,567	4,327	1,993	18,259	5,951	6,273	2,385	32,868	34,372	23,301
2006	39,508	29,565	69,074	10,655	1,574	4,327	2,030	18,586	6,113	6,436	2,447	33,582	35,492	24,403
2007	40,535	30,423	70,958	10,947	1,580	4,327	2,069	18,923	6,279	6,603	2,511	34,316	36,642	24,238
2008	41,589	31,305	72,894	11,246	1,588	4,327	2,108	19,269	6,450	6,775	2,576	35,070	37,825	25,401
2009	42,671	32,213	74,884	11,554	1,595	4,327	2,148	19,624	6,625	6,951	2,643	35,844	39,040	26,597
2010	43,780	33,147	76,927	11,869	1,603	4,327	2,190	19,989	6,806	7,132	2,712	36,639	40,289	27,825
2011	44,918	34,108	79,027	12,194	1,611	4,327	2,233	20,365	6,991	7,317	2,782	37,455	41,572	29,087
2012	46,086	35,098	81,184	12,528	1,619	4,327	2,277	20,751	7,181	7,508	2,854	38,294	42,890	29,177
2013	47,284	36,115	83,400	12,870	1,628	4,327	2,322	21,147	7,377	7,703	2,929	39,155	44,245	30,509
2014	48,514	37,163	85,677	13,222	1,637	4,327	2,368	21,554	7,577	7,903	3,005	40,040	45,637	31,878
2015	49,775	38,240	88,016	13,584	1,646	4,327	2,416	21,973	7,784	8,109	3,083	40,948	47,068	33,162
2016	51,069	39,349	90,419	13,956	1,655	4,327	2,465	22,403	7,995	8,319	3,163	41,881	48,538	33,051
2017	52,397	40,491	92,888	14,338	1,665	4,327	2,515	22,845	8,213	8,536	3,245	42,839	50,048	34,517
2018	53,760	41,665	95,424	14,730	1,675	4,327	2,567	23,300	8,437	8,758	3,330	43,824	51,601	36,024
2019	55,157	42,873	98,030	15,133	1,686	4,327	2,620	23,766	8,667	8,985	3,416	44,835	53,196	37,572
2020	56,591	44,116	100,708	15,547	1,697	4,327	2,675	24,246	8,903	9,219	3,505	45,873	54,835	37,955
2021	58,063	45,396	103,459	15,973	1,709	4,327	2,731	24,739	9,145	9,459	3,596	46,939	56,519	39,589
2022	59,572	46,712	106,285	16,410	1,720	4,327	2,789	25,246	9,394	9,705	3,690	48,035	58,250	41,267
2023	61,121	48,067	109,188	16,859	1,733	4,327	2,848	25,767	9,650	9,957	3,786	49,159	60,029	41,695
2024	62,710	49,461	112,171	17,321	1,745	4,327	2,909	26,302	9,913	10,216	3,884	50,315	61,856	43,466

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	126,373	4,105	22,826	153,304	11,071
2006	0	136		136	11,088
2007	18,294	141		18,435	12,405
2008	0	146		146	12,423
2009	0	151		151	12,443
2010	0	156		156	12,463
2011	0	162		162	12,484
2012	17,012	168		17,180	13,713
2013	0	174		174	13,735
2014	0	180		180	13,759
2015	0	4,289	950	5,239	13,906
2016	21,685	329		22,014	15,487
2017	0	341		341	15,531
2018	0	353		353	15,577
2019	0	366		366	15,624
2020	17,004	379		17,382	16,879
2021	0	393		393	16,930
2022	0	407		407	16,983
2023	18,275	422		18,697	18,334
2024	0	437		437	18,391



**SECTION D**

**APPENDICES TO CHAPTER 10**



Table 10.3.1 (200 – Total)

**NET OPERATING REVENUES**

Montréal / Toronto Segment

MINIMAL MARKET SHARE SCENARIO

200 kph Existing ROW option (X2000 technology)

QUÉBEC AND ONTARIO COMBINED (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	9,595	16,127	25,722	3,581	2,078	3,523	1,075	10,258	2,013	3,558	1,128	16,956	8,766	3,536
2006	9,845	16,595	26,439	3,682	2,081	3,523	1,089	10,375	2,068	3,651	1,157	17,252	9,188	2,745
2007	10,101	17,076	27,177	3,785	2,084	3,523	1,104	10,497	2,126	3,746	1,187	17,555	9,622	3,171
2008	10,363	17,571	27,934	3,891	2,087	3,523	1,120	10,621	2,184	3,843	1,218	17,867	10,068	3,609
2009	10,633	18,081	28,713	4,000	2,090	3,523	1,136	10,749	2,245	3,943	1,250	18,187	10,527	4,060
2010	10,909	18,605	29,514	4,112	2,093	3,523	1,152	10,881	2,307	4,046	1,282	18,516	10,999	4,523
2011	11,193	19,145	30,337	4,227	2,097	3,523	1,169	11,016	2,371	4,151	1,315	18,853	11,484	5,000
2012	11,484	19,700	31,184	4,346	2,100	3,523	1,186	11,156	2,437	4,259	1,350	19,201	11,983	5,490
2013	11,782	20,271	32,053	4,468	2,104	3,523	1,204	11,299	2,504	4,369	1,385	19,557	12,496	5,994
2014	12,089	20,859	32,948	4,593	2,108	3,523	1,222	11,446	2,573	4,483	1,421	19,923	13,024	6,512
2015	12,403	21,464	33,867	4,722	2,112	3,523	1,241	11,598	2,645	4,600	1,458	20,300	13,567	6,954
2016	12,725	22,086	34,812	4,854	2,116	3,523	1,260	11,753	2,718	4,719	1,496	20,686	14,126	6,430
2017	13,056	22,727	35,783	4,990	2,120	3,523	1,280	11,914	2,793	4,842	1,534	21,083	14,700	6,985
2018	13,396	23,386	36,782	5,130	2,125	3,523	1,300	12,078	2,871	4,968	1,574	21,491	15,290	7,557
2019	13,744	24,064	37,808	5,274	2,129	3,523	1,321	12,248	2,950	5,097	1,615	21,910	15,898	8,144
2020	14,101	24,762	38,863	5,422	2,134	3,523	1,343	12,422	3,032	5,229	1,657	22,341	16,522	8,748
2021	14,468	25,480	39,948	5,574	2,139	3,523	1,365	12,601	3,116	5,365	1,700	22,783	17,165	9,368
2022	14,844	26,219	41,063	5,730	2,144	3,523	1,388	12,786	3,202	5,505	1,745	23,238	17,826	10,006
2023	15,230	26,979	42,209	5,891	2,150	3,523	1,411	12,975	3,291	5,648	1,790	23,704	18,505	10,662
2024	15,626	27,762	43,388	6,056	2,155	3,523	1,436	13,170	3,382	5,795	1,836	24,184	19,204	10,272

1. Net Revenue = Net Operating Revenue less Yearly Cost of Capital

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminals & Handling		
2005	52,000	1,563	19,485	73,049	5,230
2006	17,000	56	0	17,056	6,443
2007	0	59	0	59	6,451
2008	0	61	0	61	6,459
2009	0	63	0	63	6,467
2010	0	66	0	66	6,475
2011	0	68	0	68	6,484
2012	0	71	0	71	6,493
2013	0	73	0	73	6,503
2014	0	76	0	76	6,513
2015	0	1,643	700	2,343	6,614
2016	15,000	139	0	15,139	7,696
2017	0	144	0	144	7,714
2018	0	150	0	150	7,734
2019	0	156	0	156	7,754
2020	0	162	0	162	7,775
2021	0	168	0	168	7,797
2022	0	174	0	174	7,819
2023	0	181	0	181	7,843
2024	15,000	188	0	15,188	8,931

Table 10.3.1 (200 – Québec)

**NET OPERATING REVENUES**

Montréal / Toronto Segment

MINIMAL MARKET SHARE SCENARIO

200 kph Existing ROW option (X2000 technology)

QUÉBEC (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	551	8,152	8,703	1,212	703	1,754	364	4,032	633	1,812	574	7,052	1,651	(533)
2006	566	8,388	8,954	1,247	705	1,754	369	4,074	651	1,860	589	7,174	1,780	(816)
2007	580	8,631	9,212	1,283	706	1,754	374	4,117	670	1,908	605	7,300	1,912	(686)
2008	596	8,882	9,477	1,320	708	1,754	380	4,162	689	1,958	620	7,429	2,049	(552)
2009	611	9,139	9,750	1,358	710	1,754	386	4,207	709	2,008	636	7,561	2,189	(414)
2010	627	9,404	10,031	1,398	711	1,754	392	4,254	729	2,061	653	7,697	2,334	(272)
2011	643	9,677	10,320	1,438	713	1,754	398	4,302	750	2,114	670	7,837	2,483	(126)
2012	660	9,958	10,618	1,480	715	1,754	404	4,352	772	2,169	687	7,981	2,637	24
2013	677	10,246	10,923	1,523	717	1,754	410	4,403	794	2,226	705	8,128	2,795	180
2014	695	10,544	11,238	1,567	719	1,754	417	4,456	817	2,283	724	8,280	2,958	339
2015	713	10,849	11,562	1,612	721	1,754	424	4,510	840	2,343	742	8,436	3,126	477
2016	731	11,164	11,895	1,659	723	1,754	431	4,566	864	2,404	762	8,596	3,299	281
2017	750	11,488	12,238	1,707	725	1,754	438	4,623	889	2,466	782	8,760	3,478	453
2018	770	11,821	12,591	1,756	727	1,754	445	4,682	915	2,530	802	8,929	3,661	630
2019	790	12,164	12,953	1,807	730	1,754	453	4,743	941	2,596	823	9,103	3,851	812
2020	810	12,516	13,327	1,859	732	1,754	461	4,805	968	2,664	844	9,281	4,046	1,000
2021	831	12,879	13,711	1,913	734	1,754	469	4,869	996	2,733	866	9,464	4,246	1,193
2022	853	13,253	14,106	1,968	737	1,754	477	4,935	1,025	2,804	889	9,652	4,453	1,392
2023	875	13,637	14,512	2,025	739	1,754	485	5,003	1,054	2,877	912	9,846	4,666	1,597
2024	898	14,033	14,931	2,084	742	1,754	494	5,073	1,084	2,952	935	10,045	4,886	1,442

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	17,594	529	12,804	30,927	2,184
2006	5,757	19		5,776	2,595
2007	0	20		20	2,598
2008	0	21		21	2,601
2009	0	21		21	2,603
2010	0	22		22	2,606
2011	0	23		23	2,609
2012	0	24		24	2,612
2013	0	25		25	2,616
2014	0	26		26	2,619
2015	0	561	200	761	2,649
2016	5,125	47		5,173	3,019
2017	0	49		49	3,025
2018	0	51		51	3,032
2019	0	53		53	3,039
2020	0	55		55	3,046
2021	0	58		58	3,053
2022	0	60		60	3,061
2023	0	62		62	3,069
2024	5,162	65		5,227	3,444

Table 10.3.1 (200 – Ontario)  
**NET OPERATING REVENUES**  
**Montréal / Toronto Segment**  
**MINIMAL MARKET SHARE SCENARIO**  
**200 kph Existing ROW option (X2000 technology)**  
**ONTARIO (IN THOUSANDS OF 1993 DOLLARS)**

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	9,044	7,975	17,019	2,370	1,375	1,770	711	6,226	1,380	1,746	553	9,904	7,115	4,070
2006	9,279	8,207	17,486	2,435	1,376	1,770	720	6,301	1,417	1,791	568	10,077	7,408	3,560
2007	9,520	8,445	17,965	2,502	1,378	1,770	730	6,379	1,456	1,838	582	10,255	7,710	3,857
2008	9,768	8,690	18,457	2,571	1,379	1,770	740	6,460	1,495	1,886	598	10,438	8,019	4,161
2009	10,022	8,942	18,963	2,642	1,380	1,770	750	6,542	1,536	1,935	613	10,626	8,338	4,474
2010	10,282	9,201	19,483	2,715	1,382	1,770	760	6,627	1,578	1,985	629	10,818	8,665	4,796
2011	10,549	9,468	20,017	2,789	1,384	1,770	771	6,714	1,621	2,037	645	11,016	9,001	5,126
2012	10,824	9,742	20,566	2,866	1,385	1,770	782	6,803	1,665	2,089	662	11,220	9,346	5,465
2013	11,105	10,025	21,130	2,945	1,387	1,770	794	6,896	1,710	2,144	679	11,429	9,701	5,814
2014	11,394	10,316	21,709	3,026	1,389	1,770	805	6,990	1,757	2,200	697	11,643	10,066	6,172
2015	11,690	10,615	22,305	3,110	1,391	1,770	817	7,088	1,804	2,257	715	11,864	10,441	6,476
2016	11,994	10,923	22,917	3,195	1,393	1,770	830	7,188	1,854	2,315	734	12,090	10,826	6,149
2017	12,306	11,239	23,545	3,283	1,395	1,770	842	7,291	1,904	2,376	753	12,323	11,222	6,533
2018	12,626	11,565	24,191	3,374	1,397	1,770	855	7,397	1,956	2,437	772	12,562	11,629	6,927
2019	12,954	11,901	24,855	3,467	1,400	1,770	869	7,505	2,009	2,501	792	12,808	12,047	7,332
2020	13,291	12,246	25,537	3,563	1,402	1,770	882	7,617	2,064	2,566	813	13,060	12,477	7,748
2021	13,637	12,601	26,237	3,661	1,405	1,770	897	7,732	2,120	2,632	834	13,319	12,918	8,175
2022	13,991	12,966	26,957	3,762	1,408	1,770	911	7,850	2,178	2,701	856	13,585	13,372	8,614
2023	14,355	13,342	27,697	3,865	1,411	1,770	926	7,972	2,237	2,771	878	13,859	13,839	9,065
2024	14,728	13,729	28,457	3,972	1,414	1,770	942	8,097	2,298	2,843	901	14,139	14,318	8,830

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	34,406	1,034	6,682	42,122	3,045
2006	11,243	37		11,280	3,848
2007	0	39		39	3,853
2008	0	40		40	3,858
2009	0	42		42	3,863
2010	0	43		43	3,869
2011	0	45		45	3,875
2012	0	47		47	3,881
2013	0	48		48	3,887
2014	0	50		50	3,894
2015	0	1,082	500	1,582	3,964
2016	9,875	91		9,966	4,677
2017	0	95		95	4,689
2018	0	98		98	4,702
2019	0	102		102	4,715
2020	0	106		106	4,729
2021	0	110		110	4,743
2022	0	115		115	4,758
2023	0	119		119	4,773
2024	9,838	124		9,962	5,488

Table 10.3.1 (300 Existing – Total)  
**NET OPERATING REVENUES**  
**Montréal / Toronto Segment**  
**MINIMAL MARKET SHARE SCENARIO**  
**300 kph Existing ROW option (TGV technology)**  
**QUÉBEC AND ONTARIO COMBINED (IN THOUSANDS OF 1993 DOLLARS)**

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	9,595	16,126	25,721	3,906	2,074	3,523	1,074	10,578	2,291	3,377	1,284	17,530	8,191	2,626
2006	9,844	16,594	26,438	4,016	2,077	3,523	1,089	10,705	2,355	3,465	1,317	17,842	8,596	1,118
2007	10,100	17,075	27,175	4,128	2,080	3,523	1,104	10,835	2,420	3,555	1,351	18,162	9,014	1,528
2008	10,363	17,570	27,933	4,244	2,083	3,523	1,119	10,969	2,487	3,647	1,387	18,490	9,443	1,949
2009	10,632	18,080	28,712	4,363	2,086	3,523	1,135	11,107	2,556	3,742	1,423	18,828	9,884	2,383
2010	10,908	18,604	29,513	4,485	2,089	3,523	1,151	11,249	2,627	3,839	1,460	19,175	10,338	2,829
2011	11,192	19,144	30,336	4,611	2,092	3,523	1,168	11,395	2,699	3,939	1,498	19,531	10,805	3,287
2012	11,483	19,699	31,182	4,741	2,095	3,523	1,186	11,545	2,774	4,041	1,537	19,897	11,285	3,759
2013	11,782	20,270	32,052	4,873	2,099	3,523	1,203	11,699	2,851	4,147	1,577	20,273	11,779	4,243
2014	12,088	20,858	32,946	5,010	2,102	3,523	1,221	11,857	2,930	4,254	1,617	20,659	12,287	4,742
2015	12,402	21,463	33,865	5,151	2,106	3,523	1,240	12,020	3,011	4,365	1,660	21,056	12,809	5,164
2016	12,725	22,085	34,810	5,295	2,110	3,523	1,260	12,188	3,095	4,478	1,703	21,464	13,346	5,684
2017	13,056	22,726	35,781	5,444	2,114	3,523	1,279	12,361	3,180	4,595	1,747	21,883	13,899	6,219
2018	13,395	23,385	36,780	5,596	2,118	3,523	1,300	12,538	3,268	4,714	1,792	22,313	14,467	6,768
2019	13,743	24,063	37,806	5,753	2,123	3,523	1,321	12,720	3,359	4,837	1,839	22,755	15,051	7,334
2020	14,101	24,761	38,862	5,915	2,127	3,523	1,342	12,908	3,452	4,963	1,887	23,209	15,652	7,911
2021	14,467	25,479	39,946	6,081	2,132	3,523	1,364	13,101	3,548	5,092	1,936	23,676	16,270	8,500
2022	14,843	26,218	41,061	6,251	2,137	3,523	1,387	13,299	3,646	5,224	1,986	24,155	16,906	9,100
2023	15,229	26,978	42,208	6,427	2,142	3,523	1,411	13,503	3,747	5,360	2,038	24,648	17,560	9,714
2024	15,625	27,761	43,386	6,607	2,147	3,523	1,435	13,713	3,851	5,499	2,091	25,154	18,232	10,342

1. Net Revenue = Net Operating Revenue less Yearly Cost of Capital

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminals & Handling		
2005	56,875	1,484	19,485	77,844	5,565
2006	26,875	54	0	26,929	7,479
2007	0	56	0	56	7,486
2008	0	58	0	58	7,494
2009	0	60	0	60	7,501
2010	0	62	0	62	7,509
2011	0	65	0	65	7,518
2012	0	67	0	67	7,526
2013	0	70	0	70	7,535
2014	0	72	0	72	7,545
2015	0	1,559	700	2,259	7,645
2016	0	132	0	132	7,662
2017	0	137	0	137	7,680
2018	0	142	0	142	7,698
2019	0	148	0	148	7,718
2020	25,000	153	0	25,153	9,511
2021	0	159	0	159	9,532
2022	0	166	0	166	9,553
2023	0	172	0	172	9,576
2024	0	179	0	179	9,599

Table 10.3.1 (300 Existing – Québec)  
**NET OPERATING REVENUES**  
**Montréal / Toronto Segment**  
**MINIMAL MARKET SHARE SCENARIO**  
**300 kph Existing ROW option (TGV technology)**  
**QUÉBEC (IN THOUSANDS OF 1993 DOLLARS)**

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	551	8,151	8,703	1,322	702	1,754	363	4,140	721	1,720	654	7,235	1,467	(830)
2006	566	8,388	8,953	1,360	703	1,754	369	4,186	741	1,765	671	7,363	1,591	(1,355)
2007	580	8,631	9,211	1,399	705	1,754	374	4,232	763	1,811	688	7,494	1,718	(1,231)
2008	595	8,881	9,477	1,440	707	1,754	380	4,280	785	1,858	706	7,628	1,848	(1,103)
2009	611	9,139	9,750	1,482	708	1,754	385	4,329	807	1,906	725	7,767	1,983	(971)
2010	627	9,404	10,031	1,525	710	1,754	391	4,379	830	1,956	743	7,909	2,122	(834)
2011	643	9,677	10,320	1,569	712	1,754	397	4,431	854	2,006	763	8,055	2,265	(694)
2012	660	9,957	10,617	1,614	713	1,754	404	4,485	879	2,059	783	8,205	2,412	(550)
2013	677	10,246	10,923	1,661	715	1,754	410	4,540	904	2,112	803	8,359	2,564	(401)
2014	695	10,543	11,238	1,709	717	1,754	417	4,596	930	2,167	824	8,517	2,721	(248)
2015	713	10,849	11,561	1,758	719	1,754	423	4,654	957	2,223	845	8,680	2,882	(117)
2016	731	11,163	11,895	1,809	721	1,754	430	4,714	984	2,281	867	8,847	3,048	44
2017	750	11,487	12,237	1,862	723	1,754	438	4,776	1,012	2,340	890	9,019	3,219	209
2018	770	11,820	12,590	1,916	725	1,754	445	4,839	1,042	2,401	913	9,195	3,395	378
2019	790	12,163	12,953	1,971	727	1,754	452	4,904	1,072	2,464	937	9,376	3,576	553
2020	810	12,516	13,326	2,028	729	1,754	460	4,972	1,102	2,528	961	9,563	3,763	125
2021	831	12,879	13,710	2,087	732	1,754	468	5,041	1,134	2,594	986	9,754	3,956	311
2022	853	13,252	14,105	2,147	734	1,754	477	5,112	1,167	2,661	1,012	9,951	4,154	502
2023	875	13,637	14,512	2,210	736	1,754	485	5,185	1,200	2,730	1,038	10,153	4,359	699
2024	898	14,032	14,930	2,274	739	1,754	494	5,260	1,235	2,801	1,065	10,361	4,569	901

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	19,244	502	12,804	32,549	2,298
2006	9,101	18		9,119	2,946
2007	0	19		19	2,948
2008	0	20		20	2,951
2009	0	20		20	2,954
2010	0	21		21	2,956
2011	0	22		22	2,959
2012	0	23		23	2,962
2013	0	24		24	2,965
2014	0	25		25	2,968
2015	0	532	200	732	2,998
2016	0	45		45	3,004
2017	0	47		47	3,010
2018	0	49		49	3,016
2019	0	51		51	3,023
2020	8,573	53		8,625	3,638
2021	0	55		55	3,645
2022	0	57		57	3,653
2023	0	59		59	3,660
2024	0	62		62	3,668

Table 10.3.1 (300 Existing – Ontario)  
**NET OPERATING REVENUES**  
**Montréal / Toronto Segment**  
**MINIMAL MARKET SHARE SCENARIO**  
**300 kph Existing ROW option (TGV technology)**  
**ONTARIO (IN THOUSANDS OF 1993 DOLLARS)**

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	9,043	7,975	17,018	2,585	1,372	1,770	711	6,438	1,571	1,657	630	10,295	6,723	3,456
2006	9,278	8,206	17,485	2,656	1,374	1,770	720	6,519	1,613	1,700	646	10,479	7,006	2,473
2007	9,520	8,444	17,964	2,729	1,375	1,770	730	6,603	1,657	1,744	663	10,668	7,296	2,759
2008	9,767	8,689	18,456	2,804	1,376	1,770	740	6,690	1,702	1,789	680	10,862	7,595	3,052
2009	10,021	8,941	18,962	2,882	1,377	1,770	750	6,778	1,749	1,836	698	11,061	7,901	3,353
2010	10,282	9,200	19,482	2,961	1,379	1,770	760	6,870	1,796	1,884	716	11,266	8,216	3,663
2011	10,549	9,467	20,016	3,043	1,380	1,770	771	6,964	1,845	1,933	735	11,476	8,540	3,982
2012	10,823	9,742	20,565	3,126	1,382	1,770	782	7,060	1,895	1,983	754	11,692	8,873	4,309
2013	11,105	10,024	21,129	3,213	1,383	1,770	793	7,159	1,947	2,034	773	11,914	9,215	4,645
2014	11,393	10,315	21,708	3,301	1,385	1,770	805	7,261	2,000	2,087	794	12,142	9,566	4,990
2015	11,690	10,614	22,304	3,392	1,387	1,770	817	7,366	2,054	2,142	814	12,376	9,927	5,280
2016	11,994	10,922	22,916	3,486	1,389	1,770	829	7,474	2,110	2,197	835	12,617	10,299	5,640
2017	12,305	11,239	23,544	3,582	1,391	1,770	842	7,585	2,168	2,254	857	12,864	10,680	6,010
2018	12,625	11,565	24,190	3,681	1,393	1,770	855	7,699	2,227	2,313	879	13,118	11,072	6,390
2019	12,954	11,900	24,854	3,782	1,395	1,770	868	7,816	2,288	2,373	902	13,379	11,475	6,780
2020	13,290	12,245	25,535	3,887	1,398	1,770	882	7,936	2,350	2,435	926	13,647	11,889	7,170
2021	13,636	12,600	26,236	3,994	1,400	1,770	896	8,060	2,414	2,498	950	13,922	12,314	7,570
2022	13,990	12,966	26,956	4,104	1,403	1,770	911	8,187	2,480	2,563	974	14,205	12,752	7,970
2023	14,354	13,342	27,696	4,217	1,406	1,770	926	8,318	2,547	2,630	1,000	14,495	13,201	8,370
2024	14,727	13,729	28,456	4,334	1,408	1,770	941	8,453	2,616	2,698	1,026	14,793	13,663	8,770

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	37,631	982	6,682	45,295	3,267
2006	17,774	35		17,809	4,533
2007	0	37		37	4,538
2008	0	38		38	4,543
2009	0	40		40	4,548
2010	0	41		41	4,553
2011	0	43		43	4,559
2012	0	44		44	4,564
2013	0	46		46	4,570
2014	0	48		48	4,576
2015	0	1,027	500	1,527	4,647
2016	0	87		87	4,658
2017	0	90		90	4,670
2018	0	93		93	4,682
2019	0	97		97	4,695
2020	16,427	101		16,528	5,873
2021	0	105		105	5,887
2022	0	109		109	5,901
2023	0	113		113	5,915
2024	0	117		117	5,931

Table 10.3.1 (300 New – Total)

**NET OPERATING REVENUES****Montréal / Toronto Segment****MINIMAL MARKET SHARE SCENARIO****300 kph New ROW option (TGV technology)**

QUÉBEC AND ONTARIO COMBINED (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	9,595	16,126	25,721	4,059	2,074	3,361	1,058	10,552	2,291	3,377	1,284	17,504	8,217	2,656
2006	9,844	16,594	26,438	4,173	2,077	3,361	1,073	10,683	2,355	3,465	1,317	17,820	8,618	1,144
2007	10,100	17,075	27,175	4,290	2,080	3,361	1,088	10,818	2,420	3,555	1,351	18,144	9,031	1,550
2008	10,363	17,570	27,933	4,410	2,083	3,361	1,103	10,957	2,487	3,647	1,387	18,477	9,456	1,967
2009	10,632	18,080	28,712	4,534	2,086	3,361	1,119	11,099	2,556	3,742	1,423	18,820	9,892	2,396
2010	10,908	18,604	29,513	4,661	2,089	3,361	1,135	11,246	2,627	3,839	1,460	19,171	10,342	2,837
2011	11,192	19,144	30,336	4,792	2,092	3,361	1,152	11,396	2,699	3,939	1,498	19,532	10,803	3,290
2012	11,483	19,699	31,182	4,926	2,095	3,361	1,169	11,551	2,774	4,041	1,537	19,904	11,278	3,757
2013	11,782	20,270	32,052	5,064	2,099	3,361	1,187	11,711	2,851	4,147	1,577	20,285	11,767	4,236
2014	12,088	20,858	32,946	5,206	2,102	3,361	1,205	11,875	2,930	4,254	1,617	20,677	12,269	4,729
2015	12,402	21,463	33,865	5,352	2,106	3,361	1,224	12,043	3,011	4,365	1,660	21,079	12,786	5,152
2016	12,725	22,085	34,810	5,502	2,110	3,361	1,243	12,217	3,095	4,478	1,703	21,492	13,318	5,666
2017	13,056	22,726	35,781	5,657	2,114	3,361	1,263	12,395	3,180	4,595	1,747	21,917	13,864	6,195
2018	13,395	23,385	36,780	5,816	2,118	3,361	1,284	12,578	3,268	4,714	1,792	22,354	14,426	6,739
2019	13,743	24,063	37,806	5,979	2,123	3,361	1,304	12,767	3,359	4,837	1,839	22,802	15,005	7,298
2020	14,101	24,761	38,862	6,147	2,127	3,361	1,326	12,961	3,452	4,963	1,887	23,262	15,599	6,099
2021	14,467	25,479	39,946	6,319	2,132	3,361	1,348	13,160	3,548	5,092	1,936	23,736	16,211	6,690
2022	14,843	26,218	41,061	6,496	2,137	3,361	1,371	13,365	3,646	5,224	1,986	24,222	16,840	7,297
2023	15,229	26,978	42,208	6,679	2,142	3,361	1,394	13,576	3,747	5,360	2,038	24,721	17,486	7,922
2024	15,625	27,761	43,386	6,866	2,147	3,361	1,419	13,793	3,851	5,499	2,091	25,234	18,152	8,564

1. Net Revenue = Net Operating Revenue less Yearly Cost of Capital

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminals & Handling		
2005	56,875	1,484	19,450	77,809	5,561
2006	26,875	54	0	26,929	7,474
2007	0	56	0	56	7,482
2008	0	58	0	58	7,489
2009	0	60	0	60	7,497
2010	0	62	0	62	7,505
2011	0	65	0	65	7,513
2012	0	67	0	67	7,522
2013	0	70	0	70	7,531
2014	0	72	0	72	7,540
2015	0	1,559	650	2,209	7,634
2016	0	132	0	132	7,651
2017	0	137	0	137	7,669
2018	0	142	0	142	7,687
2019	0	148	0	148	7,707
2020	25,000	153	0	25,153	9,500
2021	0	159	0	159	9,521
2022	0	166	0	166	9,542
2023	0	172	0	172	9,565
2024	0	179	0	179	9,588

Table 10.3.1 (300 New – Québec)  
**NET OPERATING REVENUES**  
**Montréal / Toronto Segment**  
**MINIMAL MARKET SHARE SCENARIO**  
**300 kph New ROW option (TGV technology)**  
**QUÉBEC (IN THOUSANDS OF 1993 DOLLARS)**

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	551	8,151	8,703	1,373	702	1,754	358	4,187	721	1,720	654	7,281	1,421	(877)
2006	566	8,388	8,953	1,413	703	1,754	363	4,233	741	1,765	671	7,410	1,543	(1,403)
2007	580	8,631	9,211	1,454	705	1,754	369	4,281	763	1,811	688	7,543	1,668	(1,280)
2008	595	8,881	9,477	1,496	707	1,754	374	4,330	785	1,858	706	7,679	1,798	(1,153)
2009	611	9,139	9,750	1,539	708	1,754	380	4,381	807	1,906	725	7,819	1,931	(1,023)
2010	627	9,404	10,031	1,584	710	1,754	386	4,433	830	1,956	743	7,963	2,068	(888)
2011	643	9,677	10,320	1,630	712	1,754	392	4,487	854	2,006	763	8,110	2,209	(750)
2012	660	9,957	10,617	1,677	713	1,754	398	4,542	879	2,059	783	8,262	2,355	(607)
2013	677	10,246	10,923	1,726	715	1,754	405	4,599	904	2,112	803	8,418	2,505	(461)
2014	695	10,543	11,238	1,776	717	1,754	411	4,657	930	2,167	824	8,578	2,659	(309)
2015	713	10,849	11,561	1,827	719	1,754	418	4,718	957	2,223	845	8,743	2,818	(180)
2016	731	11,163	11,895	1,880	721	1,754	425	4,780	984	2,281	867	8,912	2,982	(22)
2017	750	11,487	12,237	1,935	723	1,754	432	4,843	1,012	2,340	890	9,086	3,151	141
2018	770	11,820	12,590	1,991	725	1,754	439	4,909	1,042	2,401	913	9,265	3,325	309
2019	790	12,163	12,953	2,048	727	1,754	447	4,976	1,072	2,464	937	9,448	3,505	482
2020	810	12,516	13,326	2,108	729	1,754	455	5,045	1,102	2,528	961	9,637	3,689	51
2021	831	12,879	13,710	2,169	732	1,754	463	5,117	1,134	2,594	986	9,830	3,880	235
2022	853	13,252	14,105	2,232	734	1,754	471	5,190	1,167	2,661	1,012	10,029	4,076	423
2023	875	13,637	14,512	2,296	736	1,754	479	5,266	1,200	2,730	1,038	10,234	4,278	618
2024	898	14,032	14,930	2,363	739	1,754	488	5,343	1,235	2,801	1,065	10,444	4,486	818

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	19,244	502	12,804	32,549	2,298
2006	9,101	18		9,119	2,946
2007	0	19		19	2,948
2008	0	20		20	2,951
2009	0	20		20	2,954
2010	0	21		21	2,956
2011	0	22		22	2,959
2012	0	23		23	2,962
2013	0	24		24	2,965
2014	0	25		25	2,968
2015	0	532	200	732	2,998
2016	0	45		45	3,004
2017	0	47		47	3,010
2018	0	49		49	3,016
2019	0	51		51	3,023
2020	8,573	53		8,625	3,638
2021	0	55		55	3,645
2022	0	57		57	3,653
2023	0	59		59	3,660
2024	0	62		62	3,668



Table 10.3.1 (300 New – Ontario)  
**NET OPERATING REVENUES**  
 Montréal / Toronto Segment  
 MINIMAL MARKET SHARE SCENARIO  
 300 kph New ROW option (TGV technology)  
 ONTARIO (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	9,043	7,975	17,018	2,686	1,372	1,608	700	6,365	1,571	1,657	630	10,223	6,796	3,533
2006	9,278	8,206	17,485	2,760	1,374	1,608	709	6,450	1,613	1,700	646	10,409	7,075	2,547
2007	9,520	8,444	17,964	2,836	1,375	1,608	719	6,537	1,657	1,744	663	10,601	7,363	2,830
2008	9,767	8,689	18,456	2,914	1,376	1,608	729	6,626	1,702	1,789	680	10,798	7,658	3,120
2009	10,021	8,941	18,962	2,994	1,377	1,608	739	6,718	1,749	1,836	698	11,001	7,962	3,419
2010	10,282	9,200	19,482	3,077	1,379	1,608	749	6,812	1,796	1,884	716	11,208	8,274	3,725
2011	10,549	9,467	20,016	3,162	1,380	1,608	760	6,909	1,845	1,933	735	11,422	8,594	4,040
2012	10,823	9,742	20,565	3,249	1,382	1,608	771	7,009	1,895	1,983	754	11,641	8,924	4,364
2013	11,105	10,024	21,129	3,338	1,383	1,608	782	7,112	1,947	2,034	773	11,867	9,262	4,697
2014	11,393	10,315	21,708	3,430	1,385	1,608	794	7,217	2,000	2,087	794	12,098	9,610	5,038
2015	11,690	10,614	22,304	3,525	1,387	1,608	806	7,326	2,054	2,142	814	12,336	9,968	5,332
2016	11,994	10,922	22,916	3,622	1,389	1,608	818	7,437	2,110	2,197	835	12,580	10,335	5,688
2017	12,305	11,239	23,544	3,722	1,391	1,608	831	7,552	2,168	2,254	857	12,831	10,713	6,054
2018	12,625	11,565	24,190	3,825	1,393	1,608	844	7,670	2,227	2,313	879	13,089	11,101	6,430
2019	12,954	11,900	24,854	3,930	1,395	1,608	858	7,791	2,288	2,373	902	13,354	11,500	6,816
2020	13,290	12,245	25,535	4,039	1,398	1,608	871	7,915	2,350	2,435	926	13,626	11,910	7,207
2021	13,636	12,600	26,236	4,150	1,400	1,608	885	8,044	2,414	2,498	950	13,905	12,331	7,602
2022	13,990	12,966	26,956	4,265	1,403	1,608	900	8,175	2,480	2,563	974	14,192	12,764	8,000
2023	14,354	13,342	27,696	4,383	1,406	1,608	915	8,311	2,547	2,630	1,000	14,487	13,209	8,410
2024	14,727	13,729	28,456	4,503	1,408	1,608	930	8,450	2,616	2,698	1,026	14,790	13,666	8,820

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	37,631	982	6,647	45,260	3,263
2006	17,774	35		17,809	4,528
2007	0	37		37	4,533
2008	0	38		38	4,538
2009	0	40		40	4,543
2010	0	41		41	4,548
2011	0	43		43	4,554
2012	0	44		44	4,560
2013	0	46		46	4,566
2014	0	48		48	4,572
2015	0	1,027	450	1,477	4,636
2016	0	87		87	4,647
2017	0	90		90	4,659
2018	0	93		93	4,671
2019	0	97		97	4,684
2020	16,427	101		16,528	5,862
2021	0	105		105	5,876
2022	0	109		109	5,890
2023	0	113		113	5,904
2024	0	117		117	5,920

Table 10.3.2 (200 – Total)

**NET OPERATING REVENUES**

Montréal / Toronto Segment

MOST PROBABLE MARKET SHARE SCENARIO

200 kph Existing ROW option (X2000 technology)

QUÉBEC AND ONTARIO COMBINED (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	16,834	21,810	38,644	5,295	2,115	3,523	1,337	12,270	2,954	4,941	1,566	21,731	16,913	10,383
2006	17,272	22,442	39,714	5,442	2,119	3,523	1,359	12,443	3,035	5,069	1,607	22,155	17,560	9,955
2007	17,721	23,093	40,814	5,594	2,123	3,523	1,381	12,621	3,119	5,201	1,648	22,590	18,225	10,608
2008	18,182	23,763	41,945	5,749	2,127	3,523	1,404	12,804	3,205	5,337	1,691	23,037	18,908	11,280
2009	18,655	24,452	43,107	5,909	2,132	3,523	1,428	12,992	3,294	5,475	1,735	23,496	19,611	11,971
2010	19,140	25,161	44,301	6,073	2,137	3,523	1,452	13,185	3,385	5,618	1,780	23,967	20,333	12,682
2011	19,637	25,891	45,528	6,242	2,142	3,523	1,477	13,384	3,478	5,764	1,827	24,452	21,076	13,412
2012	20,148	26,641	46,789	6,415	2,147	3,523	1,503	13,588	3,574	5,914	1,874	24,949	21,840	14,162
2013	20,672	27,414	48,086	6,593	2,152	3,523	1,529	13,798	3,673	6,067	1,923	25,461	22,625	14,934
2014	21,209	28,209	49,418	6,776	2,158	3,523	1,556	14,014	3,774	6,225	1,973	25,986	23,433	14,663
2015	21,761	29,027	50,788	6,965	2,163	3,523	1,584	14,236	3,878	6,387	2,024	26,525	24,263	15,388
2016	22,326	29,869	52,195	7,158	2,169	3,523	1,613	14,464	3,985	6,553	2,077	27,079	25,116	16,215
2017	22,907	30,735	53,642	7,357	2,175	3,523	1,643	14,699	4,095	6,723	2,131	27,648	25,994	17,066
2018	23,503	31,626	55,129	7,562	2,182	3,523	1,673	14,940	4,208	6,898	2,186	28,233	26,896	17,940
2019	24,114	32,544	56,657	7,772	2,188	3,523	1,704	15,188	4,325	7,077	2,243	28,833	27,824	18,839
2020	24,741	33,487	58,228	7,988	2,195	3,523	1,736	15,443	4,444	7,262	2,301	29,450	28,778	18,699
2021	25,384	34,459	59,842	8,210	2,202	3,523	1,769	15,705	4,567	7,450	2,361	30,084	29,759	19,648
2022	26,044	35,458	61,502	8,438	2,210	3,523	1,803	15,975	4,693	7,644	2,422	30,735	30,767	20,624
2023	26,721	36,486	63,207	8,673	2,218	3,523	1,838	16,252	4,823	7,843	2,485	31,403	31,804	21,627
2024	27,416	37,544	64,960	8,914	2,226	3,523	1,874	16,537	4,956	8,047	2,550	32,090	32,870	22,658

1. Net Revenue = Net Operating Revenue less Yearly Cost of Capital

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminals & Handling		
2005	69,000	2,294	19,485	90,780	6,530
2006	15,000	82	0	15,082	7,605
2007	0	85	0	85	7,616
2008	0	88	0	88	7,628
2009	0	91	0	91	7,639
2010	0	95	0	95	7,652
2011	0	98	0	98	7,664
2012	0	102	0	102	7,678
2013	0	106	0	106	7,691
2014	15,000	110	0	15,110	8,770
2015	0	2,409	700	3,109	8,875
2016	0	200	0	200	8,901
2017	0	208	0	208	8,928
2018	0	216	0	216	8,956
2019	0	224	0	224	8,985
2020	15,000	239	0	15,239	10,079
2021	0	242	0	242	10,111
2022	0	251	0	251	10,143
2023	0	261	0	261	10,177
2024	0	271	0	271	10,212

c:\canrail\92-225\tor-mtl\mpr-scen\ortm1

10:35:36 AM

18-Mar-94

Table 10.3.2 (200 – Québec)

**NET OPERATING REVENUES**

Montréal / Toronto Segment

MOST PROBABLE MARKET SHARE SCENARIO

200 kph Existing ROW option (X2000 technology)

QUÉBEC (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	2,845	10,139	12,984	1,779	711	1,754	449	4,692	944	2,342	742	8,721	4,263	1,650
2006	2,919	10,433	13,352	1,830	712	1,754	457	4,752	971	2,403	762	8,888	4,464	1,490
2007	2,995	10,736	13,730	1,882	714	1,754	465	4,814	999	2,466	781	9,060	4,671	1,693
2008	3,073	11,047	14,120	1,935	716	1,754	473	4,878	1,027	2,530	802	9,236	4,884	1,902
2009	3,153	11,367	14,520	1,990	718	1,754	481	4,943	1,056	2,595	823	9,417	5,103	2,118
2010	3,234	11,697	14,931	2,047	720	1,754	489	5,010	1,086	2,663	844	9,603	5,328	2,339
2011	3,319	12,036	15,355	2,105	722	1,754	498	5,079	1,117	2,732	866	9,794	5,561	2,567
2012	3,405	12,385	15,790	2,165	724	1,754	507	5,150	1,149	2,803	888	9,990	5,800	2,802
2013	3,493	12,744	16,238	2,226	727	1,754	516	5,223	1,181	2,876	911	10,192	6,046	3,043
2014	3,584	13,114	16,698	2,290	729	1,754	526	5,298	1,215	2,951	935	10,399	6,299	2,932
2015	3,677	13,494	17,172	2,355	731	1,754	536	5,375	1,249	3,028	959	10,612	6,560	3,161
2016	3,773	13,886	17,659	2,422	734	1,754	546	5,455	1,285	3,106	984	10,830	6,828	3,421
2017	3,871	14,288	18,159	2,491	736	1,754	556	5,537	1,321	3,187	1,010	11,055	7,104	3,688
2018	3,972	14,703	18,674	2,561	739	1,754	567	5,621	1,359	3,270	1,036	11,286	7,389	3,963
2019	4,075	15,129	19,204	2,634	742	1,754	578	5,707	1,397	3,355	1,063	11,523	7,681	4,246
2020	4,181	15,568	19,749	2,709	745	1,754	589	5,796	1,437	3,442	1,091	11,766	7,983	4,176
2021	4,290	16,019	20,309	2,786	747	1,754	600	5,888	1,478	3,532	1,119	12,016	8,293	4,475
2022	4,401	16,484	20,885	2,866	750	1,754	612	5,982	1,519	3,624	1,148	12,273	8,612	4,783
2023	4,516	16,962	21,477	2,947	754	1,754	625	6,079	1,563	3,718	1,178	12,537	8,940	5,100
2024	4,633	17,454	22,087	3,031	757	1,754	637	6,178	1,607	3,814	1,209	12,809	9,278	5,426

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	23,183	771	12,804	36,758	2,612
2006	5,043	27		5,070	2,974
2007	0	28		28	2,977
2008	0	30		30	2,981
2009	0	31		31	2,985
2010	0	32		32	2,989
2011	0	33		33	2,994
2012	0	34		34	2,998
2013	0	36		36	3,003
2014	5,068	37		5,106	3,367
2015	0	814	200	1,014	3,399
2016	0	68		68	3,407
2017	0	70		70	3,416
2018	0	73		73	3,426
2019	0	76		76	3,436
2020	5,087	79		5,166	3,807
2021	0	82		82	3,818
2022	0	85		85	3,829
2023	0	89		89	3,840
2024	0	92		92	3,852

Table 10.3.2 (200 – Ontario)  
**NET OPERATING REVENUES**  
**Montréal / Toronto Segment**  
**MOST PROBABLE MARKET SHARE SCENARIO**  
**200 kph Existing ROW option (X2000 technology)**  
**ONTARIO (IN THOUSANDS OF 1993 DOLLARS)**

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	13,990	11,671	25,660	3,516	1,404	1,770	888	7,578	2,009	2,599	824	13,010	12,651	8,732
2006	14,353	12,009	26,362	3,613	1,406	1,770	902	7,691	2,064	2,666	845	13,266	13,096	8,464
2007	14,726	12,357	27,084	3,712	1,409	1,770	916	7,807	2,120	2,736	867	13,530	13,554	8,915
2008	15,109	12,716	27,825	3,814	1,411	1,770	931	7,926	2,178	2,807	889	13,801	14,024	9,378
2009	15,502	13,085	28,587	3,918	1,414	1,770	947	8,049	2,237	2,880	913	14,079	14,508	9,854
2010	15,905	13,464	29,369	4,026	1,417	1,770	963	8,175	2,298	2,955	936	14,364	15,005	10,342
2011	16,319	13,854	30,173	4,137	1,419	1,770	979	8,305	2,361	3,031	961	14,658	15,515	10,845
2012	16,743	14,256	30,999	4,250	1,422	1,770	996	8,438	2,425	3,110	986	14,959	16,040	11,361
2013	17,178	14,670	31,848	4,367	1,425	1,770	1,013	8,575	2,491	3,191	1,011	15,269	16,579	11,891
2014	17,625	15,095	32,720	4,487	1,429	1,770	1,031	8,716	2,559	3,274	1,038	15,587	17,134	11,731
2015	18,083	15,533	33,616	4,610	1,432	1,770	1,049	8,860	2,629	3,359	1,065	15,913	17,703	12,226
2016	18,553	15,983	34,537	4,737	1,435	1,770	1,067	9,009	2,701	3,447	1,092	16,249	18,288	12,794
2017	19,036	16,447	35,483	4,867	1,439	1,770	1,087	9,162	2,774	3,536	1,121	16,593	18,890	13,378
2018	19,531	16,924	36,455	5,000	1,443	1,770	1,106	9,319	2,850	3,628	1,150	16,947	19,508	13,977
2019	20,039	17,415	37,453	5,138	1,447	1,770	1,127	9,481	2,928	3,722	1,180	17,310	20,143	14,593
2020	20,560	17,920	38,479	5,279	1,451	1,770	1,147	9,647	3,007	3,819	1,210	17,684	20,795	14,523
2021	21,094	18,439	39,533	5,424	1,455	1,770	1,169	9,818	3,089	3,919	1,242	18,067	21,466	15,173
2022	21,643	18,974	40,617	5,573	1,459	1,770	1,191	9,993	3,174	4,020	1,274	18,461	22,155	15,841
2023	22,205	19,524	41,730	5,726	1,464	1,770	1,214	10,174	3,260	4,125	1,307	18,866	22,864	16,527
2024	22,783	20,090	42,873	5,883	1,469	1,770	1,237	10,359	3,349	4,232	1,341	19,281	23,592	17,232

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	45,817	1,524	6,682	54,022	3,918
2006	9,957	54		10,011	4,632
2007	0	56		56	4,639
2008	0	58		58	4,646
2009	0	60		60	4,654
2010	0	63		63	4,662
2011	0	65		65	4,671
2012	0	68		68	4,680
2013	0	70		70	4,689
2014	9,932	73		10,004	5,403
2015	0	1,594	500	2,094	5,477
2016	0	132		132	5,494
2017	0	137		137	5,512
2018	0	143		143	5,530
2019	0	148		148	5,549
2020	9,913	154		10,066	6,273
2021	0	160		160	6,293
2022	0	166		166	6,315
2023	0	172		172	6,337
2024	0	179		179	6,360

Table 10.3.2 (300 Existing – Total)

**NET OPERATING REVENUES**

**Montréal / Toronto Segment**

**MOST PROBABLE MARKET SHARE SCENARIO**

**300 kph Existing ROW option (TGV technology)**

**QUÉBEC AND ONTARIO COMBINED (IN THOUSANDS OF 1993 DOLLARS)**

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	16,834	21,809	38,642	5,355	2,109	3,523	1,336	12,323	3,363	4,689	1,783	22,158	16,485	8,923
2006	17,271	22,441	39,713	5,503	2,113	3,523	1,358	12,497	3,456	4,811	1,829	22,593	17,119	7,774
2007	17,720	23,092	40,812	5,656	2,117	3,523	1,380	12,677	3,551	4,936	1,877	23,040	17,772	8,416
2008	18,181	23,762	41,943	5,813	2,121	3,523	1,403	12,861	3,649	5,064	1,925	23,500	18,443	9,076
2009	18,654	24,451	43,105	5,975	2,125	3,523	1,427	13,051	3,750	5,196	1,975	23,972	19,133	9,755
2010	19,139	25,160	44,299	6,141	2,130	3,523	1,451	13,245	3,853	5,331	2,027	24,457	19,842	10,452
2011	19,636	25,889	45,526	6,312	2,134	3,523	1,476	13,446	3,960	5,470	2,080	24,955	20,571	11,169
2012	20,147	26,640	46,787	6,487	2,139	3,523	1,502	13,652	4,069	5,612	2,134	25,466	21,321	11,907
2013	20,671	27,413	48,084	6,667	2,144	3,523	1,528	13,863	4,181	5,758	2,189	25,992	22,092	12,665
2014	21,208	28,208	49,416	6,853	2,149	3,523	1,556	14,081	4,297	5,907	2,246	26,531	22,885	13,444
2015	21,760	29,026	50,785	7,043	2,155	3,523	1,584	14,305	4,415	6,061	2,304	27,086	23,700	14,154
2016	22,325	29,868	52,193	7,239	2,161	3,523	1,612	14,535	4,537	6,219	2,364	27,655	24,537	14,967
2017	22,906	30,734	53,640	7,440	2,166	3,523	1,642	14,772	4,663	6,380	2,426	28,241	25,399	15,897
2018	23,501	31,625	55,126	7,647	2,172	3,523	1,672	15,015	4,791	6,546	2,489	28,842	26,285	16,756
2019	24,112	32,542	56,655	7,860	2,179	3,523	1,703	15,265	4,924	6,716	2,554	29,459	27,196	17,639
2020	24,739	33,486	58,225	8,078	2,185	3,523	1,735	15,522	5,060	6,891	2,620	30,093	28,132	18,547
2021	25,383	34,457	59,840	8,303	2,192	3,523	1,768	15,787	5,200	7,070	2,688	30,745	29,095	19,480
2022	26,043	35,456	61,499	8,534	2,199	3,523	1,802	16,059	5,343	7,254	2,758	31,414	30,085	20,439
2023	26,720	36,484	63,204	8,771	2,206	3,523	1,837	16,338	5,491	7,443	2,830	32,101	31,103	21,425
2024	27,414	37,542	64,957	9,015	2,214	3,523	1,873	16,626	5,643	7,636	2,903	32,808	32,149	22,438

1. Net Revenue = Net Operating Revenue less Yearly Cost of Capital

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminals & Handling		
2005	83,750	2,177	19,485	105,413	7,562
2006	25,000	77	0	25,077	9,346
2007	0	80	0	80	9,356
2008	0	83	0	83	9,367
2009	0	87	0	87	9,378
2010	0	90	0	90	9,390
2011	0	93	0	93	9,402
2012	0	97	0	97	9,414
2013	0	100	0	100	9,427
2014	0	104	0	104	9,441
2015	0	2,286	700	2,986	9,546
2016	0	190	0	190	9,570
2017	26,875	197	0	27,072	11,502
2018	0	205	0	205	11,529
2019	0	213	0	213	11,557
2020	0	221	0	221	11,585
2021	0	229	0	229	11,615
2022	0	238	0	238	11,646
2023	0	247	0	247	11,678
2024	0	257	0	257	11,711

Table 10.3.2 (300 Existing – Québec)

**NET OPERATING REVENUES**

**Montréal / Toronto Segment**

MOST PROBABLE MARKET SHARE SCENARIO

300 kph Existing ROW option (TGV technology)

QUÉBEC (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	2,845	10,139	12,983	1,799	709	1,754	449	4,710	1,075	2,223	845	8,853	4,130	1,171
2006	2,919	10,433	13,351	1,850	710	1,754	457	4,771	1,106	2,281	867	9,024	4,327	769
2007	2,995	10,735	13,730	1,903	712	1,754	464	4,833	1,137	2,340	890	9,199	4,530	968
2008	3,072	11,046	14,119	1,957	714	1,754	472	4,897	1,169	2,401	913	9,379	4,739	1,174
2009	3,152	11,367	14,519	2,013	716	1,754	481	4,963	1,203	2,463	936	9,565	4,954	1,385
2010	3,234	11,696	14,931	2,070	718	1,754	489	5,030	1,237	2,527	961	9,755	5,176	1,603
2011	3,318	12,036	15,354	2,129	720	1,754	498	5,100	1,272	2,593	986	9,950	5,404	1,826
2012	3,405	12,385	15,789	2,189	722	1,754	507	5,178	1,308	2,660	1,011	10,151	5,638	2,057
2013	3,493	12,744	16,237	2,251	724	1,754	516	5,245	1,345	2,729	1,038	10,357	5,880	2,294
2014	3,584	13,113	16,697	2,315	726	1,754	526	5,321	1,383	2,800	1,065	10,569	6,128	2,538
2015	3,677	13,494	17,171	2,381	729	1,754	535	5,399	1,422	2,873	1,092	10,787	6,384	2,762
2016	3,773	13,885	17,658	2,449	731	1,754	545	5,479	1,463	2,948	1,121	11,010	6,648	3,017
2017	3,871	14,288	18,159	2,519	733	1,754	556	5,561	1,504	3,025	1,150	11,240	6,919	2,634
2018	3,972	14,702	18,674	2,590	736	1,754	566	5,646	1,547	3,103	1,180	11,476	7,198	2,904
2019	4,075	15,128	19,203	2,664	738	1,754	577	5,733	1,591	3,184	1,210	11,718	7,485	3,182
2020	4,181	15,567	19,748	2,740	741	1,754	589	5,823	1,636	3,267	1,242	11,967	7,780	3,468
2021	4,289	16,018	20,308	2,818	744	1,754	600	5,915	1,682	3,352	1,274	12,223	8,085	3,762
2022	4,401	16,483	20,884	2,898	747	1,754	612	6,010	1,730	3,439	1,307	12,486	8,398	4,065
2023	4,515	16,961	21,476	2,980	750	1,754	624	6,108	1,779	3,528	1,341	12,756	8,720	4,376
2024	4,633	17,453	22,086	3,065	753	1,754	637	6,208	1,830	3,620	1,376	13,034	9,052	4,697

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	28,139	732	12,804	41,674	2,959
2006	8,405	26		8,431	3,559
2007	0	27		27	3,562
2008	0	28		28	3,566
2009	0	29		29	3,569
2010	0	30		30	3,573
2011	0	31		31	3,577
2012	0	33		33	3,582
2013	0	34		34	3,586
2014	0	35		35	3,591
2015	0	773	200	973	3,622
2016	0	64		64	3,630
2017	9,098	67		9,165	4,284
2018	0	69		69	4,293
2019	0	72		72	4,303
2020	0	75		75	4,312
2021	0	78		78	4,322
2022	0	81		81	4,333
2023	0	84		84	4,344
2024	0	87		87	4,355

Table 10.3.2 (300 Existing – Ontario)

**NET OPERATING REVENUES**

**Montréal / Toronto Segment**

**MOST PROBABLE MARKET SHARE SCENARIO**

**300 kph Existing ROW option (TGV technology)**

**ONTARIO (IN THOUSANDS OF 1993 DOLLARS)**

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	13,989	11,670	25,659	3,556	1,400	1,770	887	7,613	2,288	2,466	938	13,305	12,354	7,751
2006	14,353	12,009	26,361	3,653	1,402	1,770	901	7,727	2,350	2,530	962	13,569	12,792	7,005
2007	14,726	12,357	27,083	3,753	1,405	1,770	916	7,844	2,414	2,596	987	13,841	13,241	7,447
2008	15,109	12,715	27,824	3,856	1,407	1,770	931	7,964	2,480	2,664	1,013	14,120	13,703	7,902
2009	15,501	13,084	28,585	3,962	1,409	1,770	946	8,088	2,547	2,733	1,039	14,407	14,178	8,370
2010	15,905	13,463	29,368	4,071	1,412	1,770	962	8,215	2,617	2,804	1,066	14,702	14,666	8,850
2011	16,318	13,854	30,172	4,183	1,415	1,770	978	8,346	2,688	2,877	1,094	15,004	15,167	9,343
2012	16,742	14,256	30,998	4,298	1,417	1,770	995	8,480	2,761	2,952	1,122	15,315	15,683	9,850
2013	17,178	14,669	31,847	4,416	1,420	1,770	1,012	8,618	2,837	3,028	1,151	15,635	16,212	10,371
2014	17,624	15,094	32,719	4,537	1,423	1,770	1,030	8,760	2,914	3,107	1,181	15,962	16,756	10,906
2015	18,082	15,532	33,615	4,662	1,426	1,770	1,048	8,906	2,993	3,188	1,212	16,299	17,315	11,392
2016	18,553	15,983	34,535	4,790	1,430	1,770	1,067	9,056	3,075	3,271	1,244	16,645	17,890	11,950
2017	19,035	16,446	35,481	4,921	1,433	1,770	1,086	9,210	3,159	3,356	1,276	17,001	18,480	11,262
2018	19,530	16,923	36,453	5,057	1,437	1,770	1,106	9,369	3,245	3,443	1,309	17,366	19,087	11,852
2019	20,038	17,414	37,451	5,196	1,440	1,770	1,126	9,532	3,333	3,533	1,343	17,741	19,711	12,457
2020	20,559	17,919	38,477	5,338	1,444	1,770	1,147	9,699	3,424	3,624	1,378	18,126	20,352	13,079
2021	21,093	18,438	39,532	5,485	1,448	1,770	1,168	9,871	3,517	3,719	1,414	18,521	21,010	13,718
2022	21,642	18,973	40,615	5,636	1,452	1,770	1,190	10,048	3,613	3,815	1,451	18,927	21,687	14,375
2023	22,204	19,523	41,728	5,791	1,457	1,770	1,213	10,230	3,712	3,915	1,488	19,345	22,383	15,049
2024	22,782	20,090	42,871	5,950	1,461	1,770	1,236	10,417	3,813	4,016	1,527	19,774	23,098	15,742

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	55,611	1,446	6,682	63,739	4,603
2006	16,595	51		16,646	5,787
2007	0	53		53	5,794
2008	0	55		55	5,801
2009	0	57		57	5,809
2010	0	60		60	5,816
2011	0	62		62	5,824
2012	0	64		64	5,833
2013	0	67		67	5,841
2014	0	69		69	5,850
2015	0	1,513	500	2,013	5,924
2016	0	126		126	5,940
2017	17,777	130		17,907	7,218
2018	0	135		135	7,236
2019	0	141		141	7,254
2020	0	146		146	7,273
2021	0	151		151	7,292
2022	0	157		157	7,313
2023	0	163		163	7,334
2024	0	169		169	7,356

Table 10.3.2 (300 New – Total)  
**NET OPERATING REVENUES**  
**Montréal / Toronto Segment**  
**MOST PROBABLE MARKET SHARE SCENARIO**  
**300 kph New ROW option (TGV technology)**  
**QUÉBEC AND ONTARIO COMBINED (IN THOUSANDS OF 1993 DOLLARS)**

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	16,834	21,809	38,642	5,572	2,109	3,523	1,336	12,541	3,363	4,689	1,783	22,375	16,267	6,931
2006	17,271	22,441	39,713	5,727	2,113	3,523	1,358	12,721	3,456	4,811	1,829	22,817	16,896	7,550
2007	17,720	23,092	40,812	5,886	2,117	3,523	1,380	12,907	3,551	4,936	1,877	23,270	17,542	8,186
2008	18,181	23,762	41,943	6,050	2,121	3,523	1,403	13,097	3,649	5,064	1,925	23,736	18,207	8,840
2009	18,654	24,451	43,105	6,218	2,125	3,523	1,427	13,293	3,750	5,196	1,975	24,215	18,890	9,512
2010	19,139	25,160	44,299	6,391	2,130	3,523	1,451	13,495	3,853	5,331	2,027	24,706	19,592	10,203
2011	19,636	25,889	45,526	6,568	2,134	3,523	1,476	13,702	3,960	5,470	2,080	25,211	20,315	10,913
2012	20,147	26,640	46,787	6,751	2,139	3,523	1,502	13,916	4,069	5,612	2,134	25,730	21,057	11,643
2013	20,671	27,413	48,084	6,939	2,144	3,523	1,528	14,135	4,181	5,758	2,189	26,263	21,821	12,393
2014	21,208	28,208	49,416	7,131	2,149	3,523	1,556	14,360	4,297	5,907	2,246	26,810	22,606	13,165
2015	21,760	29,026	50,785	7,330	2,155	3,523	1,584	14,592	4,415	6,061	2,304	27,373	23,413	13,867
2016	22,325	29,868	52,193	7,534	2,161	3,523	1,612	14,830	4,537	6,219	2,364	27,950	24,243	12,766
2017	22,906	30,734	53,640	7,743	2,166	3,523	1,642	15,075	4,663	6,380	2,426	28,543	25,096	13,594
2018	23,501	31,625	55,126	7,958	2,172	3,523	1,672	15,326	4,791	6,546	2,489	29,153	25,974	14,445
2019	24,112	32,542	56,655	8,180	2,179	3,523	1,703	15,585	4,924	6,716	2,554	29,779	26,876	15,319
2020	24,739	33,486	58,225	8,407	2,185	3,523	1,735	15,851	5,060	6,891	2,620	30,422	27,803	16,218
2021	25,383	34,457	59,840	8,641	2,192	3,523	1,768	16,125	5,200	7,070	2,688	31,083	28,757	17,142
2022	26,043	35,456	61,499	8,881	2,199	3,523	1,802	16,406	5,343	7,254	2,758	31,761	29,737	18,092
2023	26,720	36,484	63,204	9,129	2,206	3,523	1,837	16,696	5,491	7,443	2,830	32,459	30,745	19,068
2024	27,414	37,542	64,957	9,383	2,214	3,523	1,873	16,993	5,643	7,636	2,903	33,175	31,782	18,297

1. Net Revenue = Net Operating Revenue less Yearly Cost of Capital

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminals & Handling		
2005	108,750	2,177	19,485	130,413	9,336
2006	0	77	0	77	9,346
2007	0	80	0	80	9,356
2008	0	83	0	83	9,367
2009	0	87	0	87	9,378
2010	0	90	0	90	9,390
2011	0	93	0	93	9,402
2012	0	97	0	97	9,414
2013	0	100	0	100	9,427
2014	0	104	0	104	9,441
2015	0	2,286	700	2,986	9,546
2016	26,875	190	0	27,065	11,477
2017	0	197	0	197	11,502
2018	0	205	0	205	11,529
2019	0	213	0	213	11,557
2020	0	221	0	221	11,585
2021	0	229	0	229	11,615
2022	0	238	0	238	11,646
2023	0	247	0	247	11,678
2024	25,000	257	0	25,257	13,485



Table 10.3.2 (300 New – Québec)  
**NET OPERATING REVENUES**  
**Montréal / Toronto Segment**  
**MOST PROBABLE MARKET SHARE SCENARIO**  
**300 kph New ROW option (TGV technology)**  
**QUÉBEC (IN THOUSANDS OF 1993 DOLLARS)**

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	2,845	10,139	12,983	1,872	709	1,754	449	4,783	1,075	2,223	845	8,926	4,057	502
2006	2,919	10,433	13,351	1,925	710	1,754	457	4,846	1,106	2,281	867	9,099	4,252	694
2007	2,995	10,735	13,730	1,980	712	1,754	464	4,910	1,137	2,340	890	9,277	4,453	891
2008	3,072	11,046	14,119	2,036	714	1,754	472	4,976	1,169	2,401	913	9,459	4,660	1,095
2009	3,152	11,367	14,519	2,094	716	1,754	481	5,044	1,203	2,463	936	9,646	4,873	1,304
2010	3,234	11,696	14,931	2,154	718	1,754	489	5,114	1,237	2,527	961	9,839	5,092	1,519
2011	3,318	12,036	15,354	2,215	720	1,754	498	5,186	1,272	2,593	986	10,037	5,317	1,740
2012	3,405	12,385	15,789	2,278	722	1,754	507	5,261	1,308	2,660	1,011	10,240	5,549	1,968
2013	3,493	12,744	16,237	2,343	724	1,754	516	5,337	1,345	2,729	1,038	10,449	5,788	2,203
2014	3,584	13,113	16,697	2,410	726	1,754	526	5,415	1,383	2,800	1,065	10,663	6,034	2,444
2015	3,677	13,494	17,171	2,478	729	1,754	535	5,496	1,422	2,873	1,092	10,884	6,287	2,666
2016	3,773	13,885	17,658	2,549	731	1,754	545	5,579	1,463	2,948	1,121	11,110	6,548	2,273
2017	3,871	14,288	18,159	2,621	733	1,754	556	5,664	1,504	3,025	1,150	11,342	6,816	2,533
2018	3,972	14,702	18,674	2,696	736	1,754	566	5,752	1,547	3,103	1,180	11,581	7,092	2,800
2019	4,075	15,128	19,203	2,773	738	1,754	577	5,842	1,591	3,184	1,210	11,827	7,376	3,074
2020	4,181	15,567	19,748	2,851	741	1,754	589	5,935	1,636	3,267	1,242	12,079	7,669	3,357
2021	4,289	16,018	20,308	2,933	744	1,754	600	6,030	1,682	3,352	1,274	12,338	7,970	3,648
2022	4,401	16,483	20,884	3,016	747	1,754	612	6,128	1,730	3,439	1,307	12,604	8,280	3,948
2023	4,515	16,961	21,476	3,102	750	1,754	624	6,229	1,779	3,528	1,341	12,878	8,599	4,256
2024	4,633	17,453	22,086	3,190	753	1,754	637	6,333	1,830	3,620	1,376	13,159	8,927	3,969

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	36,538	732	12,804	50,074	3,555
2006	0	26		26	3,558
2007	0	27		27	3,562
2008	0	28		28	3,565
2009	0	29		29	3,569
2010	0	30		30	3,573
2011	0	31		31	3,577
2012	0	33		33	3,581
2013	0	34		34	3,586
2014	0	35		35	3,590
2015	0	773	200	973	3,621
2016	9,092	64		9,157	4,275
2017	0	67		67	4,284
2018	0	69		69	4,293
2019	0	72		72	4,302
2020	0	75		75	4,312
2021	0	78		78	4,322
2022	0	81		81	4,332
2023	0	84		84	4,343
2024	8,500	87		8,587	4,957

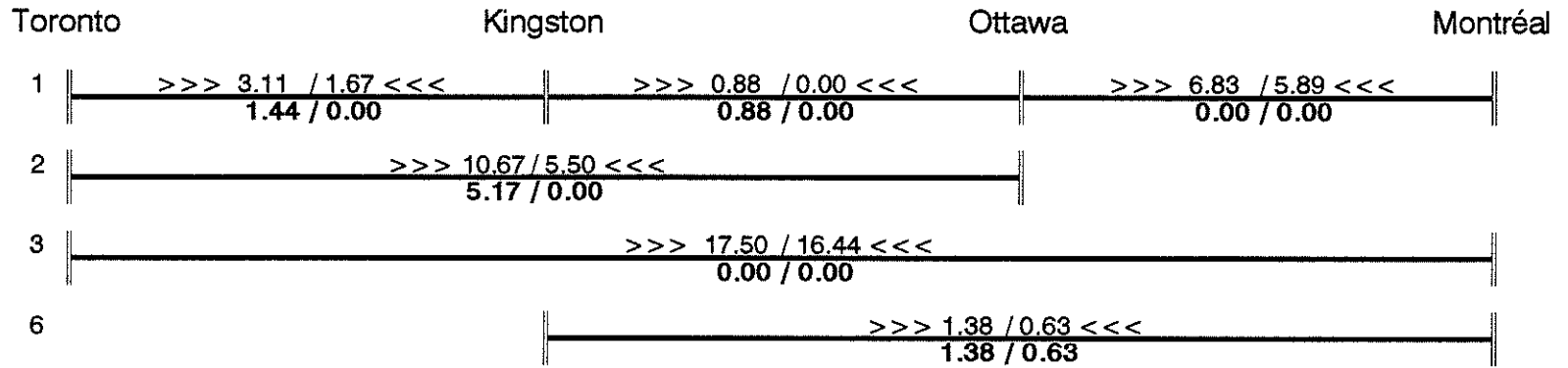
Table 10.3.1 (300 New – Ontario)  
**NET OPERATING REVENUES**  
**Montréal / Toronto Segment**  
**MOST PROBABLE MARKET SHARE SCENARIO**  
**300 kph New ROW option (TGV technology)**  
**ONTARIO (IN THOUSANDS OF 1993 DOLLARS)**

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	13,989	11,670	25,659	3,700	1,400	1,770	887	7,757	2,288	2,466	938	13,449	12,210	6,429
2006	14,353	12,009	26,361	3,802	1,402	1,770	901	7,875	2,350	2,530	962	13,718	12,643	6,856
2007	14,726	12,357	27,083	3,906	1,405	1,770	916	7,996	2,414	2,596	987	13,994	13,089	7,295
2008	15,109	12,715	27,824	4,013	1,407	1,770	931	8,121	2,480	2,664	1,013	14,277	13,547	7,745
2009	15,501	13,084	28,585	4,123	1,409	1,770	946	8,249	2,547	2,733	1,039	14,568	14,017	8,208
2010	15,905	13,463	29,368	4,237	1,412	1,770	962	8,381	2,617	2,804	1,066	14,867	14,501	8,684
2011	16,318	13,854	30,172	4,353	1,415	1,770	978	8,516	2,688	2,877	1,094	15,175	14,997	9,173
2012	16,742	14,256	30,998	4,473	1,417	1,770	995	8,655	2,761	2,952	1,122	15,490	15,508	9,675
2013	17,178	14,669	31,847	4,596	1,420	1,770	1,012	8,798	2,837	3,028	1,151	15,814	16,032	10,191
2014	17,624	15,094	32,719	4,722	1,423	1,770	1,030	8,945	2,914	3,107	1,181	16,147	16,572	10,721
2015	18,082	15,532	33,615	4,851	1,426	1,770	1,048	9,096	2,993	3,188	1,212	16,489	17,126	11,202
2016	18,553	15,983	34,535	4,985	1,430	1,770	1,067	9,251	3,075	3,271	1,244	16,840	17,695	10,493
2017	19,035	16,446	35,481	5,122	1,433	1,770	1,086	9,411	3,159	3,356	1,276	17,201	18,280	11,061
2018	19,530	16,923	36,453	5,263	1,437	1,770	1,106	9,575	3,245	3,443	1,309	17,571	18,881	11,645
2019	20,038	17,414	37,451	5,407	1,440	1,770	1,126	9,743	3,333	3,533	1,343	17,952	19,499	12,245
2020	20,559	17,919	38,477	5,556	1,444	1,770	1,147	9,917	3,424	3,624	1,378	18,343	20,134	12,861
2021	21,093	18,438	39,532	5,709	1,448	1,770	1,168	10,095	3,517	3,719	1,414	18,745	20,787	13,494
2022	21,642	18,973	40,615	5,865	1,452	1,770	1,190	10,278	3,613	3,815	1,451	19,157	21,458	14,144
2023	22,204	19,523	41,728	6,027	1,457	1,770	1,213	10,466	3,712	3,915	1,488	19,581	22,147	14,812
2024	22,782	20,090	42,871	6,192	1,461	1,770	1,236	10,660	3,813	4,016	1,527	20,016	22,855	14,328

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	72,212	1,446	6,682	80,339	5,781
2006	0	51		51	5,788
2007	0	53		53	5,794
2008	0	55		55	5,802
2009	0	57		57	5,809
2010	0	60		60	5,817
2011	0	62		62	5,825
2012	0	64		64	5,833
2013	0	67		67	5,842
2014	0	69		69	5,851
2015	0	1,513	500	2,013	5,924
2016	17,783	126		17,908	7,202
2017	0	130		130	7,219
2018	0	135		135	7,236
2019	0	141		141	7,255
2020	0	146		146	7,274
2021	0	151		151	7,293
2022	0	157		157	7,313
2023	0	163		163	7,335
2024	16,500	169		16,669	8,527

Figure 10.1.1 (200 Courier)

Toronto/Montréal/Québec Segments : Courier Traffic – Minimal Market Share  
200 kph ROW Option – X2000 technology



Alternative Stops: Dorval

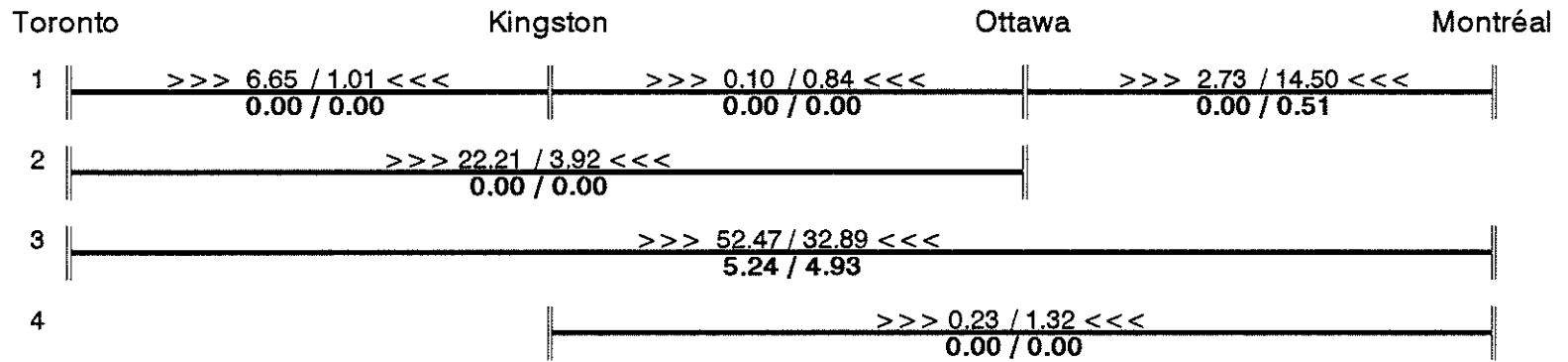
Minimum Load Volumes (Assumptions – 100% of imbalance and 100% of less than one truckload level to be captured)

O/D City	Toronto	Kingston		Ottawa		Montréal	
Direction	East	West	East	West	East	West	
(1992) trailer (1) equivalents	6.61	0	7.43	0.63	1.38	0.63	
(2005) trailer (1) equivalents	9.3	0.0	10.4	0.9	1.9	0.9	
(2005) cu. ft. 000's	27.8	0.0	31.3	2.6	5.8	2.6	
(2005) no. of (2) containers	74.7	0.0	84.0	6.8	15.6	7.1	
(2005) no. of (3) cars	6.8	0.0	7.6	0.6	1.4	0.6	

- (1) The volumes are in trailer loads of 3000 cu. ft. capacity
- (2) Number of containers obtained by assuming 372 cu. ft. per container (7 ft x 8 ft 6 in x 6 ft 3 in)
- (3) Number of cars obtained by assuming a capacity of eleven of the above containers, or 4092 cu. ft. per car

Figure 10.1.1 (200 LTL)

**Toronto / Montréal Segment : LTL Traffic – Minimal Market Share  
200 kph ROW Option – X2000 technology**



Alternative Stops: Dorval

Minimum Load Volumes

O/D City		Toronto		Kingston		Ottawa		Montréal	
Direction		East	West	East	West	East	West	East	West
(1992)	trailer (1) equivalents	5.24	4.93	5.24	4.93	5.24	5.44		
(2005)	trailer (1) equivalents	8.3	7.8	8.3	7.8	8.3	8.6		
(2005)	cu. ft. 000's	25.0	23.5	25.0	23.5	25.0	25.9		
(2005)	no. of (2) containers	67.1	63.2	67.1	63.2	67.1	69.7		
(2005)	no. of (3) cars	6.1	5.7	6.1	5.7	6.1	6.3		

- (1) The volumes are in trailer loads of 3000 cu. ft. capacity
- (2) Number of containers obtained by assuming 372 cu. ft. per container (7 ft x 8 ft 6 in x 6 ft 3 in)
- (3) Number of cars obtained by assuming a capacity of 11 containers, or 4092 cu. ft. per car

Table 10.1.1.1 (200)

**Toronto / Montréal Segment**  
**Courier and LTL Traffic – Minimal Market Share**  
**200 kph ROW Option – X2000 technology**

Total traffic volume projections by year, 2005–2024  
 (volume expressed in number of cars)

O/D City	Toronto		Kingston		Ottawa		Montréal	
Direction	East	West	East	West	East	West	East	West
Year								
2005	12.9	5.7	13.7	6.4	7.5	7.0		
2006	13.3	5.9	14.1	6.5	7.7	7.2		
2007	13.6	6.1	14.5	6.7	8.0	7.4		
2008	14.0	6.3	14.9	6.9	8.2	7.6		
2009	14.4	6.4	15.3	7.1	8.4	7.8		
2010	14.8	6.6	15.7	7.3	8.7	8.0		
2011	15.2	6.8	16.2	7.5	8.9	8.3		
2012	15.6	7.0	16.6	7.8	9.2	8.5		
2013	16.0	7.2	17.1	8.0	9.4	8.8		
2014	16.5	7.4	17.5	8.2	9.7	9.0		
2015	16.9	7.6	18.0	8.4	10.0	9.3		
2016	17.4	7.9	18.5	8.7	10.2	9.5		
2017	17.8	8.1	19.0	8.9	10.5	9.8		
2018	18.3	8.3	19.5	9.2	10.8	10.1		
2019	18.8	8.6	20.0	9.5	11.1	10.4		
2020	19.4	8.8	20.6	9.7	11.5	10.7		
2021	19.9	9.1	21.2	10.0	11.8	11.0		
2022	20.4	9.3	21.7	10.3	12.1	11.3		
2023	21.0	9.6	22.3	10.6	12.5	11.6		
2024	21.6	9.9	22.9	10.9	12.8	12.0		

Table 10.1.1.2 (200)

**Toronto / Montréal Segment**  
**Courier and LTL Traffic – Minimal Market Share**  
**200 kph ROW Option – X2000 technology**

Total traffic volume projections by year, 2005–2024  
 (volume expressed in number of 5–car trainsets)

O/D City	Toronto		Kingston		Ottawa		Montréal	
Direction	East	West	East	West	East	West	East	West
Year								
2005	2.6	1.1	2.7	1.3	1.5	1.4		
2006	2.7	1.2	2.8	1.3	1.5	1.4		
2007	2.7	1.2	2.9	1.3	1.6	1.5		
2008	2.8	1.3	3.0	1.4	1.6	1.5		
2009	2.9	1.3	3.1	1.4	1.7	1.6		
2010	3.0	1.3	3.1	1.5	1.7	1.6		
2011	3.0	1.4	3.2	1.5	1.8	1.7		
2012	3.1	1.4	3.3	1.6	1.8	1.7		
2013	3.2	1.4	3.4	1.6	1.9	1.8		
2014	3.3	1.5	3.5	1.6	1.9	1.8		
2015	3.4	1.5	3.6	1.7	2.0	1.9		
2016	3.5	1.6	3.7	1.7	2.0	1.9		
2017	3.6	1.6	3.8	1.8	2.1	2.0		
2018	3.7	1.7	3.9	1.8	2.2	2.0		
2019	3.8	1.7	4.0	1.9	2.2	2.1		
2020	3.9	1.8	4.1	1.9	2.3	2.1		
2021	4.0	1.8	4.2	2.0	2.4	2.2		
2022	4.1	1.9	4.3	2.1	2.4	2.3		
2023	4.2	1.9	4.5	2.1	2.5	2.3		
2024	4.3	2.0	4.6	2.2	2.6	2.4		

Table 10.1.1.3 (200)

**Montréal / Toronto Segment**  
**Rolling Stock Requirements – Minimal Market Share Scenario**  
**200 kph existing ROW option – X2000 technology**

**Tentative Train Schedule: year 2005**

O/D City		Toronto	Kingston	Ottawa	Montréal		
Intercity distance (km)		255.6	183.9	176.6			
handling equip. per station	eastbound	4	1	2	3		
	westbound	2	1	1	3		
Travel Time (minutes)	eastbound&westbound	82	61	58			
Handling time (minutes)	eastbound	24	28	23	28		
	westbound	11	5	3	26		
Eastbound Trains	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival
Westbound Trains	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
train / direction							
#1 – East		<b>07:00 PM</b>	08:22 PM	08:50 PM	09:51 PM	10:14 PM	11:12 PM
#1 – West (return)		03:54 AM	02:32 AM	02:04 AM	01:03 AM	12:40 AM	11:42 PM
#2 – West		09:51 PM	08:29 PM	08:01 PM	<b>07:00 PM</b>		
#2 – East (return)		10:21 PM	11:43 PM	12:11 AM	01:12 AM	01:35 AM	02:33 AM
#3 – West		11:12 PM	09:50 PM	09:22 PM	08:21 PM	07:58 PM	<b>07:00 PM</b>
#3 – East (return)		11:42 PM	01:04 AM	01:32 AM	02:33 AM		

total trains						
eastward	3	3	3	2	2	
wesward	3	3	3	2	2	
O/D City		Toronto	Kingston	Ottawa	Montréal	

beginning of train run

end of train run

Table 10.1.1.4 (200)

**Toronto / Montréal Segment**  
**Rolling Stock Requirements and Operating Statistics – Minimal Market Share**  
**200 kph ROW Option – X2000 technology**

requirement vs availability of cars per station for the year 2005

O/D City Direction	Toronto		Kingston		Ottawa		Montréal	
	East	West	East	West	East	West	East	West
Intercity distance (km)	255.6	255.6	183.9	183.9	176.6	176.6		
requirement 2005	12.9	5.7	13.7	6.4	7.5	7.0		
availability	15	15	15	15	10	10		
trains/day/station								
2005	3	3	3	3	2	2		

Rolling Stock requirements (1)

Average daily train run calculation, year 2005

Train #	total dist.	Train #	total dist.	
#1	1232.2			3
#2	1055.6			
#3	1055.6			
#4			Average run	1114.5

availability:	0.95 cars
	0.95 locos
avg. weight (tonnes):	73 cars
	74 locos

operating days / year 260

year of operation	total gross car/km	empty return ratio	adjusted car/km	average cars/train	train-km	average daily train run	trainsets/day	operating statistics				
								fleet size cars	locos	car-km	loco-km	gross tonne-km
2005	11,023	0.52	16,717	5	3,343	1114.5	3	16	4	4,346,420	869,284	381,615,676
2006	11,332	0.52	17,185	5	3,437	1114.5	4	22	5	4,468,185	893,637	392,306,677
2007	11,649	0.52	17,667	5	3,533	1114.5	4	22	5	4,593,371	918,674	403,297,945
2008	11,976	0.52	18,162	5	3,632	1114.5	4	22	5	4,722,072	944,414	414,597,934
2009	12,311	0.52	18,671	5	3,734	1114.5	4	22	5	4,854,389	970,878	426,215,335
2010	12,656	0.52	19,194	5	3,839	1114.5	4	22	5	4,990,422	998,084	438,159,087
2011	13,011	0.52	19,732	5	3,946	1114.5	4	22	5	5,130,278	1,026,056	450,438,378
2012	13,376	0.52	20,285	5	4,057	1114.5	4	22	5	5,274,062	1,054,812	463,062,659
2013	13,751	0.52	20,853	5	4,171	1114.5	4	22	5	5,421,887	1,084,377	476,041,645
2014	14,136	0.52	21,438	5	4,288	1114.5	4	22	5	5,573,865	1,114,773	489,385,325
2015	14,532	0.52	22,039	5	4,408	1114.5	4	22	5	5,730,114	1,146,023	503,103,973
2016	14,940	0.52	22,657	5	4,531	1114.5	5	27	6	5,890,753	1,178,151	517,208,149
2017	15,359	0.52	23,292	5	4,658	1114.5	5	27	6	6,055,908	1,211,182	531,708,715
2018	15,789	0.52	23,945	5	4,789	1114.5	5	27	6	6,225,704	1,245,141	546,616,837
2019	16,232	0.52	24,616	5	4,923	1114.5	5	27	6	6,400,273	1,280,055	561,943,998
2020	16,687	0.52	25,307	5	5,061	1114.5	5	27	6	6,579,749	1,315,950	577,702,003
2021	17,155	0.52	26,016	5	5,203	1114.5	5	27	6	6,764,271	1,352,854	593,902,992
2022	17,636	0.52	26,746	5	5,349	1114.5	5	27	6	6,953,980	1,390,796	610,559,449
2023	18,131	0.52	27,496	5	5,499	1114.5	5	27	6	7,149,023	1,429,805	627,684,208
2024	18,639	0.52	28,267	5	5,653	1114.5	6	32	7	7,349,550	1,469,910	645,290,467

(1) Start-up requirements based on characteristics of initial operating scenario for the year 2005. Rolling Stock requirements in subsequent years based on projections of initial year operating scenario and traffic volumes.



Table 10.1.2.1 (200)

**Toronto / Montréal Segment**  
**Courier and LTL Traffic – Minimal Market Share**  
**200 kph ROW Option – X2000 technology**

Total traffic volume projections by year, 2005–2024  
 (volume expressed in number of containers)

O/D City	Toronto		Kingston		Ottawa		Montréal	
Direction	East	West	East	West	East	West	East	West
Year								
2005	142	64	152	70	83	77		
2006	146	66	156	72	86	80		
2007	150	67	160	75	88	82		
2008	154	69	164	77	91	84		
2009	159	71	169	79	93	87		
2010	163	73	173	81	96	89		
2011	167	75	178	83	98	92		
2012	172	78	183	86	101	94		
2013	177	80	188	88	104	97		
2014	182	82	193	91	107	100		
2015	186	85	198	93	110	102		
2016	192	87	204	96	113	105		
2017	197	90	209	99	116	108		
2018	202	92	215	102	120	112		
2019	208	95	221	104	123	115		
2020	213	98	227	107	127	118		
2021	219	100	233	111	130	121		
2022	225	103	240	114	134	125		
2023	231	106	246	117	138	128		
2024	238	109	253	120	142	132		

Table 10.1.2.4 (200)

**Toronto / Montréal Segment  
Courier and LTL Traffic – Minimal Market Share  
200 kph ROW Option – X2000 technology**

Handling Requirements per Station (Number of containers loaded and unloaded)  
Year 2005 Courier and LTL traffic combined

O/D City Direction	Toronto		Kingston		Ottawa		Montréal	
	West	East	West	East	West	East	West	East
containers loaded	0.00	141.88	0.00	25.55	0.00	0.00	76.83	0.00
containers unloaded	63.18	0.00	7.12	16.28	6.54	68.40	0.00	82.75
total container traffic leaving station	0.00	141.88	63.18	151.16	70.30	82.75	76.83	0.00

c:\canara\02-225\tr-mtl\mtr-soen12 02:34:27 PM 22-Mar-04

Container Fleet Acquisition Schedule and Costs

Year	Containers Loaded (per day)	Provision for spares (100%) <sup>1</sup>	Total Containers Required	Provision for replacement <sup>2</sup>	Annual Container Acquisition	Cost of Container Acquisition <sup>3</sup>
2005	244	244	489	N/A	489	\$1,563,330
2006	253	253	506	N/A	18	\$56,413
2007	262	262	524	N/A	18	\$58,573
2008	272	272	543	N/A	19	\$60,820
2009	282	282	563	N/A	20	\$63,158
2010	292	292	584	N/A	20	\$65,589
2011	303	303	605	N/A	21	\$68,119
2012	314	314	627	N/A	22	\$70,750
2013	325	325	650	N/A	23	\$73,488
2014	337	337	674	N/A	24	\$76,336
2015	349	349	699	489	513	\$1,642,630
2016	362	362	724	18	43	\$138,797
2017	376	376	751	18	45	\$144,166
2018	389	389	779	19	47	\$149,753
2019	404	404	808	20	49	\$155,565
2020	419	419	838	20	51	\$161,614
2021	435	435	869	21	52	\$167,907
2022	451	451	901	22	55	\$174,457
2023	468	468	935	23	57	\$181,272
2024	485	485	970	24	59	\$188,365

Notes:

1. A Two-day service cycle is assumed for containers.
2. Average container life is estimated at 10 years. Provision for replacement figures are thus equal to the number of containers acquired 10 years previous.

Handling Equipment Acquisition Schedule and Costs

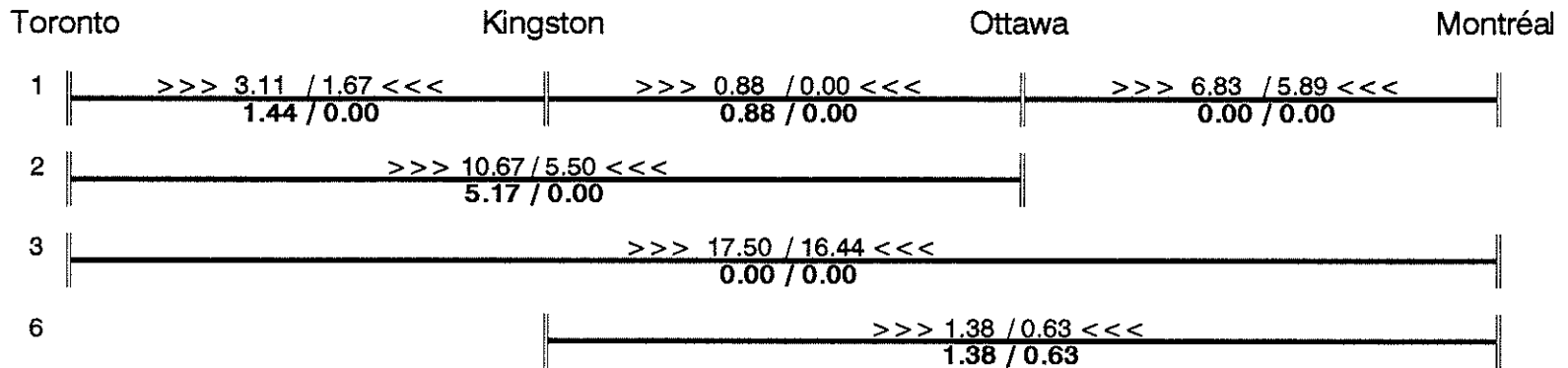
Year	Handling Equipment Required	Provision for replacement	Annual Equipment Acquisition	Cost of Equipment Acquisition <sup>4</sup>
2005	14	N/A	14	\$490,000
2006	0	N/A	0	\$0
2007	0	N/A	0	\$0
2008	0	N/A	0	\$0
2009	0	N/A	0	\$0
2010	0	N/A	0	\$0
2011	0	N/A	0	\$0
2012	0	N/A	0	\$0
2013	0	N/A	0	\$0
2014	0	N/A	0	\$0
2015	0	14	14	\$700,000
2016	0	0	0	\$0
2017	0	0	0	\$0
2018	0	0	0	\$0
2019	0	0	0	\$0
2020	0	0	0	\$0
2021	0	0	0	\$0
2022	0	0	0	\$0
2023	0	0	0	\$0
2024	0	0	0	\$0

Notes:

4. Initial purchase consists of used equipment at a unit cost of \$35,000. Replacement units bought new at a cost of \$50,000 per unit.

Figure 10.1.1 (300 Existing – Courier)

**Toronto/Montréal/Québec Segments : Courier Traffic – Minimal Market Share**  
**300 kph existing ROW option – TGV technology**



Alternative Stops: Dorval

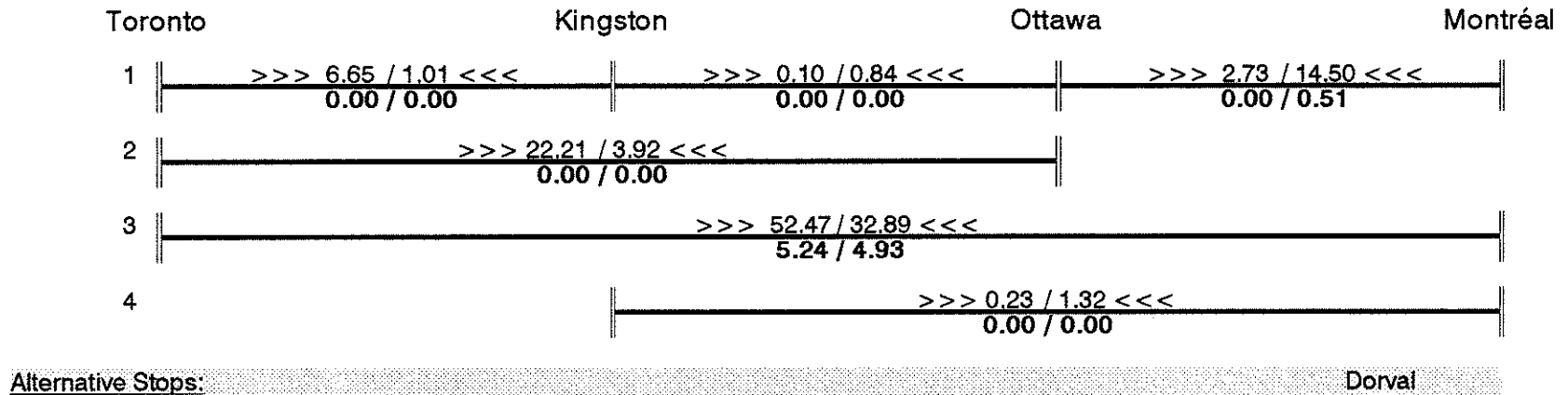
**Minimum Load Volumes (Assumptions – 100% of imbalance and 100% of less than one truckload level to be captured)**

O/D City	Toronto	Kingston	Ottawa	Montréal
Direction	East	West	East	West
(1992) trailer (1) equivalents	6.61	0	7.43	0.63
(2005) trailer (1) equivalents	9.3	0.0	10.4	0.9
(2005) cu. ft. 000's	27.8	0.0	31.3	2.6
(2005) no. of (2) containers	70.9	0.0	79.7	6.8
(2005) no. of (3) cars	10.1	0.0	11.4	1.0

(1) The volumes are in trailer loads of 3000 cu. ft. capacity  
 (2) Number of containers obtained by assuming 392 cu. ft. per container (8 ft x 7 ft 9 in x 6 ft 3 1/2 in)  
 (3) Number of cars obtained by assuming a capacity of seven of the above containers, or 2741 cu. ft. per car

Figure 10.1.1 (300 Existing – LTL)

**Toronto / Montréal Segment : LTL Traffic – Minimal Market Share**  
**300 kph existing ROW option – TGV technology**



Minimum Load Volumes

O/D City		Toronto		Kingston		Ottawa		Montréal	
Direction		East	West	East	West	East	West	East	West
(1992)	trailer (1) equivalents	5.24	4.93	5.24	4.93	5.24	5.44		
(2005)	trailer (1) equivalents	8.3	7.8	8.3	7.8	8.3	8.6		
(2005)	cu. ft. 000's	25.0	23.5	25.0	23.5	25.0	25.9		
(2005)	no. of (2) containers	63.7	60.0	63.7	60.0	63.7	66.2		
(2005)	no. of (3) cars	9.1	8.6	9.1	8.6	9.1	9.5		

- (1) The volumes are in trailer loads of 3000 cu. ft. capacity
- (2) Number of containers obtained by assuming 392 cu. ft. per container (8 ft x 7 ft 9 in x 6 ft 3 1/2 in)
- (3) Number of cars obtained by assuming a capacity of seven of the above containers, or 2741 cu. ft. per car

Table 10.1.1.1 (300 Existing)

**Toronto / Montréal Segment**  
**Courier and LTL Traffic – Minimal Market Share**  
**300 kph existing ROW option – TGV technology**

Total traffic volume projections by year, 2005–2024  
 (volume expressed in number of cars)

O/D City	Toronto		Kingston		Ottawa		Montréal	
Direction	East	West	East	West	East	West	East	West
Year								
2005	19.2	8.6	20.5	9.5	11.2	10.4		
2006	19.8	8.8	21.1	9.8	11.5	10.7		
2007	20.3	9.1	21.6	10.1	11.9	11.0		
2008	20.9	9.3	22.2	10.4	12.2	11.3		
2009	21.4	9.6	22.8	10.7	12.5	11.7		
2010	22.0	9.9	23.5	11.0	12.9	12.0		
2011	22.6	10.2	24.1	11.3	13.3	12.3		
2012	23.2	10.5	24.8	11.6	13.7	12.7		
2013	23.9	10.8	25.4	12.0	14.0	13.1		
2014	24.5	11.1	26.1	12.3	14.4	13.4		
2015	25.2	11.4	26.8	12.6	14.8	13.8		
2016	25.9	11.7	27.6	13.0	15.3	14.2		
2017	26.6	12.1	28.3	13.4	15.7	14.6		
2018	27.3	12.4	29.1	13.8	16.2	15.1		
2019	28.1	12.8	29.9	14.2	16.6	15.5		
2020	28.9	13.2	30.7	14.6	17.1	15.9		
2021	29.7	13.5	31.6	15.0	17.6	16.4		
2022	30.5	13.9	32.4	15.4	18.1	16.9		
2023	31.3	14.3	33.3	15.9	18.6	17.3		
2024	32.2	14.7	34.2	16.3	19.1	17.8		

Table 10.1.1.2 (300 Existing)

Toronto / Montréal Segment  
Courier and LTL Traffic – Minimal Market Share  
300 kph existing ROW option – TGV technology

Total traffic volume projections by year, 2005–2024  
 (volume expressed in number of 5–car trainsets)

O/D City	Toronto		Kingston		Ottawa		Montréal	
Direction	East	West	East	West	East	West	East	West
Year								
2005	3.8	1.7	4.1	1.9	2.2	2.1		
2006	4.0	1.8	4.2	2.0	2.3	2.1		
2007	4.1	1.8	4.3	2.0	2.4	2.2		
2008	4.2	1.9	4.4	2.1	2.4	2.3		
2009	4.3	1.9	4.6	2.1	2.5	2.3		
2010	4.4	2.0	4.7	2.2	2.6	2.4		
2011	4.5	2.0	4.8	2.3	2.7	2.5		
2012	4.6	2.1	5.0	2.3	2.7	2.5		
2013	4.8	2.2	5.1	2.4	2.8	2.6		
2014	4.9	2.2	5.2	2.5	2.9	2.7		
2015	5.0	2.3	5.4	2.5	3.0	2.8		
2016	5.2	2.3	5.5	2.6	3.1	2.8		
2017	5.3	2.4	5.7	2.7	3.1	2.9		
2018	5.5	2.5	5.8	2.8	3.2	3.0		
2019	5.6	2.6	6.0	2.8	3.3	3.1		
2020	5.8	2.6	6.1	2.9	3.4	3.2		
2021	5.9	2.7	6.3	3.0	3.5	3.3		
2022	6.1	2.8	6.5	3.1	3.6	3.4		
2023	6.3	2.9	6.7	3.2	3.7	3.5		
2024	6.4	2.9	6.8	3.3	3.8	3.6		

Table 10.1.1.3 (300 Existing)

**Montréal / Toronto Segment**  
**Rolling Stock Requirements – Minimal Market Share Scenario**  
**300 kph existing ROW option – TGV technology**

**Tentative Train Schedule: year 2005**

O/D City		Toronto	Kingston	Ottawa	Montréal	
Intercity distance (km)		256	152	177.1		
handling equip. per station	eastbound	1	1	1	1	
	westbound	1	2	2	3	
Travel Time (minutes)	eastbound& westbound	60	35	49		
Handling time (minutes)	eastbound	1	1	1	1	
	westbound	1	20	23	25	
Eastbound Trains		Arrival	Departure	Arrival	Departure	Arrival
Westbound Trains		Departure	Arrival	Departure	Arrival	Departure
	train / direction					
	#1 – East	<b>07:00 PM</b>	08:00 PM	08:20 PM	08:55 PM	09:18 PM 10:07 PM
	#1 – West (return)	01:44 AM	12:44 AM	12:24 AM	11:49 PM	11:26 PM 10:37 PM
	#1 – East (return)	02:14 AM	03:14 AM	03:34 AM	04:09 AM	04:32 AM <b>05:21 AM</b>
	#2 – West	10:07 PM	09:07 PM	08:47 PM	08:12 PM	07:49 PM <b>07:00 PM</b>
	#2 – East (return)	10:37 PM	11:37 PM	11:57 PM	12:32 AM	
	#2 – West (return)	<b>02:57 AM</b>	01:57 AM	01:37 AM	01:02 AM	

total trains						
eastward	3	3	3	2	2	
wesward	3	3	3	2	2	
O/D City		Toronto	Kingston	Ottawa	Montréal	

beginning of train run

end of train run

**Table 10.1.1.4 (300 Existing)**

**Toronto / Montréal Segment**  
**Rolling Stock Requirements and Operating Statistics – Minimal Market Share**  
**300 kph existing ROW option – TGV technology**

requirement vs availability of cars per station for the year 2005

O/D City	Toronto	Kingston		Ottawa		Montréal	
Direction	East	West	East	West	East	West	
Intercity distance (km)	256	256	152	152	177.1	177.1	
requirement 2005	19.2	8.6	20.5	9.5	11.2	10.4	
availability	24	24	24	24	16	16	
trains/day/station							
2005	3	3	3	3	2	2	

**Rolling Stock requirements (1)**

Average daily train run calculation, year 2005

Train	total dist.	Train	total dist.	
#1	1755.3			2
#2	1401.1			
#3				
#4				
		Average run		
			1578.2	

availability:  cars  
 locos

avg. weight :  cars  
 locos

operating days / year

year of operation	total gross car/km	empty return ratio	adjusted car/km	average cars/train	train-km	average daily train run	trainsets/day	operating statistics				
								cars	locos	car-km	loco-km	gross tonne-km
2005	15,512	0.63	25,251	8	3,156	1578.2	2	17	5	6,565,312	1,641,328	451,365,200
2006	15,946	0.63	25,959	8	3,245	1578.2	3	26	7	6,749,335	1,687,334	464,016,807
2007	16,393	0.63	26,687	8	3,336	1578.2	3	26	7	6,938,530	1,734,632	477,023,923
2008	16,853	0.63	27,435	8	3,429	1578.2	3	26	7	7,133,041	1,783,260	490,396,561
2009	17,325	0.63	28,204	8	3,525	1578.2	3	26	7	7,333,018	1,833,255	504,145,019
2010	17,811	0.63	28,995	8	3,624	1578.2	3	26	7	7,538,616	1,884,654	518,279,883
2011	18,311	0.63	29,808	8	3,726	1578.2	3	26	7	7,749,993	1,937,498	532,812,039
2012	18,824	0.63	30,644	8	3,830	1578.2	3	26	7	7,967,312	1,991,828	547,752,680
2013	19,352	0.63	31,503	8	3,938	1578.2	3	26	7	8,190,739	2,047,665	563,113,317
2014	19,895	0.63	32,386	8	4,048	1578.2	3	26	7	8,420,448	2,105,112	578,905,782
2015	20,453	0.63	33,295	8	4,162	1578.2	3	26	7	8,656,614	2,164,154	595,142,247
2016	21,026	0.63	34,229	8	4,279	1578.2	3	26	7	8,899,421	2,224,855	611,835,221
2017	21,616	0.63	35,189	8	4,399	1578.2	3	26	7	9,149,056	2,287,264	628,997,572
2018	22,222	0.63	36,176	8	4,522	1578.2	3	26	7	9,405,710	2,351,427	646,642,529
2019	22,846	0.63	37,191	8	4,649	1578.2	3	26	7	9,669,581	2,417,395	664,783,694
2020	23,487	0.63	38,234	8	4,779	1578.2	4	34	9	9,940,874	2,485,218	683,435,055
2021	24,146	0.63	39,307	8	4,913	1578.2	4	34	9	10,219,796	2,554,949	702,610,994
2022	24,823	0.63	40,410	8	5,051	1578.2	4	34	9	10,506,564	2,626,641	722,326,299
2023	25,520	0.63	41,544	8	5,193	1578.2	4	34	9	10,801,399	2,700,350	742,596,177
2024	26,236	0.63	42,710	8	5,339	1578.2	4	34	9	11,104,527	2,776,132	763,436,265

(1) Start-up requirements based on characteristics of initial operating scenario for the year 2005. Rolling Stock requirements in subsequent years based on projections of initial year operating scenario and traffic volumes.



Table 10.1.2.1 (300 Existing)

**Toronto / Montréal Segment**  
**Courier and LTL Traffic – Minimal Market Share**  
**300 kph existing ROW option – TGV technology**

Total traffic volume projections by year, 2005–2024  
 (volume expressed in number of containers)

O/D City	Toronto		Kingston		Ottawa		Montréal
Direction	East	West	East	West	East	West	
Year							
2005	135	60	144	67	79		73
2006	139	62	148	69	81		76
2007	143	64	152	71	84		78
2008	147	66	156	73	86		80
2009	151	68	160	75	88		82
2010	155	70	165	77	91		85
2011	159	72	169	80	93		87
2012	163	74	174	82	96		89
2013	168	76	178	84	99		92
2014	172	78	183	87	102		95
2015	177	80	188	89	104		97
2016	182	83	193	92	107		100
2017	187	85	199	94	110		103
2018	192	87	204	97	114		106
2019	197	90	210	100	117		109
2020	203	93	216	102	120		112
2021	208	95	221	105	124		115
2022	214	98	227	108	127		119
2023	220	101	234	112	131		122
2024	226	104	240	115	134		125

Table 10.1.2.4 (300 Existing)

**Toronto / Montréal Segment**  
**Courier and LTL Traffic – Minimal Market Share**  
**300 kph existing ROW option – TGV technology**

Handling Requirements per Station (Number of containers loaded and unloaded)  
 Year 2005 Courier and LTL traffic combined

O/D City Direction	Toronto		Kingston		Ottawa		Montréal	
	West	East	West	East	West	East	West	East
containers loaded	0.00	134.64	0.00	24.25	0.00	0.00	72.91	0.00
containers unloaded	59.95	0.00	6.76	15.45	6.20	64.91	0.00	78.53
total container traffic leaving station	0.00	134.64	59.95	143.44	66.71	78.53	72.91	0.00

c:\canam\92-225\cor-mtl\mtn-scen3 02:44:24 PM 22-Mar-94

Container Fleet Acquisition Schedule and Costs

Year	Containers Loaded (per day)	Provision for spares (100%) <sup>1</sup>	Total Containers Required	Provision for replacement <sup>2</sup>	Annual Container Acquisition	Cost of Container Acquisition <sup>3</sup>
2005	232	232	464	N/A	464	\$1,483,568
2006	240	240	480	N/A	17	\$53,535
2007	249	249	498	N/A	17	\$55,585
2008	258	258	516	N/A	18	\$57,717
2009	267	267	534	N/A	19	\$59,935
2010	277	277	554	N/A	19	\$62,243
2011	287	287	574	N/A	20	\$64,643
2012	298	298	595	N/A	21	\$67,140
2013	308	308	617	N/A	22	\$69,738
2014	320	320	640	N/A	23	\$72,442
2015	332	332	663	464	487	\$1,558,822
2016	344	344	687	17	41	\$131,715
2017	356	356	713	17	43	\$136,811
2018	370	370	739	18	44	\$142,112
2019	383	383	767	19	46	\$147,628
2020	398	398	795	19	48	\$153,368
2021	412	412	825	20	50	\$159,341
2022	428	428	855	21	52	\$165,556
2023	444	444	887	22	54	\$172,024
2024	460	460	921	23	56	\$178,755

Notes:

1. A Two-day service cycle is assumed for containers.
2. Average container life is estimated at 10 years. Provision for replacement figures are thus equal to the number of containers acquired 10 years previous.

Handling Equipment Acquisition Schedule and Costs

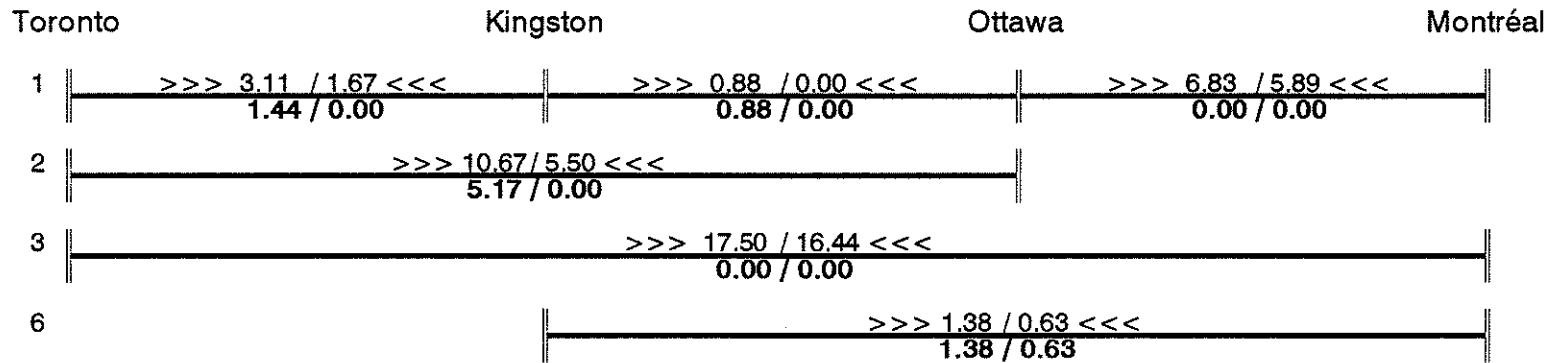
Year	Handling Equipment Required	Provision for replacement	Annual Equipment Acquisition	Cost of Equipment Acquisition <sup>4</sup>
2005	14	N/A	14	\$490,000
2006	0	N/A	0	\$0
2007	0	N/A	0	\$0
2008	0	N/A	0	\$0
2009	0	N/A	0	\$0
2010	0	N/A	0	\$0
2011	0	N/A	0	\$0
2012	0	N/A	0	\$0
2013	0	N/A	0	\$0
2014	0	N/A	0	\$0
2015	0	14	14	\$700,000
2016	0	0	0	\$0
2017	0	0	0	\$0
2018	0	0	0	\$0
2019	0	0	0	\$0
2020	0	0	0	\$0
2021	0	0	0	\$0
2022	0	0	0	\$0
2023	0	0	0	\$0
2024	0	0	0	\$0

Notes:

4. Initial purchase consists of used equipment at a unit cost of \$35,000. Replacement units bought new at a cost of \$50,000 per unit.

Figure 10.1.1 (300 New – Courier)

**Montréal / Toronto Segment : Courier Traffic – Minimal Market Share  
300 kph New ROW option – TGV technology**



Alternative Stops: Dorval

Minimum Load Volumes (Assumptions – 100% of imbalance and 100% of less than one truckload level to be captured)

O/D City		Toronto		Kingston		Ottawa		Montréal	
Direction		East	West	East	West	East	West	East	West
(1992)	trailer (1)								
	equivalents	6.61	0	7.43	0.63	1.38	0.63		
(2005)	trailer (1)								
	equivalents	9.3	0.0	10.4	0.9	1.9	0.9		
(2005)	cu. ft.								
	000's	27.8	0.0	31.3	2.6	5.8	2.6		
(2005)	no. of (2)								
	containers	70.9	0.0	79.7	6.8	14.8	6.8		
(2005)	no. of (3)								
	cars	10.1	0.0	11.4	1.0	2.1	1.0		

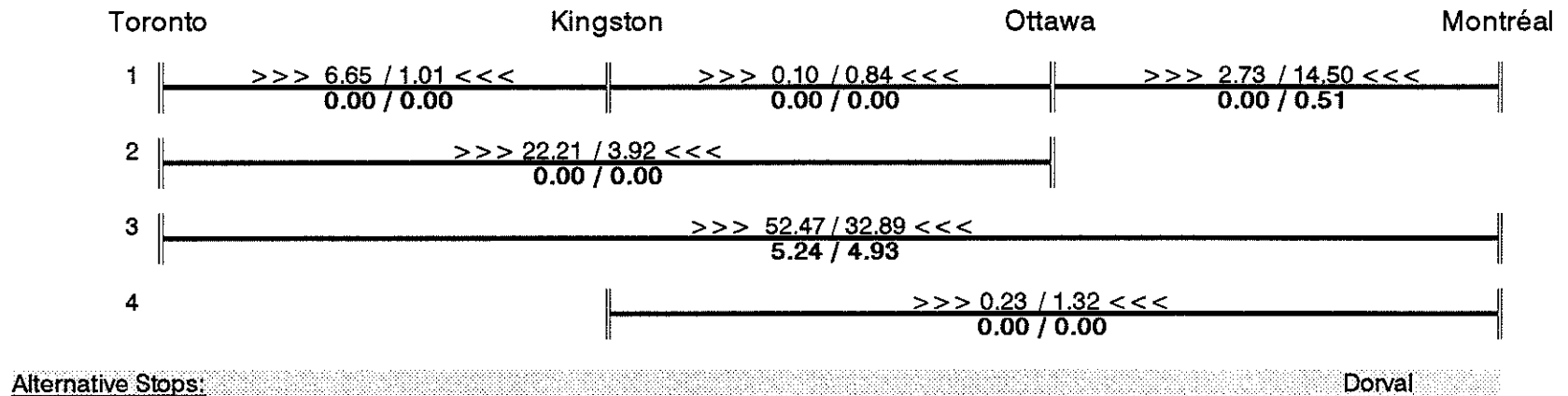
(1) The volumes are in trailer loads of 3000 cu. ft. capacity

(2) Number of containers obtained by assuming 392 cu. ft. per container (8 ft x 7 ft 9 in x 6 ft 3 1/2 in)

(3) Number of cars obtained by assuming a capacity of seven of the above containers, or 2741 cu. ft. per car

Figure 10.1.1 (300 New – LTL)

**Montréal / Toronto Segment : LTL Traffic – Minimal Market Share  
300 kph New ROW option – TGV technology**



**Minimum Load Volumes**

O/D City		Toronto		Kingston		Ottawa		Montréal	
Direction		East	West	East	West	East	West	East	West
(1992)	trailer (1) equivalents		5.24	4.93	5.24	4.93	5.24	5.44	
(2005)	trailer (1) equivalents		8.3	7.8	8.3	7.8	8.3	8.6	
(2005)	cu. ft. 000's		25.0	23.5	25.0	23.5	25.0	25.9	
(2005)	no. of (2) containers		63.7	60.0	63.7	60.0	63.7	66.2	
(2005)	no. of (3) cars		9.1	8.6	9.1	8.6	9.1	9.5	

(1) The volumes are in trailer loads of 3000 cu. ft. capacity  
 (2) Number of containers obtained by assuming 392 cu. ft. per container (8 ft x 7 ft 9 in x 6 ft 3 1/2 in)  
 (3) Number of cars obtained by assuming a capacity of seven of the above containers, or 2741 cu. ft. per car

Table 10.1.1.1 (300 New)

**Montréal / Toronto Segment**  
**Courier and LTL Traffic – Minimal Market Share**  
**300 kph New ROW option – TGV technology**

Total traffic volume projections by year, 2005–2024  
 (volume expressed in number of cars)

O/D City	Toronto		Kingston		Ottawa		Montréal	
Direction	East	West	East	West	East	West	East	West
Year								
2005	19.2	8.6	20.5	9.5	11.2	10.4		
2006	19.8	8.8	21.1	9.8	11.5	10.7		
2007	20.3	9.1	21.6	10.1	11.9	11.0		
2008	20.9	9.3	22.2	10.4	12.2	11.3		
2009	21.4	9.6	22.8	10.7	12.5	11.7		
2010	22.0	9.9	23.5	11.0	12.9	12.0		
2011	22.6	10.2	24.1	11.3	13.3	12.3		
2012	23.2	10.5	24.8	11.6	13.7	12.7		
2013	23.9	10.8	25.4	12.0	14.0	13.1		
2014	24.5	11.1	26.1	12.3	14.4	13.4		
2015	25.2	11.4	26.8	12.6	14.8	13.8		
2016	25.9	11.7	27.6	13.0	15.3	14.2		
2017	26.6	12.1	28.3	13.4	15.7	14.6		
2018	27.3	12.4	29.1	13.8	16.2	15.1		
2019	28.1	12.8	29.9	14.2	16.6	15.5		
2020	28.9	13.2	30.7	14.6	17.1	15.9		
2021	29.7	13.5	31.6	15.0	17.6	16.4		
2022	30.5	13.9	32.4	15.4	18.1	16.9		
2023	31.3	14.3	33.3	15.9	18.6	17.3		
2024	32.2	14.7	34.2	16.3	19.1	17.8		

Table 10.1.1.2 (300 New)

**Montréal / Toronto Segment**  
**Courier and LTL Traffic – Minimal Market Share**  
**300 kph New ROW option – TGV technology**

Total traffic volume projections by year, 2005–2024  
 (volume expressed in number of 5–car trainsets)

O/D City	Toronto		Kingston		Ottawa		Montréal	
Direction	East	West	East	West	East	West	East	West
Year								
2005	3.8	1.7	4.1	1.9	2.2	2.1		
2006	4.0	1.8	4.2	2.0	2.3	2.1		
2007	4.1	1.8	4.3	2.0	2.4	2.2		
2008	4.2	1.9	4.4	2.1	2.4	2.3		
2009	4.3	1.9	4.6	2.1	2.5	2.3		
2010	4.4	2.0	4.7	2.2	2.6	2.4		
2011	4.5	2.0	4.8	2.3	2.7	2.5		
2012	4.6	2.1	5.0	2.3	2.7	2.5		
2013	4.8	2.2	5.1	2.4	2.8	2.6		
2014	4.9	2.2	5.2	2.5	2.9	2.7		
2015	5.0	2.3	5.4	2.5	3.0	2.8		
2016	5.2	2.3	5.5	2.6	3.1	2.8		
2017	5.3	2.4	5.7	2.7	3.1	2.9		
2018	5.5	2.5	5.8	2.8	3.2	3.0		
2019	5.6	2.6	6.0	2.8	3.3	3.1		
2020	5.8	2.6	6.1	2.9	3.4	3.2		
2021	5.9	2.7	6.3	3.0	3.5	3.3		
2022	6.1	2.8	6.5	3.1	3.6	3.4		
2023	6.3	2.9	6.7	3.2	3.7	3.5		
2024	6.4	2.9	6.8	3.3	3.8	3.6		

Table 10.1.1.3 (300 New)

**Montréal / Toronto Segment**  
**Rolling Stock Requirements – Minimal Market Share Scenario**  
**300 kph New ROW option – TGV technology**

**Tentative Train Schedule: year 2005**

O/D City		Toronto	Kingston	Ottawa	Montréal	
Intercity distance (km)		262	155	194.4		
handling equip. per station	eastbound	1	1	1	1	
	westbound	1	2	2	3	
Travel Time (minutes)	eastbound& westbound	60	35	49		
Handling time (minutes)	eastbound	1	1	1	1	
	westbound	1	20	23	25	
Eastbound Trains		Arrival	Departure	Arrival	Departure	Arrival
Westbound Trains		Departure	Arrival	Departure	Arrival	Departure
train / direction						
#1 – East		<b>07:00 PM</b>	08:00 PM	08:20 PM	08:55 PM	09:18 PM 10:07 PM
#1 – West (return)		01:44 AM	12:44 AM	12:24 AM	11:49 PM	11:26 PM 10:37 PM
#1 – East (return)		02:14 AM	03:14 AM	03:34 AM	04:09 AM	04:32 AM <b>05:21 AM</b>
#2 – West		10:07 PM	09:07 PM	08:47 PM	08:12 PM	07:49 PM <b>07:00 PM</b>
#2 – East (return)		10:37 PM	11:37 PM	11:57 PM	12:32 AM	
#2 – West (return)		<b>02:57 AM</b>	01:57 AM	01:37 AM	01:02 AM	

total trains						
eastward	3	3	3	2	2	
wesward	3	3	3	2	2	
O/D City	Toronto	Kingston	Ottawa	Montréal		

beginning of train run

end of train run

Table 10.1.1.4 (300 New)

**Montréal / Toronto Segment**  
**Rolling Stock Requirements and Operating Statistics – Minimal Market Share**  
**300 kph New ROW option – TGV technology**

requirement vs availability of cars per station for the year 2005

O/D City	Toronto	Kingston		Ottawa		Montréal	
Direction	East	West	East	West	East	West	
Intercity distance (km)	262	262	155	155	194.4	194.4	
requirement	2005	19.2	8.6	20.5	9.5	11.2	10.4
availability		24	24	24	24	16	16
trains/day/station	2005	3	3	3	3	2	2

**Rolling Stock requirements (1)**

Average daily train run calculation, year 2005

Train	total dist.	Train	total dist.
#1	1834.2		2
#2	1445.4		
#3			
#4			
Average run			
			1639.8

availability:	0.95 cars
	0.95 locos
avg. weight :	50 cars
(tonnes)	75 locos

operating days / year

year of operation	total gross car/km	empty return ratio	adjusted car/km	average cars/train	train-km	average daily train run	trainsets/day	operating statistics				
								fleet size		gross		
								cars	locos	car-km	loco-km	tonne-km
2005	16,143	0.63	26,237	8	3,280	1639.8	2	17	5	6,821,568	1,705,392	468,982,800
2006	16,595	0.63	26,972	8	3,372	1639.8	3	26	7	7,012,841	1,753,210	482,132,840
2007	17,061	0.63	27,729	8	3,466	1639.8	3	26	7	7,209,491	1,802,373	495,652,520
2008	17,539	0.63	28,506	8	3,563	1639.8	3	26	7	7,411,669	1,852,917	509,552,254
2009	18,031	0.63	29,306	8	3,663	1639.8	3	26	7	7,619,531	1,904,883	523,842,751
2010	18,537	0.63	30,128	8	3,766	1639.8	3	26	7	7,833,237	1,958,309	538,535,023
2011	19,057	0.63	30,973	8	3,872	1639.8	3	26	7	8,052,951	2,013,238	553,640,393
2012	19,591	0.63	31,842	8	3,980	1639.8	3	26	7	8,278,844	2,069,711	569,170,502
2013	20,141	0.63	32,735	8	4,092	1639.8	3	26	7	8,511,088	2,127,772	585,137,323
2014	20,706	0.63	33,653	8	4,207	1639.8	3	26	7	8,749,864	2,187,466	601,553,164
2015	21,287	0.63	34,598	8	4,325	1639.8	3	26	7	8,995,355	2,248,839	618,430,683
2016	21,884	0.63	35,568	8	4,446	1639.8	3	26	7	9,247,751	2,311,938	635,782,895
2017	22,498	0.63	36,566	8	4,571	1639.8	3	26	7	9,507,246	2,376,812	653,623,181
2018	23,130	0.63	37,592	8	4,699	1639.8	3	26	7	9,774,041	2,443,510	671,965,303
2019	23,779	0.63	38,647	8	4,831	1639.8	3	26	7	10,048,341	2,512,085	690,823,410
2020	24,446	0.63	39,732	8	4,967	1639.8	4	34	9	10,330,357	2,582,589	710,212,051
2021	25,132	0.63	40,847	8	5,106	1639.8	4	34	9	10,620,308	2,655,077	730,146,186
2022	25,838	0.63	41,994	8	5,249	1639.8	4	34	9	10,918,417	2,729,604	750,641,198
2023	26,563	0.63	43,173	8	5,397	1639.8	4	34	9	11,224,915	2,806,229	771,712,907
2024	27,309	0.63	44,385	8	5,548	1639.8	4	34	9	11,540,037	2,885,009	793,377,575

(1) Start-up requirements based on characteristics of initial operating scenario for the year 2005. Rolling Stock requirements in subsequent years based on projections of initial year operating scenario and traffic volumes.



Table 10.1.2.1 (300 New)

**Montréal / Toronto Segment**  
**Courier and LTL Traffic – Minimal Market Share**  
**300 kph New ROW option – TGV technology**

Total traffic volume projections by year, 2005–2024  
 (volume expressed in number of containers)

O/D City	Toronto		Kingston		Ottawa		Montréal
Direction	East	West	East	West	East	West	
Year							
2005	135	60	144	67	79	73	
2006	139	62	148	69	81	76	
2007	143	64	152	71	84	78	
2008	147	66	156	73	86	80	
2009	151	68	160	75	88	82	
2010	155	70	165	77	91	85	
2011	159	72	169	80	93	87	
2012	163	74	174	82	96	89	
2013	168	76	178	84	99	92	
2014	172	78	183	87	102	95	
2015	177	80	188	89	104	97	
2016	182	83	193	92	107	100	
2017	187	85	199	94	110	103	
2018	192	87	204	97	114	106	
2019	197	90	210	100	117	109	
2020	203	93	216	102	120	112	
2021	208	95	221	105	124	115	
2022	214	98	227	108	127	119	
2023	220	101	234	112	131	122	
2024	226	104	240	115	134	125	

Table 10.1.2.4 (300 New)

**Montréal / Toronto Segment**  
**Courier and LTL Traffic – Minimal Market Share**  
**300 kph New ROW option – TGV technology**

Handling Requirements per Station (Number of containers loaded and unloaded)  
 Year 2005 Courier and LTL traffic combined

O/D City Direction	Toronto		Kingston		Ottawa		Montréal	
	West	East	West	East	West	East	West	East
containers loaded	0.00	134.64	0.00	24.25	0.00	0.00	72.91	0.00
containers unloaded	59.95	0.00	6.76	15.45	6.20	64.91	0.00	78.53
total container traffic leaving station	0.00	134.64	59.95	143.44	66.71	78.53	72.91	0.00

c:\canara\02-225\tr-mtl\trn-scen3 03:02:19 PM 22-Mar-94

Container Fleet Acquisition Schedule and Costs

Year	Containers Loaded (per day)	Provision for spares (100%) <sup>1</sup>	Total Containers Required	Provision for replacement <sup>2</sup>	Annual Container Acquisition	Cost of Container Acquisition <sup>3</sup>
2005	232	232	464	N/A	464	\$1,483,568
2006	240	240	480	N/A	17	\$53,535
2007	249	249	498	N/A	17	\$55,585
2008	258	258	516	N/A	18	\$57,717
2009	267	267	534	N/A	19	\$59,935
2010	277	277	554	N/A	19	\$62,243
2011	287	287	574	N/A	20	\$64,643
2012	298	298	595	N/A	21	\$67,140
2013	308	308	617	N/A	22	\$69,738
2014	320	320	640	N/A	23	\$72,442
2015	332	332	663	464	487	\$1,558,822
2016	344	344	687	17	41	\$131,715
2017	356	356	713	17	43	\$136,811
2018	370	370	739	18	44	\$142,112
2019	383	383	767	19	46	\$147,628
2020	398	398	795	19	48	\$153,368
2021	412	412	825	20	50	\$159,341
2022	428	428	855	21	52	\$165,556
2023	444	444	887	22	54	\$172,024
2024	460	460	921	23	56	\$178,755

Notes: 1. A Two-day service cycle is assumed for containers.  
 2. Average container life is estimated at 10 years. Provision for replacement figures are thus equal to the number of containers acquired 10 years previous.

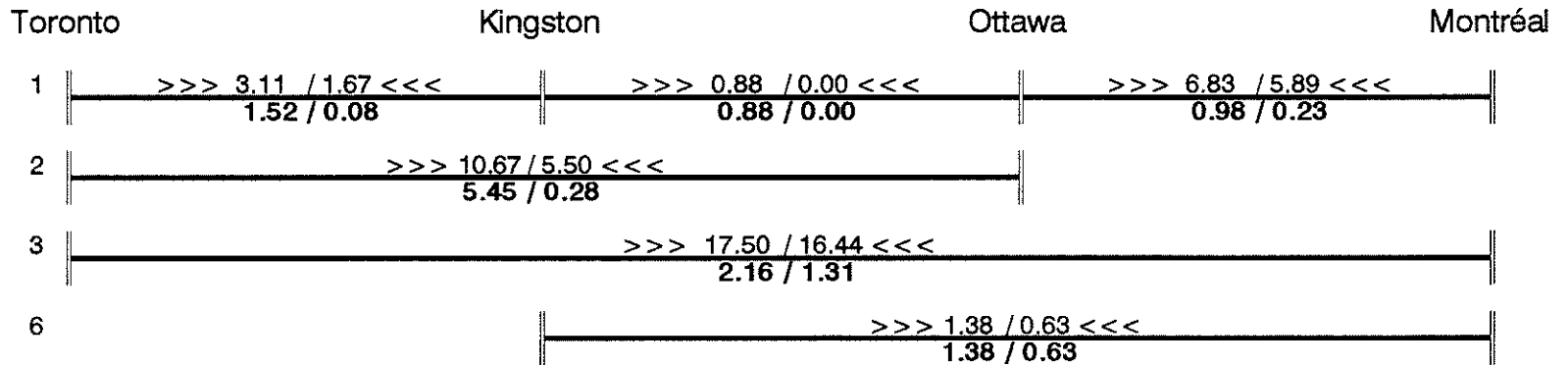
Handling Equipment Acquisition Schedule and Costs

Year	Handling Equipment Required	Provision for replacement	Annual Equipment Acquisition	Cost of Equipment Acquisition <sup>4</sup>
2005	13	N/A	13	\$455,000
2006	0	N/A	0	\$0
2007	0	N/A	0	\$0
2008	0	N/A	0	\$0
2009	0	N/A	0	\$0
2010	0	N/A	0	\$0
2011	0	N/A	0	\$0
2012	0	N/A	0	\$0
2013	0	N/A	0	\$0
2014	0	N/A	0	\$0
2015	0	13	13	\$650,000
2016	0	0	0	\$0
2017	0	0	0	\$0
2018	0	0	0	\$0
2019	0	0	0	\$0
2020	0	0	0	\$0
2021	0	0	0	\$0
2022	0	0	0	\$0
2023	0	0	0	\$0
2024	0	0	0	\$0

Notes: 4. Initial purchase consists of used equipment at a unit cost of \$35,000. Replacement units bought new at a cost of \$50,000 per unit.

Figure 10.2.1 (200 Courier)

**Toronto / Montréal Segment : Courier Traffic – Most Probable Market Share  
200 kph ROW Option – X2000 technology**



Alternative Stops: Dorval

Minimum Load Volumes (Assumptions – 100% of imbalance and 100% of less than one truckload level to be captured)

O/D City Direction	Toronto		Kingston		Ottawa		Montréal	
	East	West	East	West	East	West	East	West
(1992) trailer (1) equivalents	9.13	1.67	9.87	2.22	4.52	2.17		
(2005) trailer (1) equivalents	12.8	2.3	13.8	3.1	6.3	3.0		
(2005) cu. ft. 000's	38.4	7.0	41.5	9.3	19.0	9.1		
(2005) no. of (2) containers	103.2	18.9	111.6	23.8	51.1	24.5		
(2005) no. of (3) cars	9.4	1.7	10.1	2.2	4.6	2.2		

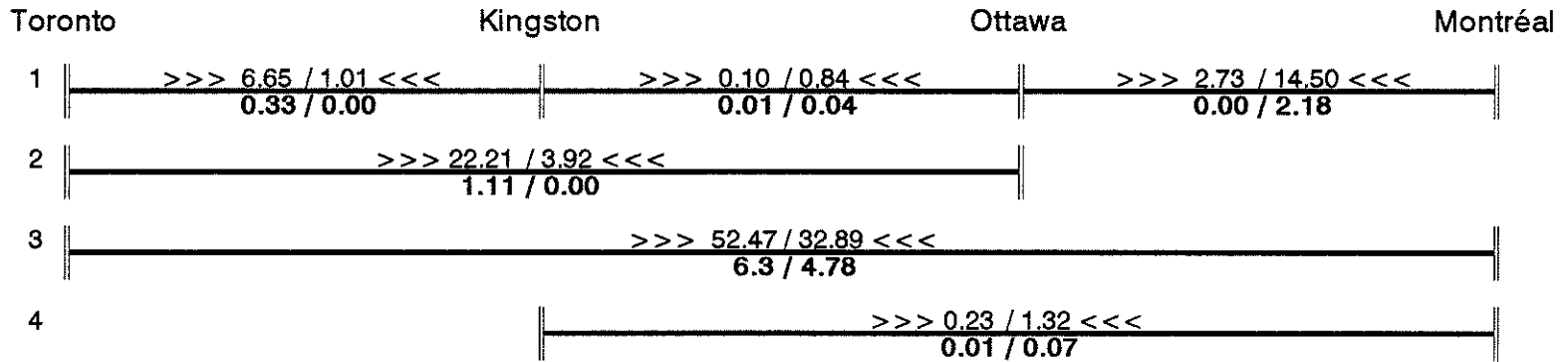
(1) The volumes are in trailer loads of 3000 cu. ft. capacity

(2) Number of containers obtained by assuming 372 cu. ft. per container (7 ft x 8 ft 6 in x 6 ft 3 in)

(3) Number of cars obtained by assuming a capacity of eleven of the above containers, or 4092 cu. ft. per car

Figure 10.2.1 (200 LTL)

**Toronto / Montréal Segment : LTL Traffic – Most Probable Market Share  
200 kph ROW Option – X2000 technology**



Alternative Stops: Dorval

**Minimum Load Volumes**

O/D City		Toronto		Kingston		Ottawa		Montréal	
Direction		East	West	East	West	East	West	East	West
(1992)	trailer (1) equivalents		7.74	4.78	7.43	4.89	6.31	7.03	
(2005)	trailer (1) equivalents		12.3	7.6	11.8	7.8	10.0	11.2	
(2005)	cu. ft. 000's		36.9	22.8	35.4	23.3	30.1	33.5	
(2005)	no. of (2) containers		99.2	61.3	95.2	62.7	80.9	90.1	
(2005)	no. of (3) cars		9.0	5.6	8.7	5.7	7.4	8.2	

(1) The volumes are in trailer loads of 3000 cu. ft. capacity  
 (2) Number of containers obtained by assuming 372 cu. ft. per container (7 ft x 8 ft 6 in x 6 ft 3 in)  
 (3) Number of cars obtained by assuming a capacity of 11 containers, or 4092 cu. ft. per car

Table 10.2.1.1 (200)

**Toronto / Montréal Segment**  
**Courier and LTL Traffic – Most Probable Market Share**  
**200 kph ROW Option – X2000 technology**

Total traffic volume projections by year, 2005–2024  
 (volume expressed in number of cars)

O/D City	Toronto		Kingston		Ottawa		Montréal
Direction	East	West	East	West	East	West	
Year							
2005	18.4	7.3	18.8	7.9	12.0	10.4	
2006	18.9	7.5	19.3	8.1	12.3	10.7	
2007	19.4	7.7	19.8	8.3	12.7	11.0	
2008	20.0	7.9	20.4	8.5	13.0	11.3	
2009	20.5	8.1	20.9	8.8	13.4	11.7	
2010	21.1	8.4	21.5	9.0	13.8	12.0	
2011	21.7	8.6	22.1	9.3	14.1	12.3	
2012	22.2	8.9	22.7	9.6	14.5	12.7	
2013	22.9	9.1	23.3	9.8	14.9	13.0	
2014	23.5	9.4	24.0	10.1	15.4	13.4	
2015	24.1	9.6	24.6	10.4	15.8	13.8	
2016	24.8	9.9	25.3	10.7	16.2	14.2	
2017	25.5	10.2	26.0	11.0	16.7	14.6	
2018	26.2	10.5	26.7	11.3	17.1	15.0	
2019	26.9	10.8	27.4	11.6	17.6	15.4	
2020	27.6	11.1	28.2	11.9	18.1	15.9	
2021	28.4	11.4	29.0	12.3	18.6	16.3	
2022	29.2	11.7	29.8	12.6	19.1	16.8	
2023	30.0	12.0	30.6	13.0	19.7	17.2	
2024	30.8	12.4	31.4	13.3	20.2	17.7	

Table 10.2.1.2 (200)

**Toronto / Montréal Segment**  
**Courier and LTL Traffic – Most Probable Market Share**  
**200 kph ROW Option – X2000 technology**

Total traffic volume projections by year, 2005–2024  
 (volume expressed in number of 5–car trainsets)

O/D City	Toronto		Kingston		Ottawa		Montréal	
Direction	East	West	East	West	East	West	East	West
Year								
2005	3.7	1.5	3.8	1.6	2.4	2.1		
2006	3.8	1.5	3.9	1.6	2.5	2.1		
2007	3.9	1.5	4.0	1.7	2.5	2.2		
2008	4.0	1.6	4.1	1.7	2.6	2.3		
2009	4.1	1.6	4.2	1.8	2.7	2.3		
2010	4.2	1.7	4.3	1.8	2.8	2.4		
2011	4.3	1.7	4.4	1.9	2.8	2.5		
2012	4.4	1.8	4.5	1.9	2.9	2.5		
2013	4.6	1.8	4.7	2.0	3.0	2.6		
2014	4.7	1.9	4.8	2.0	3.1	2.7		
2015	4.8	1.9	4.9	2.1	3.2	2.8		
2016	5.0	2.0	5.1	2.1	3.2	2.8		
2017	5.1	2.0	5.2	2.2	3.3	2.9		
2018	5.2	2.1	5.3	2.3	3.4	3.0		
2019	5.4	2.2	5.5	2.3	3.5	3.1		
2020	5.5	2.2	5.6	2.4	3.6	3.2		
2021	5.7	2.3	5.8	2.5	3.7	3.3		
2022	5.8	2.3	6.0	2.5	3.8	3.4		
2023	6.0	2.4	6.1	2.6	3.9	3.4		
2024	6.2	2.5	6.3	2.7	4.0	3.5		

Table 10.2.1.3 (200)

**Montréal / Toronto Segment**  
**Rolling Stock Requirements – Most Probable Market Share Scenario**  
**200 kph existing ROW option – X2000 technology**

**Tentative Train Schedule: year 2005**

O/D City		Toronto	Kingston	Ottawa	Montréal	
Intercity distance (km)		255.6		183.9	176.6	
handling equip. per station	eastbound	4	1	2	3	
	westbound	2	1	1	3	
Travel Time (minutes)	eastbound & westbound	82		61	58	
Handling time (minutes)	eastbound	26	19	20	30	
	westbound	11	4	7	26	
Eastbound Trains		Arrival	Departure	Arrival	Departure	Arrival
Westbound Trains		Departure	Arrival	Departure	Arrival	Departure
	train / direction					
	#1 – West	09:42 PM	08:20 PM	08:01 PM	<b>07:00PM</b>	
	#1 – East (return)	10:12 PM	11:34 PM	11:53 PM	12:54 AM	01:14 AM 02:12 AM
	#1 – West (return)				04:00 AM	03:40 AM 02:42 AM
	#2 – East			<b>07:00PM</b>	08:01 PM	08:21 PM 09:19 PM
	#2 – West (return)	01:49 AM	12:27 AM	12:08 AM	11:07 PM	10:47 PM 09:49 PM
	#2 – East (return)	02:19 AM	03:41 AM	04:00 AM	05:01 AM	
	#3 – West	09:42 PM	08:20 PM	08:01 PM	<b>07:00PM</b>	
	#3 – East (return)	10:12 PM	11:34 PM	11:53 PM	12:54 AM	01:14 AM 02:12 AM
	#3 – West (return)			05:01 AM	04:00 AM	03:40 AM 02:42 AM
	#4 – West	09:42 PM	08:20 PM	08:01 PM	<b>07:00PM</b>	
	#4 – East (return)	10:12 PM	11:34 PM	11:53 PM	12:54 AM	
total trains						
eastward		4	4	5	3	3
wesward		4	4	5	3	3
O/D City		Toronto	Kingston	Ottawa	Montréal	

beginning of train run

end of train run

Table 10.2.1.4 (200)

**Toronto / Montréal Segment**  
**Rolling Stock Requirements and Operating Statistics – Most Probable Market Share**  
**200 kph ROW Option – X2000 technology**

requirement vs availability of cars per station for the year 2005

O/D City	Toronto	Kingston		Ottawa		Montréal	
Direction	East	West	East	West	East	West	
Intercity distance (km)	255.6	255.6	183.9	183.9	176.6	176.6	
requirement	2005	18.4	7.3	18.8	7.9	12.0	10.4
availability		20	20	25	25	15	15
trains/day/station							
	2005	4	4	5	5	3	3

Rolling Stock requirements (1)

Average daily train run calculation, year 2005

Train	total dist.	Train	total dist.	
#1	1232.2			4
#2	1416.1			
#3	1416.1			
#4	879			
			Average run	1235.9

availability:	0.95	cars
	0.95	locos
avg. weight :	73	cars
(tonnes)	74	locos

operating days / year

year of operation	total gross car/km	empty return ratio	adjusted car/km	average cars/train	train-km	average daily train run	trainsets/day	operating statistics				
								cars	locos	car-km	loco-km	gross tonne-km
2005	15,427	0.60	24,717	5	4,943	1235.9	4	22	5	6,426,420	1,285,284	564,239,676
2006	15,856	0.60	25,403	5	5,081	1235.9	5	27	6	6,604,894	1,320,979	579,909,668
2007	16,296	0.60	26,109	5	5,222	1235.9	5	27	6	6,788,338	1,357,668	596,016,072
2008	16,749	0.60	26,834	5	5,367	1235.9	5	27	6	6,976,892	1,395,378	612,571,077
2009	17,214	0.60	27,580	5	5,516	1235.9	5	27	6	7,170,697	1,434,139	629,587,211
2010	17,692	0.60	28,346	5	5,669	1235.9	5	27	6	7,369,902	1,473,980	647,077,354
2011	18,184	0.60	29,133	5	5,827	1235.9	5	27	6	7,574,655	1,514,931	665,054,746
2012	18,689	0.60	29,943	5	5,989	1235.9	5	27	6	7,785,114	1,557,023	683,532,998
2013	19,208	0.60	30,775	5	6,155	1235.9	5	27	6	8,001,436	1,600,287	702,526,103
2014	19,742	0.60	31,630	5	6,326	1235.9	6	32	7	8,223,786	1,644,757	722,048,444
2015	20,291	0.60	32,509	5	6,502	1235.9	6	32	7	8,452,333	1,690,467	742,114,810
2016	20,855	0.60	33,412	5	6,682	1235.9	6	32	7	8,687,248	1,737,450	762,740,401
2017	21,435	0.60	34,341	5	6,866	1235.9	6	32	7	8,928,711	1,785,742	783,940,845
2018	22,030	0.60	35,296	5	7,059	1235.9	6	32	7	9,176,904	1,835,381	805,732,208
2019	22,643	0.60	36,277	5	7,255	1235.9	6	32	7	9,432,016	1,886,403	828,131,004
2020	23,272	0.60	37,286	5	7,457	1235.9	7	37	8	9,694,239	1,938,848	851,154,211
2021	23,919	0.60	38,322	5	7,664	1235.9	7	37	8	9,963,773	1,992,755	874,819,284
2022	24,584	0.60	39,388	5	7,876	1235.9	7	37	8	10,240,822	2,048,164	899,144,186
2023	25,268	0.60	40,483	5	8,097	1235.9	7	37	8	10,525,596	2,105,119	924,147,303
2024	25,971	0.60	41,609	5	8,322	1235.9	7	37	8	10,818,310	2,163,662	949,847,658

(1) Start-up requirements based on characteristics of initial operating scenario for the year 2005. Rolling Stock requirements in subsequent years based on projections of initial year operating scenario and traffic volumes.



Table 10.2.2.1 (200)

**Toronto / Montréal Segment**  
**Courier and LTL Traffic – Most Probable Market Share**  
**200 kph ROW Option – X2000 technology**

Total traffic volume projections by year, 2005–2024  
 (volume expressed in number of containers)

O/D City	Toronto		Kingston		Ottawa		Montréal	
Direction	East	West	East	West	East	West	East	West
Year								
2005	203	81	207	87	132	115		
2006	208	83	213	89	136	118		
2007	214	85	219	92	140	122		
2008	220	88	225	95	144	125		
2009	226	90	231	97	148	129		
2010	232	93	237	100	152	132		
2011	239	95	244	103	156	136		
2012	245	98	250	106	160	140		
2013	252	101	257	109	165	144		
2014	259	104	264	112	169	148		
2015	266	106	271	115	174	152		
2016	273	109	279	118	179	156		
2017	281	113	287	121	184	161		
2018	288	116	294	125	189	165		
2019	296	119	302	128	194	170		
2020	304	122	311	132	200	175		
2021	313	126	319	135	205	180		
2022	321	129	328	139	211	185		
2023	330	133	337	143	217	190		
2024	339	137	346	147	223	196		

Table 10.2.2.4 (200)

**Toronto / Montréal Segment**  
**Courier and LTL Traffic – Most Probable Market Share**  
**200 kph ROW Option – X2000 technology**

Handling Requirements per Station (Number of containers loaded and unloaded)  
 Year 2005 Courier and LTL traffic combined

O/D City Direction	Toronto		Kingston		Ottawa		Montréal	
	West	East	West	East	West	East	West	East
containers loaded	0.00	202.41	0.90	25.81	3.68	11.08	114.62	0.00
containers unloaded	80.14	0.00	8.53	21.41	30.54	85.92	0.00	131.96
total container traffic leaving station	0.00	202.41	80.14	206.81	87.76	131.96	114.62	0.00

c:\canrail\02-225\br-m\m\mp-r-ssn\16 03:16:17 PM 22-Mar-94

**Container Fleet Acquisition Schedule and Costs**

Year	Containers Loaded (per day)	Provision for spares (100%) <sup>1</sup>	Total Containers Required	Provision for replacement <sup>2</sup>	Annual Container Acquisition	Cost of Container Acquisition <sup>3</sup>
2005	359	359	717	N/A	717	\$2,294,435
2006	371	371	742	N/A	25	\$81,548
2007	384	384	769	N/A	26	\$84,631
2008	398	398	796	N/A	27	\$87,837
2009	412	412	825	N/A	28	\$91,171
2010	427	427	854	N/A	30	\$94,638
2011	443	443	885	N/A	31	\$98,243
2012	459	459	917	N/A	32	\$101,992
2013	475	475	950	N/A	33	\$105,891
2014	492	492	984	N/A	34	\$109,946
2015	510	510	1020	717	753	\$2,408,598
2016	529	529	1057	25	63	\$200,099
2017	548	548	1096	26	65	\$207,747
2018	568	568	1136	27	67	\$215,701
2019	589	589	1177	28	70	\$223,974
2020	610	610	1220	30	73	\$232,579
2021	633	633	1265	31	75	\$241,531
2022	656	656	1312	32	78	\$250,843
2023	680	680	1360	33	81	\$260,530
2024	705	705	1410	34	85	\$270,609

Notes:

1. A Two-day service cycle is assumed for containers.
2. Average container life is estimated at 10 years. Provision for replacement figures are thus equal to the number of containers acquired 10 years previous.

**Handling Equipment Acquisition Schedule and Costs**

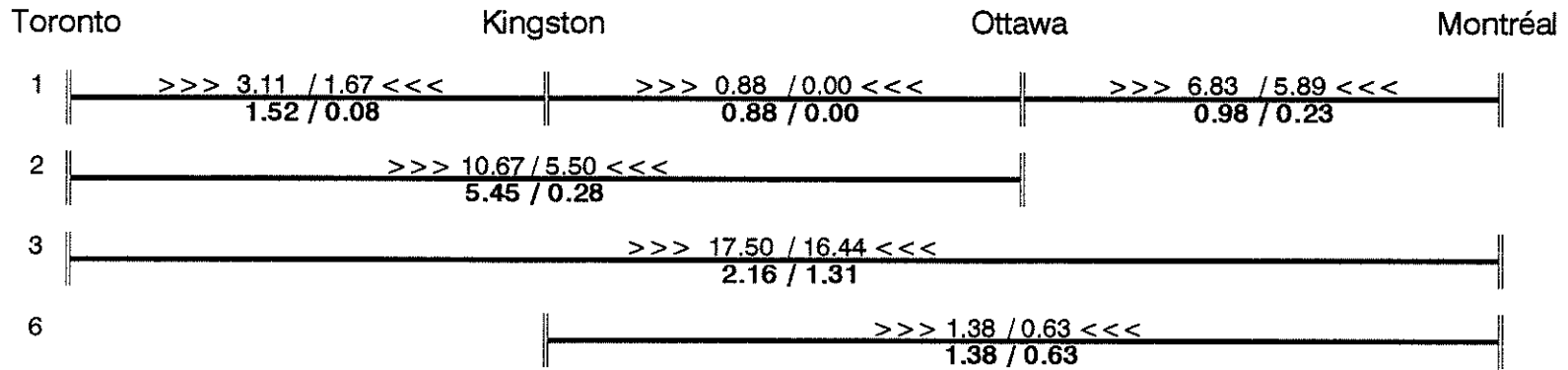
Year	Handling Equipment Required	Provision for replacement	Annual Equipment Acquisition	Cost of Equipment Acquisition <sup>4</sup>
2005	14	N/A	14	\$490,000
2006	0	N/A	0	\$0
2007	0	N/A	0	\$0
2008	0	N/A	0	\$0
2009	0	N/A	0	\$0
2010	0	N/A	0	\$0
2011	0	N/A	0	\$0
2012	0	N/A	0	\$0
2013	0	N/A	0	\$0
2014	0	N/A	0	\$0
2015	0	14	14	\$700,000
2016	0	0	0	\$0
2017	0	0	0	\$0
2018	0	0	0	\$0
2019	0	0	0	\$0
2020	0	0	0	\$0
2021	0	0	0	\$0
2022	0	0	0	\$0
2023	0	0	0	\$0
2024	0	0	0	\$0

Notes:

4. Initial purchase consists of used equipment at a unit cost of \$35,000. Replacement units bought new at a cost of \$50,000 per unit.

Figure 10.2.1 (300 Existing – Courier)

Montréal / Toronto Segment : Courier Traffic – Most Probable Market Share  
300 kph existing ROW option – TGV technology



Alternative Stops: Dorval

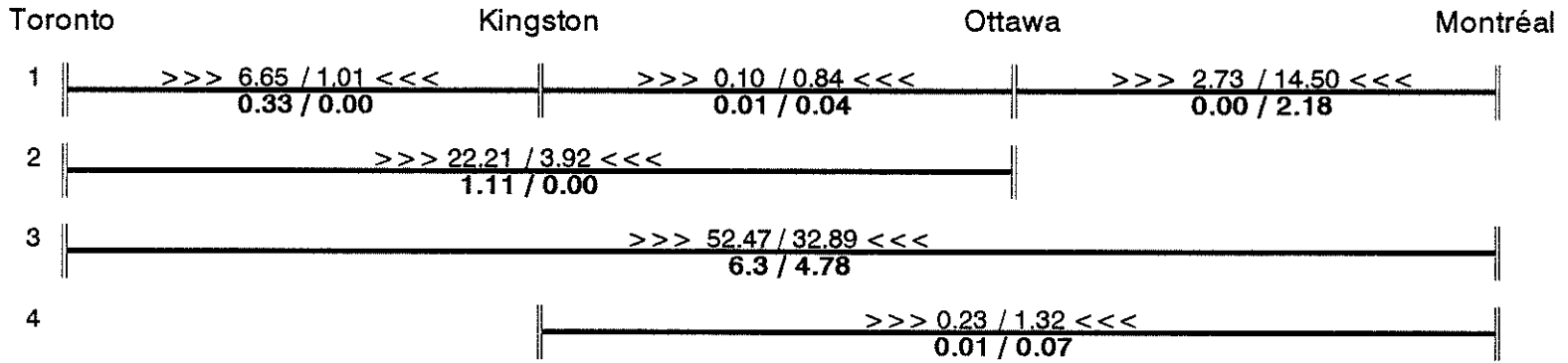
Minimum Load Volumes (Assumptions – 100% of imbalance and 100% of less than one truckload level to be captured)

O/D City	Toronto		Kingston		Ottawa		Montréal	
	East	West	East	West	East	West	East	West
(1992) trailer (1) equivalents	9.13	1.67	9.87	2.22	4.52	2.17		
(2005) trailer (1) equivalents	12.8	2.3	13.8	3.1	6.3	3.0		
(2005) cu. ft. 000's	38.4	7.0	41.5	9.3	19.0	9.1		
(2005) no. of (2) containers	98.0	17.9	105.9	23.8	48.5	23.3		
(2005) no. of (3) cars	14.0	2.6	15.1	3.4	6.9	3.3		

- (1) The volumes are in trailer loads of 3000 cu. ft. capacity
- (2) Number of containers obtained by assuming 392 cu. ft. per container (8 ft x 7 ft 9 in x 6 ft 3 1/2 in)
- (3) Number of cars obtained by assuming a capacity of seven of the above containers, or 2741 cu. ft. per car

Figure 10.2.1 (300 Existing – LTL)

**Montréal / Toronto Segment : LTL Traffic – Most Probable Market Share  
300 kph existing ROW option – TGV technology**



Alternative Stops: Dorval

Minimum Load Volumes

O/D City		Toronto		Kingston		Ottawa		Montréal	
Direction		East	West	East	West	East	West	East	West
(1992)	trailer (1) equivalents	7.74	4.78	7.43	4.89	6.31	7.03		
(2005)	trailer (1) equivalents	12.3	7.6	11.8	7.8	10.0	11.2		
(2005)	cu. ft. 000's	36.9	22.8	35.4	23.3	30.1	33.5		
(2005)	no. of (2) containers	94.1	58.1	90.4	59.5	76.7	85.5		
(2005)	no. of (3) cars	13.4	8.3	12.9	8.5	11.0	12.2		

- (1) The volumes are in trailer loads of 3000 cu. ft. capacity
- (2) Number of containers obtained by assuming 392 cu. ft. per container (8 ft x 7 ft 9 in x 6 ft 3 1/2 in)
- (3) Number of cars obtained by assuming a capacity of seven of the above containers, or 2741 cu. ft. per car

Table 10.2.1.1 (300 Existing)

**Montréal / Toronto Segment**  
**Courier and LTL Traffic – Most Probable Market Share**  
**300 kph existing ROW option – TGV technology**

Total traffic volume projections by year, 2005–2024  
(volume expressed in number of cars)

O/D City	Toronto		Kingston		Ottawa		Montréal
Direction	East	West	East	West	East	West	
Year							
2005	27.4	10.9	28.0	11.9	17.9	15.5	
2006	28.2	11.2	28.8	12.2	18.4	16.0	
2007	29.0	11.5	29.6	12.6	18.9	16.4	
2008	29.8	11.8	30.4	12.9	19.4	16.9	
2009	30.6	12.1	31.2	13.3	20.0	17.4	
2010	31.4	12.5	32.1	13.7	20.5	17.9	
2011	32.3	12.8	33.0	14.1	21.1	18.4	
2012	33.2	13.2	33.9	14.4	21.7	18.9	
2013	34.1	13.6	34.8	14.9	22.3	19.4	
2014	35.0	14.0	35.8	15.3	22.9	20.0	
2015	36.0	14.4	36.7	15.7	23.5	20.6	
2016	37.0	14.8	37.7	16.1	24.2	21.1	
2017	38.0	15.2	38.8	16.6	24.9	21.7	
2018	39.0	15.6	39.8	17.1	25.6	22.4	
2019	40.1	16.1	40.9	17.6	26.3	23.0	
2020	41.2	16.5	42.1	18.0	27.0	23.6	
2021	42.3	17.0	43.2	18.6	27.8	24.3	
2022	43.5	17.5	44.4	19.1	28.5	25.0	
2023	44.7	18.0	45.6	19.6	29.3	25.7	
2024	45.9	18.5	46.9	20.2	30.2	26.4	

Table 10.2.1.2 (300 Existing)

**Montréal / Toronto Segment**  
**Courier and LTL Traffic – Most Probable Market Share**  
**300 kph existing ROW option – TGV technology**

Total traffic volume projections by year, 2005–2024  
 (volume expressed in number of 5–car trainsets)

O/D City	Toronto		Kingston		Ottawa		Montréal
Direction	East	West	East	West	East	West	
Year							
2005	5.5	2.2	5.6	2.4	3.6	3.1	
2006	5.6	2.2	5.8	2.4	3.7	3.2	
2007	5.8	2.3	5.9	2.5	3.8	3.3	
2008	6.0	2.4	6.1	2.6	3.9	3.4	
2009	6.1	2.4	6.2	2.7	4.0	3.5	
2010	6.3	2.5	6.4	2.7	4.1	3.6	
2011	6.5	2.6	6.6	2.8	4.2	3.7	
2012	6.6	2.6	6.8	2.9	4.3	3.8	
2013	6.8	2.7	7.0	3.0	4.5	3.9	
2014	7.0	2.8	7.2	3.1	4.6	4.0	
2015	7.2	2.9	7.3	3.1	4.7	4.1	
2016	7.4	3.0	7.5	3.2	4.8	4.2	
2017	7.6	3.0	7.8	3.3	5.0	4.3	
2018	7.8	3.1	8.0	3.4	5.1	4.5	
2019	8.0	3.2	8.2	3.5	5.3	4.6	
2020	8.2	3.3	8.4	3.6	5.4	4.7	
2021	8.5	3.4	8.6	3.7	5.6	4.9	
2022	8.7	3.5	8.9	3.8	5.7	5.0	
2023	8.9	3.6	9.1	3.9	5.9	5.1	
2024	9.2	3.7	9.4	4.0	6.0	5.3	

Table 10.2.1.3 (300 Existing)

**Montréal / Toronto Segment**  
**Rolling Stock Requirements – Most Probable Market Share Scenario**  
**300 kph existing ROW option – TGV technology**

**Tentative Train Schedule: year 2005**

O/D City		Toronto	Kingston	Ottawa	Montréal		
Intercity distance (km)		256	152	177.1			
handling equip. per station	eastbound	1	1	1	1		
	westbound	1	2	2	3		
Travel Time (minutes)	eastbound& westbound	60	35	49			
Handling time (minutes)	eastbound	1	1	1	1		
	westbound	1	20	21	25		
Eastbound Trains	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival
Westbound Trains	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
train / direction							
#1 – East		<b>07:00 PM</b>	08:00 PM	08:20 PM	08:55 PM	09:16 PM	10:05 PM
#1 – West (return)		01:40 AM	12:40 AM	12:20 AM	11:45 PM	11:24 PM	10:35 PM
#1 – East (return)		02:10 AM	03:10 AM	03:30 AM	<b>04:05 AM</b>		
#2 – West		08:55 PM	07:55 PM	07:35 PM	<b>07:00 PM</b>		
#2 – East (return)		09:25 PM	10:25 PM	10:45 PM	11:20 PM	11:41 PM	12:30 AM
#2 – West (return)		<b>04:05 AM</b>	03:05 AM	02:45 AM	02:10 AM	01:49 AM	01:00 AM
#3 – West		10:05 PM	09:05 PM	08:45 PM	08:10 PM	07:49 PM	<b>07:00 PM</b>
#3 – East (return)		10:35 PM	11:35 PM	11:55 PM	12:30 AM	12:51 AM	<b>01:40 AM</b>

total trains						
eastward	4	4	4	3	3	
wesward	4	4	4	3	3	
O/D City		Toronto	Kingston	Ottawa	Montréal	

beginning of train run

end of train run

Table 10.2.1.4 (300 Existing)

**Montréal / Toronto Segment**  
**Rolling Stock Requirements and Operating Statistics – Most Probable Market Share**  
**300 kph existing ROW option – TGV technology**

requirement vs availability of cars per station for the year 2005

O/D City Direction	Toronto		Kingston		Ottawa		Montréal	
	East	West	East	West	East	West	East	West
intercity distance (km)	256	256	152	152	177.1	177.1		
requirement availability	2005 32	27.4 32	10.9 32	28.0 32	11.9 32	17.9 24	15.5 24	
trains/day/station	2005	4	4	4	4	3	3	

**Rolling Stock requirements (1)**

Average daily train run calculation, year 2005

Train	total dist.	Train	total dist.
#1	1578.2		
#2	1578.2		
#3	1232.2		
#4			
		Average run	1462.9

availability:	0.95 cars
	0.95 locos
avg. weight (tonnes)	50 cars
	75 locos

operating days / year 260

year of operation	total gross car/km	empty return ratio	adjusted car/km	average cars/train	train-km	average daily train run	trainsets/day	fleet size		operating statistics		
								cars	locos	car-km	loco-km	gross tonne-km
2005	21,796	0.59	34,813	8	4,327	1462.9	3	26	7	8,999,328	2,249,832	618,703,800
2006	22,402	0.59	35,574	8	4,447	1462.9	4	34	9	9,249,321	2,312,330	635,890,804
2007	23,024	0.59	36,563	8	4,570	1462.9	4	34	9	9,506,278	2,376,569	653,556,590
2008	23,664	0.59	37,578	8	4,697	1462.9	4	34	9	9,770,393	2,442,598	671,714,533
2009	24,321	0.59	38,623	8	4,828	1462.9	4	34	9	10,041,867	2,510,467	690,378,382
2010	24,997	0.59	39,696	8	4,962	1462.9	4	34	9	10,320,906	2,580,226	709,562,269
2011	25,692	0.59	40,799	8	5,100	1462.9	4	34	9	10,607,720	2,651,930	729,280,724
2012	26,406	0.59	41,933	8	5,242	1462.9	4	34	9	10,902,526	2,725,632	749,548,685
2013	27,140	0.59	43,098	8	5,387	1462.9	4	34	9	11,205,549	2,801,387	770,381,506
2014	27,894	0.59	44,296	8	5,537	1462.9	4	34	9	11,517,018	2,879,254	791,794,973
2015	28,670	0.59	45,528	8	5,691	1462.9	4	34	9	11,837,168	2,959,292	813,805,312
2016	29,467	0.59	46,793	8	5,849	1462.9	4	34	9	12,166,243	3,041,561	836,429,207
2017	30,286	0.59	48,094	8	6,012	1462.9	5	43	11	12,504,492	3,126,123	859,683,806
2018	31,128	0.59	49,431	8	6,179	1462.9	5	43	11	12,852,171	3,213,043	883,586,741
2019	31,993	0.59	50,806	8	6,351	1462.9	5	43	11	13,209,544	3,302,386	908,156,136
2020	32,883	0.59	52,219	8	6,527	1462.9	5	43	11	13,576,882	3,394,220	933,410,623
2021	33,798	0.59	53,671	8	6,709	1462.9	5	43	11	13,954,463	3,488,616	959,369,357
2022	34,738	0.59	55,164	8	6,895	1462.9	5	43	11	14,342,575	3,585,644	986,052,030
2023	35,704	0.59	56,698	8	7,087	1462.9	5	43	11	14,741,511	3,685,378	1,013,478,886
2024	36,697	0.59	58,275	8	7,284	1462.9	5	43	11	15,151,574	3,787,894	1,041,670,735

(1) Start-up requirements based on characteristics of initial operating scenario for the year 2005. Rolling Stock requirements in subsequent years based on projections of initial year operating scenario and traffic volumes.



Table 10.2.2.1 (300 Existing)

**Montréal / Toronto Segment**  
**Courier and LTL Traffic – Most Probable Market Share**  
**300 kph existing ROW option – TGV technology**

Total traffic volume projections by year, 2005–2024  
 (volume expressed in number of containers)

O/D City	Toronto		Kingston		Ottawa		Montréal
Direction	East	West	East	West	East	West	
Year							
2005	193	77	197	84	126	109	
2006	198	79	202	86	129	112	
2007	203	81	208	89	133	116	
2008	209	83	213	91	136	119	
2009	215	86	219	94	140	122	
2010	220	88	225	96	144	126	
2011	227	90	231	99	148	129	
2012	233	93	238	102	152	133	
2013	239	96	244	104	157	137	
2014	246	98	251	107	161	140	
2015	252	101	258	110	165	144	
2016	259	104	265	114	170	148	
2017	266	107	272	117	175	153	
2018	274	110	279	120	179	157	
2019	281	113	287	123	184	161	
2020	289	116	295	127	190	166	
2021	297	119	303	130	195	171	
2022	305	123	311	134	200	176	
2023	313	126	320	138	206	180	
2024	322	130	329	142	212	186	

Table 10.2.2.4 (300 Existing)

**Montréal / Toronto Segment**  
**Courier and LTL Traffic – Most Probable Market Share**  
**300 kph existing ROW option – TGV technology**

Handling Requirements per Station (Number of containers loaded and unloaded)  
 Year 2005 Courier and LTL traffic combined

O/D City Direction	Toronto		Kingston		Ottawa		Montréal	
	West	East	West	East	West	East	West	East
containers loaded	0.00	192.09	0.86	24.49	3.49	10.52	108.77	0.00
containers unloaded	76.05	0.00	8.10	20.32	28.98	81.54	0.00	125.23
total container traffic leaving station	0.00	192.09	76.05	196.26	83.29	125.23	108.77	0.00

c:\general\92-225\tr-m\mpr-scen2 11:50:13 AM 23-Mar-94

Container Fleet Acquisition Schedule and Costs

Year	Containers Loaded (per day)	Provision for spares (100%) <sup>1</sup>	Total Containers Required	Provision for replacement <sup>2</sup>	Annual Container Acquisition	Cost of Container Acquisition <sup>3</sup>
2005	340	340	680	N/A	680	\$2,177,372
2006	352	352	705	N/A	24	\$77,387
2007	365	365	730	N/A	25	\$80,313
2008	378	378	756	N/A	26	\$83,356
2009	391	391	783	N/A	27	\$86,519
2010	405	405	811	N/A	28	\$89,809
2011	420	420	840	N/A	29	\$93,230
2012	435	435	870	N/A	30	\$96,788
2013	451	451	902	N/A	31	\$100,488
2014	467	467	934	N/A	33	\$104,336
2015	484	484	968	680	714	\$2,285,711
2016	502	502	1003	24	59	\$189,890
2017	520	520	1040	25	62	\$197,147
2018	539	539	1078	26	64	\$204,695
2019	559	559	1117	27	66	\$212,546
2020	579	579	1158	28	69	\$220,713
2021	600	600	1200	29	72	\$229,208
2022	622	622	1245	30	74	\$238,045
2023	645	645	1290	31	77	\$247,238
2024	669	669	1338	33	80	\$256,803

- Notes:
1. A Two-day service cycle is assumed for containers.
  2. Average container life is estimated at 10 years. Provision for replacement figures are thus equal to the number of containers acquired 10 years previous.

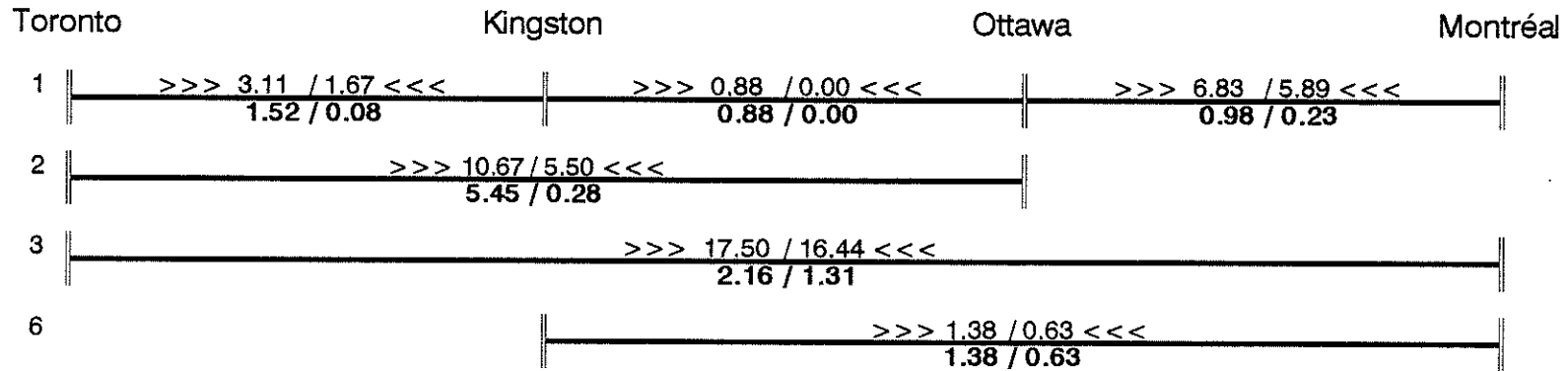
Handling Equipment Acquisition Schedule and Costs

Year	Handling Equipment Required	Provision for replacement	Annual Equipment Acquisition	Cost of Equipment Acquisition <sup>4</sup>
2005	14	N/A	14	\$490,000
2006	0	N/A	0	\$0
2007	0	N/A	0	\$0
2008	0	N/A	0	\$0
2009	0	N/A	0	\$0
2010	0	N/A	0	\$0
2011	0	N/A	0	\$0
2012	0	N/A	0	\$0
2013	0	N/A	0	\$0
2014	0	N/A	0	\$0
2015	0	14	14	\$700,000
2016	0	0	0	\$0
2017	0	0	0	\$0
2018	0	0	0	\$0
2019	0	0	0	\$0
2020	0	0	0	\$0
2021	0	0	0	\$0
2022	0	0	0	\$0
2023	0	0	0	\$0
2024	0	0	0	\$0

- Notes:
4. Initial purchase consists of used equipment at a unit cost of \$35,000. Replacement units bought new at a cost of \$50,000 per unit.

Figure 10.2.1 (300 New – Courier)

Toronto/Montréal/Québec Segments : Courier Traffic – Most Probable Market Share  
300 kph New ROW option – TGV technology



Alternative Stops: Dorval

Minimum Load Volumes (Assumptions – 100% of imbalance and 100% of less than one truckload level to be captured)

O/D City	Toronto	Kingston		Ottawa		Montréal	
Direction	East	West	East	West	East	West	
(1992) trailer (1) equivalents	9.13	1.67	9.87	2.22	4.52	2.17	
(2005) trailer (1) equivalents	12.8	2.3	13.8	3.1	6.3	3.0	
(2005) cu. ft. 000's	38.4	7.0	41.5	9.3	19.0	9.1	
(2005) no. of (2) containers	98.0	17.9	105.9	23.8	48.5	23.3	
(2005) no. of (3) cars	14.0	2.6	15.1	3.4	6.9	3.3	

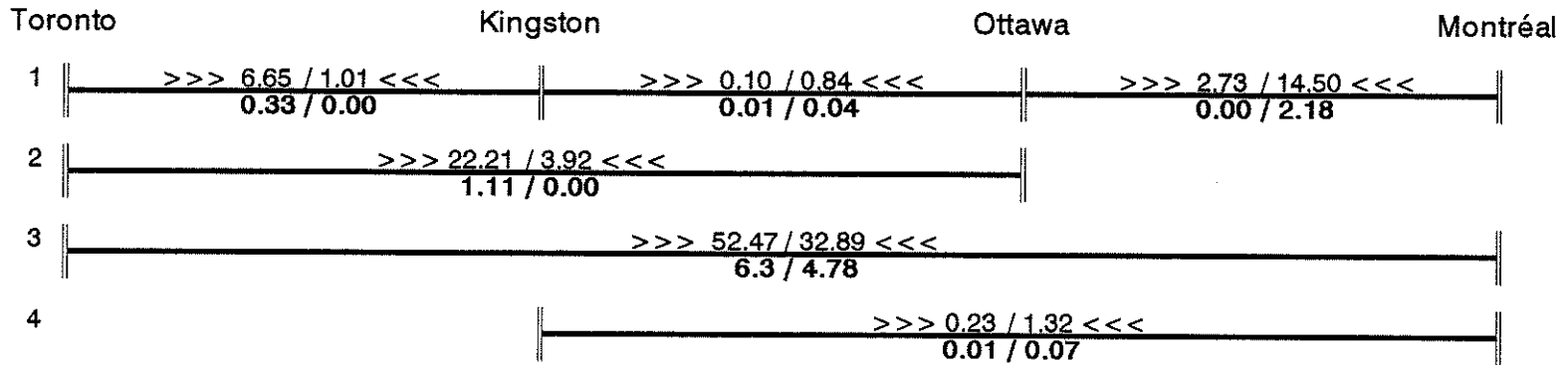
(1) The volumes are in trailer loads of 3000 cu. ft. capacity

(2) Number of containers obtained by assuming 392 cu. ft. per container (8 ft x 7 ft 9 in x 6 ft 3 1/2 in)

(3) Number of cars obtained by assuming a capacity of seven of the above containers, or 2741 cu. ft. per car

Figure 10.2.1 (300 New – LTL)

**Montréal / Toronto Segment : LTL Traffic – Most Probable Market Share  
300 kph New ROW option – TGV technology**



Alternative Stops: Dorval

Minimum Load Volumes

O/D City	Direction	Toronto		Kingston		Ottawa		Montréal	
		East	West	East	West	East	West	East	West
(1992)	trailer (1) equivalents	7.74	4.78	7.43	4.89	6.31	7.03		
(2005)	trailer (1) equivalents	12.3	7.6	11.8	7.8	10.0	11.2		
(2005)	cu. ft. 000's	36.9	22.8	35.4	23.3	30.1	33.5		
(2005)	no. of (2) containers	94.1	58.1	90.4	59.5	76.7	85.5		
(2005)	no. of (3) cars	13.4	8.3	12.9	8.5	11.0	12.2		

- (1) The volumes are in trailer loads of 3000 cu. ft. capacity
- (2) Number of containers obtained by assuming 392 cu. ft. per container (8 ft x 7 ft 9 in x 6 ft 3 1/2 in)
- (3) Number of cars obtained by assuming a capacity of seven of the above containers, or 2741 cu. ft. per car

Table 10.2.1.1 (300 New)

**Montréal / Toronto Segment**  
**Courier and LTL Traffic – Most Probable Market Share**  
**300 kph New ROW option – TGV technology**

Total traffic volume projections by year, 2005–2024  
(volume expressed in number of cars)

O/D City	Toronto		Kingston		Ottawa		Montréal
Direction	East	West	East	West	East	West	
Year							
2005	27.4	10.9	28.0	11.9	17.9	15.5	
2006	28.2	11.2	28.8	12.2	18.4	16.0	
2007	29.0	11.5	29.6	12.6	18.9	16.4	
2008	29.8	11.8	30.4	12.9	19.4	16.9	
2009	30.6	12.1	31.2	13.3	20.0	17.4	
2010	31.4	12.5	32.1	13.7	20.5	17.9	
2011	32.3	12.8	33.0	14.1	21.1	18.4	
2012	33.2	13.2	33.9	14.4	21.7	18.9	
2013	34.1	13.6	34.8	14.9	22.3	19.4	
2014	35.0	14.0	35.8	15.3	22.9	20.0	
2015	36.0	14.4	36.7	15.7	23.5	20.6	
2016	37.0	14.8	37.7	16.1	24.2	21.1	
2017	38.0	15.2	38.8	16.6	24.9	21.7	
2018	39.0	15.6	39.8	17.1	25.6	22.4	
2019	40.1	16.1	40.9	17.6	26.3	23.0	
2020	41.2	16.5	42.1	18.0	27.0	23.6	
2021	42.3	17.0	43.2	18.6	27.8	24.3	
2022	43.5	17.5	44.4	19.1	28.5	25.0	
2023	44.7	18.0	45.6	19.6	29.3	25.7	
2024	45.9	18.5	46.9	20.2	30.2	26.4	

Table 10.2.1.2 (300 New)

**Montréal / Toronto Segment**  
**Courier and LTL Traffic – Most Probable Market Share**  
**300 kph New ROW option – TGV technology**

Total traffic volume projections by year, 2005–2024  
 (volume expressed in number of 5–car trainsets)

O/D City	Toronto		Kingston		Ottawa		Montréal
Direction	East	West	East	West	East	West	
Year							
2005	5.5	2.2	5.6	2.4	3.6		3.1
2006	5.6	2.2	5.8	2.4	3.7		3.2
2007	5.8	2.3	5.9	2.5	3.8		3.3
2008	6.0	2.4	6.1	2.6	3.9		3.4
2009	6.1	2.4	6.2	2.7	4.0		3.5
2010	6.3	2.5	6.4	2.7	4.1		3.6
2011	6.5	2.6	6.6	2.8	4.2		3.7
2012	6.6	2.6	6.8	2.9	4.3		3.8
2013	6.8	2.7	7.0	3.0	4.5		3.9
2014	7.0	2.8	7.2	3.1	4.6		4.0
2015	7.2	2.9	7.3	3.1	4.7		4.1
2016	7.4	3.0	7.5	3.2	4.8		4.2
2017	7.6	3.0	7.8	3.3	5.0		4.3
2018	7.8	3.1	8.0	3.4	5.1		4.5
2019	8.0	3.2	8.2	3.5	5.3		4.6
2020	8.2	3.3	8.4	3.6	5.4		4.7
2021	8.5	3.4	8.6	3.7	5.6		4.9
2022	8.7	3.5	8.9	3.8	5.7		5.0
2023	8.9	3.6	9.1	3.9	5.9		5.1
2024	9.2	3.7	9.4	4.0	6.0		5.3

Table 10.2.1.3 (300 New)

**Montréal / Toronto Segment**

**Rolling Stock Requirements – Most Probable Market Share Scenario**

**300 kph New ROW option – TGV technology**

**Tentative Train Schedule: year 2005**

O/D City		Toronto	Kingston	Ottawa	Montréal		
Intercity distance (km)		262	155	194.4			
handling equip. per station	eastbound	1	1	1	1		
	westbound	1	2	2	3		
Travel Time (minutes)	eastbound& westbound	65	34	51			
Handling time (minutes)	eastbound	1	1	1	1		
	westbound	1	20	21	25		
Eastbound Trains	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival
Westbound Trains	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
train / direction							
#1 – East		<b>07:00 PM</b>	08:05 PM	08:25 PM	08:59 PM	09:20 PM	10:11 PM
#1 – West (return)		01:52 AM	12:47 AM	12:27 AM	11:53 PM	11:32 PM	10:41 PM
#1 – East (return)		02:22 AM	03:27 AM	03:47 AM	<b>04:21 AM</b>		
#2 – West		08:59 PM	07:54 PM	07:34 PM	<b>07:00 PM</b>		
#2 – East (return)		09:29 PM	10:34 PM	10:54 PM	11:28 PM	11:49 PM	12:40 AM
#2 – West (return)		<b>04:21 AM</b>	03:16 AM	02:56 AM	02:22 AM	02:01 AM	01:10 AM
#3 – West		10:11 PM	09:06 PM	08:46 PM	08:12 PM	07:51 PM	<b>07:00 PM</b>
#3 – East (return)		10:41 PM	11:46 PM	12:06 AM	12:40 AM	01:01 AM	<b>01:52 AM</b>
total trains							
eastward	4	4	4	3	3		
wesward	4	4	4	3	3		
O/D City		Toronto	Kingston	Ottawa	Montréal		

  beginning of train run

  end of train run

Table 10.2.1.4 (300 New)

**Montréal / Toronto Segment**  
**Rolling Stock Requirements and Operating Statistics – Most Probable Market Share**  
**300 kph New ROW option – TGV technology**

requirement vs availability of cars per station for the year 2005

O/D City	Toronto	Kingston		Ottawa		Montréal	
Direction	East	West	East	West	East	West	
Intercity distance (km)	262	262	155	155	194.4	194.4	
requirement	2005	27.4	10.9	28.0	11.9	17.9	15.5
availability		32	32	32	32	24	24
trains/day/station							
	2005	4	4	4	4	3	3

**Rolling Stock requirements (1)**

Average daily train run calculation, year 2005

Train	total dist.	Train	total dist.
#1	1639.8		3
#2	1639.8		
#3	1170.2		
#4			
		Average run	1483.3

availability:  cars  
 locos

avg. weight :  cars  
 locos

operating days / year

year of operation	total gross car/km	empty return ratio	adjusted car/km	average cars/train	train-km	average daily train run	trainsets/day	operating statistics				
								fleet size cars	locos	car-km	loco-km	gross tonne-km
2005	22,724	0.59	36,019	8	4,502	1483.3	4	34	9	9,364,992	2,341,248	643,843,200
2006	23,356	0.59	37,020	8	4,627	1483.3	4	34	9	9,625,199	2,406,300	661,732,407
2007	24,005	0.59	38,049	8	4,756	1483.3	4	34	9	9,892,655	2,473,164	680,120,062
2008	24,672	0.59	39,106	8	4,888	1483.3	4	34	9	10,167,565	2,541,891	699,020,092
2009	25,357	0.59	40,193	8	5,024	1483.3	4	34	9	10,450,135	2,612,534	718,446,813
2010	26,062	0.59	41,310	8	5,164	1483.3	4	34	9	10,740,581	2,685,145	738,414,942
2011	26,787	0.59	42,458	8	5,307	1483.3	4	34	9	11,039,122	2,759,780	758,939,610
2012	27,531	0.59	43,638	8	5,455	1483.3	4	34	9	11,345,984	2,836,496	780,036,369
2013	28,297	0.59	44,852	8	5,606	1483.3	4	34	9	11,661,399	2,915,350	801,721,210
2014	29,083	0.59	46,098	8	5,762	1483.3	4	34	9	11,985,608	2,996,402	824,010,570
2015	29,892	0.59	47,380	8	5,923	1483.3	4	34	9	12,318,856	3,079,714	846,921,347
2016	30,723	0.59	48,698	8	6,087	1483.3	5	43	11	12,661,395	3,165,349	870,470,912
2017	31,577	0.59	50,052	8	6,256	1483.3	5	43	11	13,013,485	3,253,371	894,677,125
2018	32,456	0.59	51,444	8	6,430	1483.3	5	43	11	13,375,394	3,343,849	919,558,345
2019	33,358	0.59	52,875	8	6,609	1483.3	5	43	11	13,747,396	3,436,849	945,133,445
2020	34,286	0.59	54,345	8	6,793	1483.3	5	43	11	14,129,772	3,532,443	971,421,829
2021	35,240	0.59	55,857	8	6,982	1483.3	5	43	11	14,522,814	3,630,703	998,443,443
2022	36,220	0.59	57,411	8	7,176	1483.3	5	43	11	14,926,819	3,731,705	1,026,218,793
2023	37,228	0.59	59,008	8	7,376	1483.3	5	43	11	15,342,094	3,835,523	1,054,768,962
2024	38,264	0.59	60,650	8	7,581	1483.3	6	51	13	15,768,954	3,942,239	1,084,115,621

(1) Start-up requirements based on characteristics of initial operating scenario for the year 2005. Rolling Stock requirements in subsequent years based on projections of initial year operating scenario and traffic volumes.



Table 10.2.2.1 (300 New)

**Montréal / Toronto Segment**  
**Courier and LTL Traffic – Most Probable Market Share**  
**300 kph New ROW option – TGV technology**

Total traffic volume projections by year, 2005–2024  
 (volume expressed in number of containers)

O/D City	Toronto		Kingston		Ottawa		Montréal	
Direction	East	West	East	West	East	West	East	West
Year								
2005	193	77	197	84	126	109		
2006	198	79	202	86	129	112		
2007	203	81	208	89	133	116		
2008	209	83	213	91	136	119		
2009	215	86	219	94	140	122		
2010	220	88	225	96	144	126		
2011	227	90	231	99	148	129		
2012	233	93	238	102	152	133		
2013	239	96	244	104	157	137		
2014	246	98	251	107	161	140		
2015	252	101	258	110	165	144		
2016	259	104	265	114	170	148		
2017	266	107	272	117	175	153		
2018	274	110	279	120	179	157		
2019	281	113	287	123	184	161		
2020	289	116	295	127	190	166		
2021	297	119	303	130	195	171		
2022	305	123	311	134	200	176		
2023	313	126	320	138	206	180		
2024	322	130	329	142	212	186		

Table 10.2.2.4 (300 New)

**Montréal / Toronto Segment**  
**Courier and LTL Traffic – Most Probable Market Share**  
**300 kph New ROW option – TGV technology**

Handling Requirements per Station (Number of containers loaded and unloaded)  
Year 2005 Courier and LTL traffic combined

O/D City Direction	Toronto		Kingston		Ottawa		Montréal	
	West	East	West	East	West	East	West	East
containers loaded	0.00	192.09	0.86	24.49	3.49	10.52	108.77	0.00
containers unloaded	76.05	0.00	8.10	20.32	28.98	81.54	0.00	125.23
total container traffic leaving station	0.00	192.09	76.05	196.26	83.29	125.23	108.77	0.00

c:\camera\92-225\tr-mt\repr-scen13 12:07:36 PM 23-Mar-94

Container Fleet Acquisition Schedule and Costs

Year	Containers Loaded (per day)	Provision for spares (100%) <sup>1</sup>	Total Containers Required	Provision for replacement <sup>2</sup>	Annual Container Acquisition	Cost of Container Acquisition <sup>3</sup>
2005	340	340	680	N/A	680	\$2,177,372
2006	352	352	705	N/A	24	\$77,387
2007	365	365	730	N/A	25	\$80,313
2008	378	378	756	N/A	26	\$83,356
2009	391	391	783	N/A	27	\$86,519
2010	405	405	811	N/A	28	\$89,809
2011	420	420	840	N/A	29	\$93,230
2012	435	435	870	N/A	30	\$96,788
2013	451	451	902	N/A	31	\$100,488
2014	467	467	934	N/A	33	\$104,336
2015	484	484	968	680	714	\$2,285,711
2016	502	502	1003	24	59	\$189,890
2017	520	520	1040	25	62	\$197,147
2018	539	539	1078	26	64	\$204,695
2019	559	559	1117	27	66	\$212,546
2020	579	579	1158	28	69	\$220,713
2021	600	600	1200	29	72	\$229,208
2022	622	622	1245	30	74	\$238,045
2023	645	645	1290	31	77	\$247,238
2024	669	669	1338	33	80	\$256,803

- Notes:
1. A Two-day service cycle is assumed for containers.
  2. Average container life is estimated at 10 years. Provision for replacement figures are thus equal to the number of containers acquired 10 years previous.

Handling Equipment Acquisition Schedule and Costs

Year	Handling Equipment Required	Provision for replacement	Annual Equipment Acquisition	Cost of Equipment Acquisition <sup>4</sup>
2005	14	N/A	14	\$490,000
2006	0	N/A	0	\$0
2007	0	N/A	0	\$0
2008	0	N/A	0	\$0
2009	0	N/A	0	\$0
2010	0	N/A	0	\$0
2011	0	N/A	0	\$0
2012	0	N/A	0	\$0
2013	0	N/A	0	\$0
2014	0	N/A	0	\$0
2015	0	14	14	\$700,000
2016	0	0	0	\$0
2017	0	0	0	\$0
2018	0	0	0	\$0
2019	0	0	0	\$0
2020	0	0	0	\$0
2021	0	0	0	\$0
2022	0	0	0	\$0
2023	0	0	0	\$0
2024	0	0	0	\$0

- Notes:
4. Initial purchase consists of used equipment at a unit cost of \$35,000. Replacement units bought new at a cost of \$50,000 per unit.



**SECTION E**

**APPENDICES TO CHAPTER 11**

Table 11.3.1 (200 - Total)

## NET OPERATING REVENUES

Toronto / Montréal / Québec Segments

MINIMAL MARKET SHARE SCENARIO

200 kph Existing ROW option (X2000 technology)

QUÉBEC AND ONTARIO COMBINED (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	29,336	17,971	47,307	7,820	2,153	4,969	1,658	16,599	3,933	3,918	1,242	25,692	21,615	13,465
2006	30,099	18,492	48,591	8,033	2,158	4,969	1,684	16,844	4,039	4,020	1,274	26,177	22,414	13,188
2007	30,881	19,028	49,910	8,253	2,163	4,969	1,711	17,095	4,148	4,125	1,307	26,675	23,235	13,996
2008	31,684	19,580	51,265	8,478	2,168	4,969	1,739	17,354	4,260	4,232	1,341	27,186	24,078	14,826
2009	32,508	20,148	52,656	8,710	2,173	4,969	1,767	17,619	4,374	4,342	1,376	27,711	24,945	15,678
2010	33,353	20,732	54,086	8,948	2,179	4,969	1,796	17,892	4,492	4,455	1,412	28,251	25,835	16,554
2011	34,221	21,333	55,554	9,193	2,184	4,969	1,826	18,172	4,613	4,571	1,448	28,804	26,750	17,454
2012	35,110	21,952	57,062	9,444	2,190	4,969	1,857	18,460	4,738	4,689	1,486	29,373	27,689	17,314
2013	36,023	22,589	58,612	9,702	2,196	4,969	1,889	18,756	4,866	4,811	1,525	29,957	28,655	18,263
2014	36,960	23,244	60,204	9,967	2,203	4,969	1,921	19,060	4,997	4,936	1,564	30,557	29,646	19,239
2015	37,921	23,918	61,839	10,240	2,209	4,969	1,955	19,372	5,131	5,065	1,605	31,174	30,665	20,104
2016	38,907	24,612	63,518	10,520	2,216	4,969	1,989	19,693	5,270	5,196	1,647	31,806	31,712	21,121
2017	39,918	25,325	65,244	10,808	2,223	4,969	2,024	20,023	5,412	5,332	1,690	32,456	32,787	22,165
2018	40,956	26,060	67,016	11,103	2,230	4,969	2,060	20,362	5,558	5,470	1,733	33,124	33,892	22,032
2019	42,021	26,815	68,836	11,407	2,238	4,969	2,097	20,711	5,708	5,612	1,779	33,809	35,027	23,134
2020	43,114	27,593	70,707	11,719	2,246	4,969	2,136	21,068	5,862	5,758	1,825	34,513	36,193	24,265
2021	44,234	28,393	72,628	12,039	2,254	4,969	2,175	21,436	6,020	5,908	1,872	35,236	37,391	25,428
2022	45,385	29,217	74,601	12,369	2,262	4,969	2,215	21,814	6,182	6,062	1,921	35,979	38,622	26,622
2023	46,565	30,064	76,629	12,707	2,271	4,969	2,256	22,203	6,349	6,219	1,971	36,742	39,887	26,784
2024	47,775	30,936	78,711	13,055	2,280	4,969	2,299	22,602	6,520	6,381	2,022	37,525	41,186	28,043

1. Net Revenue = Net Operating Revenue less Yearly Cost of Capital

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminals & Handling		
2005	84,000	3,055	26,062	113,117	8,150
2006	15,000	97	0	15,097	9,226
2007	0	100	0	100	9,239
2008	0	103	0	103	9,253
2009	0	107	0	107	9,267
2010	0	111	0	111	9,281
2011	0	114	0	114	9,296
2012	15,000	118	0	15,118	10,375
2013	0	122	0	122	10,391
2014	0	127	0	127	10,408
2015	0	3,186	1,050	4,236	10,561
2016	0	232	0	232	10,591
2017	0	240	0	240	10,622
2018	17,000	249	0	17,249	11,860
2019	0	257	0	257	11,894
2020	0	266	0	266	11,928
2021	0	275	0	275	11,964
2022	0	285	0	285	12,001
2023	15,000	295	0	15,295	13,103
2024	0	305	0	305	13,142

Table 11.3.1 (200 – Québec)

**NET OPERATING REVENUES**

Toronto / Montréal / Québec Segments

MINIMAL MARKET SHARE SCENARIO

200 kph Existing ROW option (X2000 technology)

QUÉBEC (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	10,339	8,374	18,712	3,093	852	2,728	656	7,328	2,068	1,856	588	11,841	6,872	3,454
2006	10,607	8,616	19,224	3,178	854	2,728	666	7,426	2,124	1,904	603	12,057	7,166	3,323
2007	10,883	8,866	19,750	3,266	856	2,728	677	7,526	2,181	1,954	619	12,280	7,469	3,621
2008	11,166	9,123	20,290	3,356	858	2,728	688	7,630	2,240	2,004	635	12,509	7,781	3,927
2009	11,457	9,388	20,845	3,448	860	2,728	700	7,736	2,300	2,056	652	12,744	8,101	4,241
2010	11,754	9,660	21,415	3,543	863	2,728	711	7,845	2,361	2,110	669	12,985	8,430	4,565
2011	12,060	9,940	22,000	3,640	865	2,728	723	7,957	2,425	2,165	686	13,232	8,768	4,897
2012	12,374	10,229	22,602	3,741	868	2,728	736	8,072	2,490	2,221	704	13,487	9,116	4,817
2013	12,695	10,525	23,221	3,844	870	2,728	748	8,190	2,557	2,279	722	13,748	9,473	5,167
2014	13,025	10,830	23,856	3,950	873	2,728	761	8,312	2,626	2,338	741	14,016	9,840	5,528
2015	13,364	11,145	24,509	4,058	876	2,728	775	8,437	2,696	2,399	760	14,292	10,217	5,820
2016	13,712	11,468	25,179	4,170	878	2,728	788	8,565	2,769	2,461	780	14,575	10,605	6,196
2017	14,068	11,800	25,868	4,285	881	2,728	803	8,697	2,843	2,525	800	14,865	11,003	6,582
2018	14,434	12,143	26,576	4,403	884	2,728	817	8,832	2,919	2,591	821	15,164	11,412	6,501
2019	14,809	12,495	27,304	4,524	888	2,728	832	8,972	2,998	2,658	842	15,470	11,833	6,908
2020	15,194	12,857	28,051	4,649	891	2,728	847	9,115	3,078	2,727	864	15,785	12,266	7,327
2021	15,589	13,230	28,819	4,777	894	2,728	863	9,262	3,161	2,798	887	16,109	12,710	7,758
2022	15,994	13,614	29,608	4,909	898	2,728	879	9,414	3,246	2,871	910	16,441	13,167	8,200
2023	16,410	14,008	30,419	5,044	901	2,728	896	9,569	3,333	2,946	933	16,782	13,637	8,232
2024	16,837	14,415	31,252	5,183	905	2,728	913	9,729	3,423	3,022	958	17,132	14,119	8,699

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	33,226	1,208	13,084	47,518	3,418
2006	5,934	38		5,973	3,844
2007	0	40		40	3,849
2008	0	41		41	3,854
2009	0	42		42	3,860
2010	0	44		44	3,865
2011	0	45		45	3,871
2012	5,941	47		5,988	4,299
2013	0	48		48	4,305
2014	0	50		50	4,312
2015	0	1,263	600	1,863	4,396
2016	0	92		92	4,408
2017	0	95		95	4,421
2018	6,742	99		6,840	4,912
2019	0	102		102	4,925
2020	0	106		106	4,939
2021	0	109		109	4,953
2022	0	113		113	4,967
2023	5,954	117		6,071	5,405
2024	0	121		121	5,421

Table 11.3.1 (200 - Ontario)  
**NET OPERATING REVENUES**  
 Toronto / Montréal / Québec Segments  
 MINIMAL MARKET SHARE SCENARIO  
 200 kph Existing ROW option (X2000 technology)  
 ONTARIO (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	18,997	9,597	28,595	4,727	1,301	2,241	1,002	9,271	1,865	2,062	654	13,851	14,743	10,011
2006	19,491	9,876	29,367	4,855	1,304	2,241	1,018	9,418	1,915	2,116	671	14,119	15,248	9,865
2007	19,998	10,162	30,160	4,987	1,307	2,241	1,034	9,569	1,967	2,171	688	14,395	15,766	10,375
2008	20,518	10,457	30,975	5,123	1,310	2,241	1,051	9,724	2,020	2,227	706	14,677	16,298	10,899
2009	21,052	10,760	31,812	5,262	1,313	2,241	1,068	9,883	2,075	2,285	724	14,968	16,844	11,437
2010	21,599	11,072	32,671	5,405	1,316	2,241	1,085	10,047	2,131	2,345	743	15,266	17,405	11,990
2011	22,161	11,393	33,554	5,552	1,319	2,241	1,103	10,215	2,189	2,406	762	15,572	17,982	12,557
2012	22,737	11,724	34,460	5,703	1,323	2,241	1,122	10,388	2,248	2,468	782	15,886	18,574	12,497
2013	23,328	12,064	35,391	5,858	1,326	2,241	1,140	10,566	2,309	2,532	803	16,209	19,182	13,096
2014	23,934	12,413	36,348	6,018	1,330	2,241	1,160	10,748	2,371	2,598	823	16,541	19,807	13,711
2015	24,557	12,773	37,330	6,182	1,334	2,241	1,180	10,936	2,435	2,666	845	16,882	20,448	14,284
2016	25,195	13,144	38,339	6,350	1,338	2,241	1,200	11,128	2,501	2,735	867	17,232	21,107	14,925
2017	25,850	13,525	39,375	6,522	1,342	2,241	1,222	11,326	2,569	2,806	889	17,591	21,784	15,583
2018	26,522	13,917	40,440	6,700	1,346	2,241	1,243	11,530	2,638	2,879	912	17,960	22,480	15,531
2019	27,212	14,321	41,533	6,882	1,350	2,241	1,265	11,739	2,710	2,954	936	18,339	23,194	16,225
2020	27,919	14,736	42,655	7,070	1,355	2,241	1,288	11,953	2,783	3,031	961	18,728	23,927	16,938
2021	28,645	15,163	43,809	7,262	1,359	2,241	1,312	12,174	2,859	3,110	985	19,128	24,681	17,670
2022	29,390	15,603	44,993	7,460	1,364	2,241	1,336	12,401	2,936	3,191	1,011	19,538	25,455	18,422
2023	30,154	16,056	46,210	7,663	1,369	2,241	1,361	12,634	3,016	3,274	1,037	19,960	26,250	18,552
2024	30,938	16,521	47,460	7,871	1,374	2,241	1,386	12,873	3,097	3,359	1,064	20,393	27,066	19,345

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	50,774	1,847	12,979	65,599	4,732
2006	9,066	58		9,124	5,383
2007	0	60		60	5,391
2008	0	63		63	5,399
2009	0	65		65	5,407
2010	0	67		67	5,416
2011	0	69		69	5,425
2012	9,059	71		9,130	6,077
2013	0	74		74	6,086
2014	0	76		76	6,096
2015	0	1,923	450	2,373	6,164
2016	0	140		140	6,182
2017	0	145		145	6,201
2018	10,258	150		10,408	6,948
2019	0	155		155	6,969
2020	0	160		160	6,989
2021	0	166		166	7,011
2022	0	172		172	7,033
2023	9,046	178		9,223	7,698
2024	0	184		184	7,722

Table 11.3.1 (300 Existing - Total)

**NET OPERATING REVENUES**

Toronto / Montréal / Québec Segments

MINIMAL MARKET SHARE SCENARIO

300 kph Existing ROW option (TGV technology)

QUÉBEC AND ONTARIO COMBINED (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	29,335	17,970	47,305	8,155	2,145	5,131	1,674	17,104	4,478	3,718	1,414	26,714	20,591	10,701
2006	30,097	18,491	48,589	8,378	2,150	5,131	1,700	17,358	4,599	3,815	1,450	27,222	21,367	9,558
2007	30,880	19,027	49,907	8,606	2,154	5,131	1,727	17,618	4,722	3,914	1,488	27,743	22,164	10,343
2008	31,683	19,579	51,262	8,841	2,159	5,131	1,754	17,886	4,850	4,016	1,527	28,278	22,984	11,150
2009	32,507	20,147	52,654	9,083	2,164	5,131	1,783	18,161	4,980	4,120	1,567	28,828	23,826	11,979
2010	33,352	20,731	54,083	9,331	2,170	5,131	1,812	18,443	5,115	4,227	1,607	29,393	24,690	12,830
2011	34,219	21,332	55,551	9,586	2,175	5,131	1,842	18,734	5,253	4,337	1,649	29,973	25,579	13,704
2012	35,109	21,951	57,060	9,848	2,181	5,131	1,872	19,032	5,394	4,450	1,692	30,568	26,492	14,602
2013	36,021	22,588	58,609	10,117	2,186	5,131	1,904	19,338	5,540	4,566	1,736	31,180	27,429	15,525
2014	36,958	23,243	60,201	10,394	2,192	5,131	1,936	19,653	5,689	4,685	1,781	31,808	28,393	16,499
2015	37,919	23,917	61,836	10,678	2,199	5,131	1,970	19,977	5,842	4,806	1,827	32,453	29,383	17,531
2016	38,905	24,610	63,515	10,970	2,205	5,131	2,004	20,310	6,000	4,931	1,875	33,116	30,400	18,519
2017	39,916	25,324	65,240	11,270	2,212	5,131	2,039	20,651	6,162	5,060	1,924	33,796	31,444	19,534
2018	40,954	26,058	67,013	11,578	2,219	5,131	2,075	21,002	6,328	5,191	1,974	34,495	32,518	20,577
2019	42,019	26,814	68,833	11,894	2,226	5,131	2,112	21,363	6,499	5,326	2,025	35,213	33,621	21,648
2020	43,111	27,592	70,703	12,219	2,233	5,131	2,150	21,734	6,674	5,464	2,078	35,950	34,753	22,748
2021	44,232	28,392	72,624	12,554	2,241	5,131	2,190	22,115	6,854	5,607	2,132	36,707	35,917	23,891
2022	45,382	29,215	74,598	12,897	2,249	5,131	2,230	22,506	7,039	5,752	2,187	37,484	37,113	25,066
2023	46,562	30,063	76,625	13,250	2,257	5,131	2,271	22,909	7,229	5,902	2,244	38,283	38,342	26,342
2024	47,773	30,934	78,707	13,612	2,265	5,131	2,314	23,322	7,424	6,055	2,302	39,103	39,604	27,683

1. Net Revenue = Net Operating Revenue less Yearly Cost of Capital

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminals & Handling		
2005	108,750	2,899	26,097	137,746	9,890
2006	26,875	92	0	26,967	11,809
2007	0	95	0	95	11,821
2008	0	98	0	98	11,834
2009	0	102	0	102	11,847
2010	0	105	0	105	11,861
2011	0	109	0	109	11,875
2012	0	112	0	112	11,889
2013	0	116	0	116	11,904
2014	25,000	120	0	25,120	13,694
2015	0	3,023	1,100	4,123	13,852
2016	0	220	0	220	13,881
2017	0	228	0	228	13,910
2018	0	236	0	236	13,941
2019	0	244	0	244	13,972
2020	0	252	0	252	14,005
2021	25,000	261	0	25,261	15,813
2022	0	270	0	270	15,848
2023	0	280	0	280	15,884
2024	0	289	0	289	15,921

Table 11.3.1 (300 Existing – Québec)

**NET OPERATING REVENUES**  
**Toronto / Montréal / Québec Segments**  
**MINIMAL MARKET SHARE SCENARIO**  
**300 kph Existing ROW option (TGV technology)**  
**QUÉBEC (IN THOUSANDS OF 1993 DOLLARS)**

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida.	LTL Additional P & D			
2005	10,338	8,373	18,711	3,226	848	2,728	662	7,464	2,355	1,761	670	12,250	6,462	2,357
2006	10,607	8,616	19,223	3,314	850	2,728	672	7,565	2,418	1,807	687	12,477	6,746	1,882
2007	10,883	8,866	19,749	3,406	852	2,728	683	7,669	2,483	1,854	705	12,711	7,038	2,169
2008	11,166	9,123	20,289	3,499	855	2,728	694	7,776	2,550	1,902	723	12,951	7,338	2,464
2009	11,456	9,388	20,844	3,596	857	2,728	706	7,886	2,618	1,952	742	13,198	7,646	2,767
2010	11,754	9,660	21,414	3,695	859	2,728	717	7,999	2,689	2,002	761	13,451	7,963	3,079
2011	12,059	9,940	21,999	3,796	861	2,728	729	8,115	2,761	2,054	781	13,711	8,288	3,399
2012	12,373	10,228	22,601	3,901	864	2,728	742	8,234	2,835	2,108	801	13,978	8,623	3,728
2013	12,695	10,525	23,219	4,008	866	2,728	754	8,356	2,911	2,163	822	14,252	8,967	4,066
2014	13,025	10,830	23,855	4,119	869	2,728	767	8,482	2,989	2,219	844	14,534	9,321	3,710
2015	13,363	11,144	24,507	4,232	871	2,728	781	8,612	3,070	2,276	866	14,823	9,684	3,989
2016	13,711	11,467	25,178	4,348	874	2,728	794	8,745	3,152	2,336	888	15,121	10,057	4,351
2017	14,067	11,800	25,867	4,468	877	2,728	808	8,881	3,237	2,396	911	15,426	10,441	4,724
2018	14,433	12,142	26,575	4,591	880	2,728	823	9,022	3,324	2,459	935	15,739	10,836	5,106
2019	14,808	12,494	27,302	4,718	883	2,728	838	9,166	3,413	2,523	959	16,061	11,241	5,499
2020	15,193	12,856	28,050	4,848	886	2,728	853	9,315	3,505	2,588	984	16,392	11,658	5,903
2021	15,588	13,229	28,818	4,981	889	2,728	869	9,467	3,599	2,655	1,010	16,731	12,086	5,614
2022	15,994	13,613	29,607	5,119	892	2,728	885	9,624	3,696	2,725	1,036	17,080	12,526	6,040
2023	16,410	14,008	30,417	5,260	896	2,728	902	9,785	3,795	2,795	1,063	17,438	12,979	6,478
2024	16,836	14,414	31,250	5,405	899	2,728	919	9,950	3,897	2,868	1,090	17,806	13,444	6,928

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Terminal Containers	Terminal & Handling		
2005	43,016	1,147	13,084	57,246	4,104
2006	10,632	36		10,669	4,863
2007	0	38		38	4,868
2008	0	39		39	4,873
2009	0	40		40	4,879
2010	0	42		42	4,884
2011	0	43		43	4,890
2012	0	44		44	4,895
2013	0	46		46	4,901
2014	9,906	48		9,954	5,610
2015	0	1,198	600	1,798	5,695
2016	0	87		87	5,706
2017	0	90		90	5,718
2018	0	94		94	5,730
2019	0	97		97	5,742
2020	0	100		100	5,755
2021	9,920	104		10,024	6,473
2022	0	107		107	6,487
2023	0	111		111	6,501
2024	0	115		115	6,516



Table 11.3.1 (300 Existing – Ontario)

**NET OPERATING REVENUES**  
**Toronto / Montréal / Québec Segments**  
**MINIMAL MARKET SHARE SCENARIO**  
**300 kph Existing ROW option (TGV technology)**  
**ONTARIO (IN THOUSANDS OF 1993 DOLLARS)**

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	18,997	9,597	28,593	4,929	1,297	2,403	1,012	9,640	2,123	1,957	744	14,465	14,129	8,343
2006	19,490	9,875	29,366	5,063	1,299	2,403	1,027	9,793	2,180	2,008	763	14,745	14,621	7,676
2007	19,997	10,162	30,159	5,201	1,302	2,403	1,043	9,949	2,239	2,060	783	15,032	15,127	8,174
2008	20,517	10,456	30,973	5,342	1,305	2,403	1,060	10,110	2,300	2,114	804	15,327	15,646	8,686
2009	21,051	10,760	31,810	5,487	1,308	2,403	1,077	10,275	2,362	2,169	825	15,630	16,180	9,211
2010	21,598	11,072	32,669	5,637	1,311	2,403	1,094	10,445	2,426	2,225	846	15,942	16,728	9,751
2011	22,159	11,393	33,552	5,790	1,314	2,403	1,112	10,619	2,492	2,283	868	16,262	17,290	10,305
2012	22,736	11,723	34,459	5,947	1,317	2,403	1,131	10,798	2,559	2,342	891	16,590	17,869	10,875
2013	23,327	12,063	35,390	6,109	1,320	2,403	1,150	10,982	2,628	2,403	914	16,927	18,462	11,459
2014	23,933	12,413	36,346	6,275	1,324	2,403	1,169	11,171	2,700	2,466	937	17,274	19,072	10,989
2015	24,556	12,773	37,328	6,446	1,327	2,403	1,189	11,365	2,773	2,530	962	17,630	19,699	11,541
2016	25,194	13,143	38,337	6,621	1,331	2,403	1,210	11,565	2,848	2,596	987	17,995	20,342	12,168
2017	25,849	13,524	39,373	6,801	1,335	2,403	1,231	11,770	2,925	2,663	1,013	18,370	21,003	12,811
2018	26,521	13,917	40,438	6,986	1,339	2,403	1,252	11,980	3,004	2,732	1,039	18,756	21,682	13,471
2019	27,211	14,320	41,531	7,176	1,343	2,403	1,274	12,197	3,085	2,803	1,066	19,151	22,379	14,149
2020	27,918	14,735	42,653	7,372	1,347	2,403	1,297	12,419	3,169	2,876	1,094	19,558	23,096	14,846
2021	28,644	15,163	43,807	7,572	1,352	2,403	1,321	12,648	3,255	2,951	1,122	19,975	23,831	14,491
2022	29,389	15,602	44,991	7,778	1,356	2,403	1,345	12,882	3,343	3,028	1,151	20,404	24,587	15,226
2023	30,153	16,055	46,208	7,990	1,361	2,403	1,370	13,124	3,433	3,107	1,181	20,845	25,363	15,980
2024	30,937	16,521	47,457	8,207	1,366	2,403	1,395	13,371	3,526	3,187	1,212	21,297	26,160	16,755

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	65,734	1,752	13,014	80,500	5,786
2006	16,243	56		16,298	6,945
2007	0	57		57	6,953
2008	0	59		59	6,960
2009	0	61		61	6,968
2010	0	63		63	6,977
2011	0	66		66	6,985
2012	0	68		68	6,994
2013	0	70		70	7,003
2014	15,094	73		15,166	8,083
2015	0	1,825	500	2,325	8,157
2016	0	133		133	8,175
2017	0	138		138	8,193
2018	0	142		142	8,211
2019	0	147		147	8,230
2020	0	152		152	8,250
2021	15,080	158		15,237	9,340
2022	0	163		163	9,361
2023	0	169		169	9,383
2024	0	175		175	9,406

Table 11.3.1 (300 New- Total)

**NET OPERATING REVENUES**

Toronto / Montréal / Québec Segments

MINIMAL MARKET SHARE SCENARIO

300 kph New ROW option (TGV technology)

QUÉBEC AND ONTARIO COMBINED ( IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	29,335	17,970	47,305	8,427	2,145	5,131	1,674	17,377	4,478	3,718	1,414	26,986	20,318	10,428
2006	30,097	18,491	48,589	8,657	2,150	5,131	1,700	17,638	4,599	3,815	1,450	27,502	21,087	9,278
2007	30,880	19,027	49,907	8,894	2,154	5,131	1,727	17,906	4,722	3,914	1,488	28,031	21,877	10,056
2008	31,683	19,579	51,262	9,137	2,159	5,131	1,754	18,181	4,850	4,016	1,527	28,574	22,688	10,854
2009	32,507	20,147	52,654	9,387	2,164	5,131	1,783	18,465	4,980	4,120	1,567	29,132	23,522	11,675
2010	33,352	20,731	54,083	9,643	2,170	5,131	1,812	18,756	5,115	4,227	1,607	29,705	24,378	12,518
2011	34,219	21,332	55,551	9,907	2,175	5,131	1,842	19,055	5,253	4,337	1,649	30,294	25,258	13,383
2012	35,109	21,951	57,060	10,178	2,181	5,131	1,872	19,362	5,394	4,450	1,692	30,898	26,162	14,273
2013	36,021	22,588	58,609	10,456	2,186	5,131	1,904	19,677	5,540	4,566	1,736	31,519	27,090	15,186
2014	36,958	23,243	60,201	10,742	2,192	5,131	1,936	20,002	5,689	4,685	1,781	32,156	28,044	16,151
2015	37,919	23,917	61,836	11,036	2,199	5,131	1,970	20,335	5,842	4,806	1,827	32,811	29,025	17,172
2016	38,905	24,610	63,515	11,338	2,205	5,131	2,004	20,678	6,000	4,931	1,875	33,484	30,032	18,151
2017	39,916	25,324	65,240	11,648	2,212	5,131	2,039	21,030	6,162	5,060	1,924	34,174	31,066	19,156
2018	40,954	26,058	67,013	11,966	2,219	5,131	2,075	21,391	6,328	5,191	1,974	34,884	32,129	20,188
2019	42,019	26,814	68,833	12,294	2,226	5,131	2,112	21,763	6,499	5,326	2,025	35,612	33,221	21,248
2020	43,111	27,592	70,703	12,630	2,233	5,131	2,150	22,145	6,674	5,464	2,078	36,361	34,343	22,338
2021	44,232	28,392	72,624	12,976	2,241	5,131	2,190	22,537	6,854	5,607	2,132	37,129	35,495	23,483
2022	45,382	29,215	74,598	13,331	2,249	5,131	2,230	22,940	7,039	5,752	2,187	37,918	36,679	24,632
2023	46,562	30,063	76,625	13,696	2,257	5,131	2,271	23,355	7,229	5,902	2,244	38,729	37,896	25,812
2024	47,773	30,934	78,707	14,070	2,265	5,131	2,314	23,780	7,424	6,055	2,302	39,562	39,146	27,024

1. Net Revenue = Net Operating Revenue less Yearly Cost of Capital

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminals & Handling		
2005	108,750	2,899	26,097	137,746	9,890
2006	26,875	92	0	26,967	11,809
2007	0	95	0	95	11,821
2008	0	98	0	98	11,834
2009	0	102	0	102	11,847
2010	0	105	0	105	11,861
2011	0	109	0	109	11,875
2012	0	112	0	112	11,889
2013	0	116	0	116	11,904
2014	25,000	120	0	25,120	13,694
2015	0	3,023	1,100	4,123	13,852
2016	0	220	0	220	13,881
2017	0	228	0	228	13,910
2018	0	236	0	236	13,941
2019	0	244	0	244	13,972
2020	0	252	0	252	14,005
2021	25,000	261	0	25,261	15,813
2022	0	270	0	270	15,848
2023	0	280	0	280	15,884
2024	0	289	0	289	15,921

Table 11.3.1 (300 New – Québec)

**NET OPERATING REVENUES**

Toronto / Montréal / Québec Segments

MINIMAL MARKET SHARE SCENARIO

300 kph New ROW option (TGV technology)

QUÉBEC (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	10,338	8,373	18,711	3,333	848	2,728	662	7,572	2,355	1,761	670	12,357	6,354	2,250
2006	10,607	8,616	19,223	3,425	850	2,728	672	7,676	2,418	1,807	687	12,588	6,635	1,772
2007	10,883	8,866	19,749	3,519	852	2,728	683	7,783	2,483	1,854	705	12,825	6,924	2,055
2008	11,166	9,123	20,289	3,616	855	2,728	694	7,893	2,550	1,902	723	13,068	7,221	2,347
2009	11,456	9,388	20,844	3,716	857	2,728	706	8,006	2,618	1,952	742	13,318	7,526	2,647
2010	11,754	9,660	21,414	3,818	859	2,728	717	8,122	2,689	2,002	761	13,575	7,839	2,955
2011	12,059	9,940	21,999	3,923	861	2,728	729	8,242	2,761	2,054	781	13,838	8,161	3,272
2012	12,373	10,228	22,601	4,031	864	2,728	742	8,365	2,835	2,108	801	14,109	8,492	3,597
2013	12,695	10,525	23,219	4,142	866	2,728	754	8,491	2,911	2,163	822	14,387	8,833	3,931
2014	13,025	10,830	23,855	4,257	869	2,728	767	8,620	2,989	2,219	844	14,672	9,183	3,572
2015	13,363	11,144	24,507	4,374	871	2,728	781	8,754	3,070	2,276	866	14,965	9,542	3,847
2016	13,711	11,467	25,178	4,494	874	2,728	794	8,891	3,152	2,336	888	15,267	9,912	4,206
2017	14,067	11,800	25,867	4,618	877	2,728	808	9,031	3,237	2,396	911	15,576	10,291	4,574
2018	14,433	12,142	26,575	4,746	880	2,728	823	9,176	3,324	2,459	935	15,894	10,682	4,952
2019	14,808	12,494	27,302	4,876	883	2,728	838	9,325	3,413	2,523	959	16,220	11,083	5,340
2020	15,193	12,856	28,050	5,011	886	2,728	853	9,478	3,505	2,588	984	16,555	11,495	5,740
2021	15,588	13,229	28,818	5,149	889	2,728	869	9,635	3,599	2,655	1,010	16,899	11,919	5,446
2022	15,994	13,613	29,607	5,291	892	2,728	885	9,796	3,696	2,725	1,036	17,252	12,354	5,868
2023	16,410	14,008	30,417	5,437	896	2,728	902	9,962	3,795	2,795	1,063	17,615	12,802	6,301
2024	16,836	14,414	31,250	5,587	899	2,728	919	10,132	3,897	2,868	1,090	17,988	13,262	6,746

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	43,016	1,147	13,084	57,246	4,104
2006	10,632	36		10,669	4,863
2007	0	38		38	4,868
2008	0	39		39	4,873
2009	0	40		40	4,879
2010	0	42		42	4,884
2011	0	43		43	4,890
2012	0	44		44	4,895
2013	0	46		46	4,901
2014	9,906	48		9,954	5,610
2015	0	1,198	600	1,798	5,695
2016	0	87		87	5,706
2017	0	90		90	5,718
2018	0	94		94	5,730
2019	0	97		97	5,742
2020	0	100		100	5,755
2021	9,920	104		10,024	6,473
2022	0	107		107	6,487
2023	0	111		111	6,501
2024	0	115		115	6,516

Table 11.3.1 (300 New – Ontario)  
**NET OPERATING REVENUES**  
 Toronto / Montréal / Québec Segments  
 MINIMAL MARKET SHARE SCENARIO  
 300 kph New ROW option (TGV technology)  
 ONTARIO (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	18,997	9,597	28,593	5,094	1,297	2,403	1,012	9,805	2,123	1,957	744	14,629	13,964	8,179
2006	19,490	9,875	29,366	5,232	1,299	2,403	1,027	9,962	2,180	2,008	763	14,914	14,452	7,507
2007	19,997	10,162	30,159	5,375	1,302	2,403	1,043	10,123	2,239	2,060	783	15,206	14,953	8,000
2008	20,517	10,456	30,973	5,521	1,305	2,403	1,060	10,288	2,300	2,114	804	15,506	15,468	8,507
2009	21,051	10,760	31,810	5,671	1,308	2,403	1,077	10,458	2,362	2,169	825	15,814	15,996	9,028
2010	21,598	11,072	32,669	5,825	1,311	2,403	1,094	10,633	2,426	2,225	846	16,130	16,539	9,562
2011	22,159	11,393	33,552	5,984	1,314	2,403	1,112	10,813	2,492	2,283	868	16,455	17,097	10,112
2012	22,736	11,723	34,459	6,146	1,317	2,403	1,131	10,997	2,559	2,342	891	16,789	17,669	10,676
2013	23,327	12,063	35,390	6,314	1,320	2,403	1,150	11,187	2,628	2,403	914	17,132	18,258	11,255
2014	23,933	12,413	36,346	6,486	1,324	2,403	1,169	11,381	2,700	2,466	937	17,484	18,862	10,779
2015	24,556	12,773	37,328	6,662	1,327	2,403	1,189	11,581	2,773	2,530	962	17,846	19,483	11,325
2016	25,194	13,143	38,337	6,843	1,331	2,403	1,210	11,787	2,848	2,596	987	18,217	20,120	11,945
2017	25,849	13,524	39,373	7,030	1,335	2,403	1,231	11,998	2,925	2,663	1,013	18,599	20,775	12,582
2018	26,521	13,917	40,438	7,221	1,339	2,403	1,252	12,215	3,004	2,732	1,039	18,990	21,447	13,236
2019	27,211	14,320	41,531	7,418	1,343	2,403	1,274	12,438	3,085	2,803	1,066	19,393	22,138	13,908
2020	27,918	14,735	42,653	7,619	1,347	2,403	1,297	12,667	3,169	2,876	1,094	19,806	22,848	14,598
2021	28,644	15,163	43,807	7,827	1,352	2,403	1,321	12,902	3,255	2,951	1,122	20,230	23,577	14,236
2022	29,389	15,602	44,991	8,040	1,356	2,403	1,345	13,144	3,343	3,028	1,151	20,666	24,325	14,964
2023	30,153	16,055	46,208	8,259	1,361	2,403	1,370	13,393	3,433	3,107	1,181	21,114	25,094	15,711
2024	30,937	16,521	47,457	8,484	1,366	2,403	1,395	13,648	3,526	3,187	1,212	21,573	25,884	16,478

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	65,734	1,752	13,014	80,500	5,786
2006	16,243	56		16,298	6,945
2007	0	57		57	6,953
2008	0	59		59	6,960
2009	0	61		61	6,968
2010	0	63		63	6,977
2011	0	66		66	6,985
2012	0	68		68	6,994
2013	0	70		70	7,003
2014	15,094	73		15,166	8,083
2015	0	1,825	500	2,325	8,157
2016	0	133		133	8,175
2017	0	138		138	8,193
2018	0	142		142	8,211
2019	0	147		147	8,230
2020	0	152		152	8,250
2021	15,080	158		15,237	9,340
2022	0	163		163	9,361
2023	0	169		169	9,383
2024	0	175		175	9,406

Table 11.3.2 (200 – Total)

**NET OPERATING REVENUES**

Toronto / Montréal / Québec Segments

MOST PROBABLE MARKET SHARE SCENARIO

200 kph Existing ROW option (X2000 technology)

QUÉBEC AND ONTARIO COMBINED (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	38,097	26,947	65,044	9,876	2,203	5,456	2,067	19,602	5,229	6,057	1,920	32,808	32,236	21,813
2006	39,087	27,729	66,816	10,147	2,210	5,456	2,103	19,915	5,371	6,215	1,969	33,470	33,346	22,906
2007	40,103	28,533	68,636	10,424	2,217	5,456	2,140	20,236	5,517	6,376	2,021	34,150	34,486	22,823
2008	41,146	29,360	70,506	10,709	2,224	5,456	2,178	20,567	5,666	6,542	2,073	34,848	35,658	23,976
2009	42,216	30,212	72,428	11,002	2,231	5,456	2,217	20,906	5,820	6,712	2,127	35,565	36,862	25,162
2010	43,314	31,088	74,401	11,303	2,239	5,456	2,257	21,255	5,978	6,887	2,182	36,302	38,100	26,379
2011	44,440	31,989	76,429	11,613	2,246	5,456	2,299	21,614	6,140	7,066	2,239	37,058	39,371	27,630
2012	45,595	32,917	78,512	11,930	2,255	5,456	2,341	21,982	6,306	7,249	2,297	37,835	40,677	27,851
2013	46,781	33,872	80,652	12,257	2,263	5,456	2,385	22,360	6,477	7,438	2,357	38,633	42,020	29,172
2014	47,997	34,854	82,851	12,592	2,272	5,456	2,430	22,749	6,653	7,631	2,418	39,452	43,399	30,528
2015	49,245	35,865	85,109	12,937	2,281	5,456	2,476	23,149	6,833	7,830	2,481	40,293	44,816	31,767
2016	50,525	36,905	87,430	13,291	2,290	5,456	2,523	23,560	7,019	8,033	2,546	41,158	46,272	32,117
2017	51,839	37,975	89,814	13,655	2,300	5,456	2,572	23,982	7,209	8,242	2,612	42,045	47,769	33,571
2018	53,187	39,076	92,263	14,029	2,310	5,456	2,622	24,416	7,404	8,456	2,680	42,957	49,306	35,064
2019	54,569	40,210	94,779	14,413	2,320	5,456	2,673	24,862	7,605	8,676	2,750	43,893	50,886	36,597
2020	55,988	41,376	97,364	14,807	2,331	5,456	2,726	25,320	7,812	8,902	2,821	44,855	52,509	37,109
2021	57,444	42,575	100,019	15,213	2,342	5,456	2,780	25,791	8,024	9,133	2,894	45,842	54,177	38,728
2022	58,937	43,810	102,748	15,629	2,354	5,456	2,836	26,275	8,241	9,371	2,970	46,857	55,891	40,390
2023	60,470	45,081	105,551	16,058	2,366	5,456	2,893	26,772	8,465	9,614	3,047	47,898	57,652	40,892
2024	62,042	46,388	108,430	16,497	2,378	5,456	2,952	27,283	8,695	9,864	3,126	48,968	59,462	42,647

1. Net Revenue = Net Operating Revenue less Yearly Cost of Capital

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminals & Handling		
2005	114,000	4,062	26,167	144,229	10,422
2006	0	132	0	132	10,439
2007	17,000	137	0	17,137	11,663
2008	0	142	0	142	11,682
2009	0	147	0	147	11,701
2010	0	152	0	152	11,720
2011	0	157	0	157	11,741
2012	15,000	163	0	15,163	12,826
2013	0	169	0	169	12,848
2014	0	175	0	175	12,871
2015	0	4,243	1,200	5,443	13,049
2016	15,000	320	0	15,320	14,155
2017	0	331	0	331	14,198
2018	0	343	0	343	14,242
2019	0	355	0	355	14,288
2020	15,000	368	0	15,368	15,400
2021	0	381	0	381	15,450
2022	0	394	0	394	15,501
2023	17,000	409	0	17,409	16,760
2024	0	423	0	423	16,815

Table 11.3.2 (200 – Québec)

**NET OPERATING REVENUES**

Toronto / Montréal / Québec Segments

MOST PROBABLE MARKET SHARE SCENARIO

200 kph Existing ROW option (X2000 technology)

QUÉBEC (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	13,558	12,258	25,817	3,920	874	3,053	820	8,667	2,612	2,855	905	15,040	10,777	6,445
2006	13,911	12,614	26,525	4,028	877	3,053	835	8,793	2,683	2,930	928	15,334	11,191	6,852
2007	14,273	12,980	27,252	4,139	880	3,053	850	8,921	2,756	3,006	953	15,635	11,617	6,792
2008	14,644	13,356	28,000	4,253	883	3,053	865	9,054	2,830	3,084	977	15,945	12,055	7,223
2009	15,024	13,744	28,768	4,370	886	3,053	881	9,189	2,907	3,164	1,003	16,263	12,505	7,665
2010	15,415	14,142	29,557	4,490	889	3,053	897	9,329	2,985	3,246	1,029	16,590	12,968	8,120
2011	15,816	14,552	30,368	4,614	893	3,053	913	9,473	3,066	3,331	1,056	16,925	13,443	8,587
2012	16,227	14,974	31,201	4,741	896	3,053	930	9,620	3,149	3,417	1,083	17,270	13,932	8,645
2013	16,649	15,408	32,057	4,872	900	3,053	948	9,772	3,234	3,506	1,111	17,623	14,434	9,138
2014	17,082	15,855	32,937	5,006	903	3,053	966	9,928	3,322	3,597	1,140	17,987	14,950	9,646
2015	17,526	16,315	33,841	5,144	907	3,053	984	10,088	3,412	3,691	1,170	18,360	15,481	10,076
2016	17,982	16,788	34,770	5,286	911	3,053	1,003	10,253	3,504	3,787	1,200	18,743	16,027	10,182
2017	18,449	17,275	35,724	5,431	915	3,053	1,023	10,422	3,599	3,885	1,231	19,137	16,587	10,725
2018	18,929	17,776	36,705	5,581	919	3,053	1,043	10,596	3,696	3,986	1,263	19,541	17,164	11,284
2019	19,421	18,292	37,713	5,735	923	3,053	1,064	10,774	3,796	4,090	1,296	19,957	17,756	11,858
2020	19,926	18,822	38,748	5,893	928	3,053	1,085	10,958	3,899	4,196	1,330	20,383	18,365	12,025
2021	20,444	19,368	39,812	6,055	932	3,053	1,107	11,147	4,004	4,305	1,364	20,821	18,991	12,631
2022	20,975	19,930	40,905	6,222	937	3,053	1,129	11,341	4,113	4,417	1,400	21,271	19,634	13,254
2023	21,521	20,508	42,028	6,394	942	3,053	1,152	11,541	4,224	4,532	1,436	21,733	20,295	13,414
2024	22,080	21,102	43,183	6,570	947	3,053	1,176	11,746	4,339	4,650	1,474	22,208	20,975	14,071

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	45,248	1,612	13,154	60,014	4,332
2006	0	53		53	4,339
2007	6,750	54		6,804	4,825
2008	0	56		56	4,832
2009	0	58		58	4,840
2010	0	60		60	4,848
2011	0	63		63	4,856
2012	5,961	65		6,026	5,287
2013	0	67		67	5,296
2014	0	69		69	5,305
2015	0	1,687	700	2,387	5,405
2016	5,965	127		6,092	5,845
2017	0	132		132	5,862
2018	0	136		136	5,879
2019	0	141		141	5,898
2020	5,970	146		6,116	6,340
2021	0	152		152	6,360
2022	0	157		157	6,380
2023	6,769	163		6,932	6,882
2024	0	169		169	6,903

Table 11.3.2 (200 – Ontario)  
**NET OPERATING REVENUES**  
 Toronto / Montréal / Québec Segments  
 MOST PROBABLE MARKET SHARE SCENARIO  
 200 kph Existing ROW option (X2000 technology)  
 ONTARIO (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	24,538	14,689	39,227	5,956	1,329	2,403	1,246	10,935	2,617	3,202	1,015	17,768	21,459	15,369
2006	25,176	15,115	40,291	6,119	1,332	2,403	1,268	11,122	2,688	3,285	1,041	18,136	22,155	16,054
2007	25,831	15,553	41,384	6,285	1,336	2,403	1,290	11,315	2,761	3,370	1,068	18,515	22,869	16,031
2008	26,502	16,004	42,507	6,456	1,341	2,403	1,313	11,513	2,836	3,458	1,096	18,903	23,603	16,754
2009	27,192	16,468	43,660	6,632	1,345	2,403	1,337	11,717	2,913	3,548	1,124	19,302	24,357	17,496
2010	27,899	16,946	44,844	6,813	1,349	2,403	1,361	11,926	2,992	3,640	1,154	19,712	25,132	18,259
2011	28,624	17,437	46,061	6,998	1,354	2,403	1,385	12,141	3,074	3,735	1,184	20,133	25,928	19,043
2012	29,368	17,943	47,311	7,189	1,359	2,403	1,411	12,362	3,157	3,832	1,214	20,565	26,746	19,207
2013	30,132	18,463	48,595	7,385	1,364	2,403	1,437	12,589	3,243	3,932	1,246	21,009	27,586	20,033
2014	30,915	18,999	49,914	7,586	1,369	2,403	1,464	12,822	3,331	4,034	1,278	21,465	28,449	20,883
2015	31,719	19,550	51,268	7,793	1,374	2,403	1,491	13,061	3,422	4,139	1,312	21,933	29,335	21,691
2016	32,544	20,117	52,660	8,005	1,379	2,403	1,520	13,308	3,515	4,246	1,346	22,414	30,246	21,935
2017	33,390	20,700	54,090	8,224	1,385	2,403	1,549	13,561	3,610	4,357	1,381	22,908	31,181	22,845
2018	34,258	21,300	55,558	8,448	1,391	2,403	1,579	13,820	3,708	4,470	1,417	23,416	32,143	23,780
2019	35,149	21,918	57,066	8,678	1,397	2,403	1,610	14,088	3,809	4,586	1,453	23,937	33,130	24,739
2020	36,062	22,554	58,616	8,914	1,403	2,403	1,641	14,362	3,913	4,706	1,491	24,472	34,144	25,084
2021	37,000	23,208	60,208	9,158	1,410	2,403	1,674	14,644	4,019	4,828	1,530	25,021	35,186	26,097
2022	37,962	23,881	61,843	9,407	1,417	2,403	1,707	14,934	4,128	4,953	1,570	25,586	36,257	27,137
2023	38,949	24,573	63,522	9,664	1,424	2,403	1,741	15,232	4,241	5,082	1,611	26,165	37,357	27,479
2024	39,962	25,286	65,247	9,927	1,431	2,403	1,776	15,538	4,356	5,214	1,652	26,761	38,487	28,576

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	68,752	2,450	13,014	84,215	6,090
2006	0	80		80	6,100
2007	10,250	83		10,333	6,838
2008	0	86		86	6,849
2009	0	89		89	6,861
2010	0	92		92	6,873
2011	0	95		95	6,885
2012	9,039	98		9,137	7,539
2013	0	102		102	7,552
2014	0	105		105	7,566
2015	0	2,556	500	3,056	7,644
2016	9,035	193		9,227	8,310
2017	0	199		199	8,336
2018	0	206		206	8,363
2019	0	214		214	8,391
2020	9,030	221		9,252	9,060
2021	0	229		229	9,090
2022	0	237		237	9,120
2023	10,231	246		10,477	9,878
2024	0	255		255	9,911

Table 11.3.2 (300 Existing - Total)

**NET OPERATING REVENUES**

Toronto / Montréal / Québec Segments

MOST PROBABLE MARKET SHARE SCENARIO

300 kph Existing ROW option (TGV technology)

QUÉBEC AND ONTARIO COMBINED (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida.	LTL Additional P & D			
2005	38,095	26,946	65,041	10,651	2,193	5,131	2,033	20,008	5,954	5,748	2,185	33,895	31,145	19,225
2006	39,085	27,727	66,813	10,942	2,199	5,131	2,069	20,341	6,115	5,898	2,242	34,597	32,216	18,505
2007	40,102	28,531	68,633	11,242	2,206	5,131	2,106	20,684	6,281	6,051	2,301	35,317	33,316	19,589
2008	41,144	29,359	70,503	11,549	2,212	5,131	2,144	21,037	6,451	6,208	2,360	36,056	34,447	20,702
2009	42,214	30,210	72,424	11,865	2,219	5,131	2,183	21,398	6,626	6,370	2,422	36,816	35,608	21,845
2010	43,311	31,086	74,398	12,189	2,226	5,131	2,224	21,770	6,806	6,535	2,485	37,596	36,802	23,020
2011	44,438	31,988	76,426	12,523	2,234	5,131	2,265	22,153	6,990	6,705	2,549	38,397	38,028	24,227
2012	45,593	32,916	78,508	12,865	2,242	5,131	2,307	22,545	7,180	6,880	2,616	39,220	39,288	23,693
2013	46,778	33,870	80,648	13,217	2,250	5,131	2,351	22,949	7,374	7,058	2,684	40,065	40,583	24,967
2014	47,995	34,852	82,847	13,579	2,258	5,131	2,396	23,364	7,574	7,242	2,753	40,933	41,913	26,276
2015	49,242	35,863	85,105	13,951	2,267	5,131	2,442	23,790	7,780	7,430	2,825	41,825	43,281	27,479
2016	50,523	36,903	87,426	14,332	2,275	5,131	2,489	24,228	7,991	7,623	2,898	42,741	44,685	28,844
2017	51,836	37,973	89,810	14,725	2,285	5,131	2,538	24,678	8,208	7,822	2,974	43,681	46,129	30,247
2018	53,184	39,074	92,259	15,128	2,294	5,131	2,588	25,140	8,430	8,025	3,051	44,647	47,612	29,781
2019	54,567	40,208	94,775	15,542	2,304	5,131	2,639	25,616	8,659	8,234	3,130	45,639	49,136	31,261
2020	55,986	41,374	97,359	15,967	2,314	5,131	2,692	26,104	8,894	8,448	3,212	46,657	50,702	32,782
2021	57,441	42,573	100,015	16,404	2,325	5,131	2,746	26,606	9,135	8,667	3,295	47,704	52,311	34,345
2022	58,935	43,808	102,743	16,853	2,336	5,131	2,802	27,122	9,383	8,893	3,381	48,778	53,964	35,950
2023	60,467	45,079	105,546	17,315	2,347	5,131	2,859	27,652	9,638	9,124	3,469	49,882	55,663	35,825
2024	62,039	46,386	108,425	17,789	2,359	5,131	2,917	28,196	9,899	9,361	3,559	51,016	57,409	37,518

1. Net Revenue = Net Operating Revenue less Yearly Cost of Capital

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminals & Handling		
2005	135,625	3,855	26,097	165,577	11,921
2006	25,000	126	0	25,126	13,711
2007	0	130	0	130	13,728
2008	0	135	0	135	13,745
2009	0	139	0	139	13,763
2010	0	144	0	144	13,782
2011	0	149	0	149	13,801
2012	25,000	155	0	25,155	15,595
2013	0	160	0	160	15,616
2014	0	166	0	166	15,637
2015	0	4,026	1,100	5,126	15,802
2016	0	303	0	303	15,841
2017	0	314	0	314	15,882
2018	26,875	325	0	27,200	17,831
2019	0	337	0	337	17,874
2020	0	349	0	349	17,920
2021	0	361	0	361	17,966
2022	0	374	0	374	18,015
2023	25,000	388	0	25,388	19,839
2024	0	402	0	402	19,891



Table 11.3.2 (300 Existing – Québec)

**NET OPERATING REVENUES**

Toronto / Montréal / Québec Segments

MOST PROBABLE MARKET SHARE SCENARIO

300 kph Existing ROW option (TGV technology)

QUÉBEC (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	Consolida. and Presort	LTL Additional P & D			
2005	13,558	12,258	25,816	4,228	870	2,728	807	8,633	2,974	2,710	1,030	15,347	10,469	5,547
2006	13,910	12,613	26,524	4,344	873	2,728	821	8,766	3,055	2,780	1,057	15,658	10,866	5,233
2007	14,272	12,979	27,251	4,463	876	2,728	836	8,903	3,137	2,852	1,084	15,978	11,273	5,635
2008	14,643	13,356	27,999	4,586	879	2,728	852	9,044	3,222	2,927	1,113	16,306	11,693	6,047
2009	15,024	13,743	28,767	4,713	881	2,728	867	9,189	3,309	3,003	1,142	16,643	12,124	6,471
2010	15,414	14,141	29,556	4,842	884	2,728	883	9,338	3,399	3,081	1,171	16,989	12,567	6,906
2011	15,815	14,552	30,367	4,976	888	2,728	900	9,491	3,491	3,161	1,202	17,345	13,022	7,354
2012	16,226	14,974	31,200	5,113	891	2,728	917	9,648	3,585	3,243	1,233	17,710	13,490	7,109
2013	16,648	15,408	32,056	5,254	894	2,728	934	9,810	3,682	3,327	1,265	18,085	13,971	7,582
2014	17,081	15,855	32,936	5,398	898	2,728	952	9,976	3,782	3,414	1,298	18,470	14,466	8,068
2015	17,525	16,314	33,839	5,547	901	2,728	971	10,147	3,884	3,503	1,332	18,865	14,974	8,490
2016	17,981	16,787	34,768	5,700	905	2,728	990	10,322	3,989	3,594	1,366	19,272	15,496	8,996
2017	18,448	17,274	35,723	5,857	909	2,728	1,009	10,503	4,097	3,687	1,402	19,689	16,034	9,517
2018	18,928	17,775	36,703	6,018	913	2,728	1,029	10,688	4,208	3,783	1,438	20,118	16,586	9,294
2019	19,420	18,291	37,711	6,184	917	2,728	1,050	10,879	4,322	3,881	1,476	20,558	17,153	9,844
2020	19,925	18,821	38,746	6,354	921	2,728	1,071	11,075	4,439	3,982	1,514	21,010	17,736	10,409
2021	20,443	19,367	39,810	6,530	925	2,728	1,093	11,276	4,559	4,086	1,553	21,474	18,336	10,990
2022	20,974	19,929	40,903	6,710	930	2,728	1,115	11,483	4,683	4,192	1,594	21,951	18,952	11,587
2023	21,520	20,507	42,026	6,895	935	2,728	1,138	11,695	4,809	4,301	1,635	22,441	19,586	11,494
2024	22,079	21,101	43,181	7,085	939	2,728	1,162	11,914	4,940	4,413	1,678	22,944	20,237	12,125

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	53,832	1,530	13,084	68,445	4,921
2006	9,925	50		9,975	5,632
2007	0	52		52	5,639
2008	0	53		53	5,646
2009	0	55		55	5,653
2010	0	57		57	5,660
2011	0	59		59	5,668
2012	9,935	61		9,997	6,381
2013	0	64		64	6,389
2014	0	66		66	6,398
2015	0	1,601	600	2,201	6,484
2016	0	121		121	6,500
2017	0	125		125	6,516
2018	10,692	129		10,821	7,292
2019	0	134		134	7,309
2020	0	139		139	7,327
2021	0	144		144	7,346
2022	0	149		149	7,365
2023	9,955	154		10,109	8,091
2024	0	160		160	8,112

Table 11.3.2 (300 Existing - Ontario)  
**NET OPERATING REVENUES**  
 Toronto / Montréal / Québec Segments  
 MOST PROBABLE MARKET SHARE SCENARIO  
 300 kph Existing ROW option (TGV technology)  
 ONTARIO (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	24,537	14,688	39,225	6,423	1,322	2,403	1,226	11,375	2,980	3,038	1,155	18,548	20,677	13,678
2006	25,175	15,114	40,289	6,598	1,326	2,403	1,248	11,575	3,060	3,117	1,185	18,938	21,351	13,272
2007	25,830	15,552	41,382	6,778	1,330	2,403	1,270	11,781	3,144	3,199	1,216	19,339	22,043	13,954
2008	26,501	16,003	42,505	6,963	1,334	2,403	1,293	11,992	3,229	3,282	1,248	19,751	22,754	14,655
2009	27,190	16,467	43,658	7,152	1,338	2,403	1,316	12,209	3,317	3,367	1,280	20,173	23,485	15,374
2010	27,897	16,945	44,842	7,347	1,342	2,403	1,340	12,432	3,407	3,455	1,313	20,607	24,235	16,114
2011	28,623	17,436	46,059	7,547	1,346	2,403	1,365	12,661	3,499	3,544	1,348	21,053	25,006	16,873
2012	29,367	17,942	47,309	7,753	1,351	2,403	1,390	12,897	3,595	3,637	1,383	21,511	25,798	16,584
2013	30,130	18,462	48,593	7,964	1,355	2,403	1,417	13,139	3,692	3,731	1,419	21,981	26,612	17,385
2014	30,914	18,998	49,911	8,181	1,360	2,403	1,443	13,387	3,793	3,828	1,455	22,464	27,448	18,208
2015	31,717	19,549	51,266	8,404	1,365	2,403	1,471	13,643	3,896	3,928	1,493	22,959	28,307	18,989
2016	32,542	20,116	52,658	8,633	1,370	2,403	1,499	13,905	4,002	4,030	1,532	23,469	29,189	19,848
2017	33,388	20,699	54,087	8,868	1,376	2,403	1,528	14,175	4,110	4,135	1,572	23,992	30,095	20,730
2018	34,256	21,299	55,555	9,109	1,381	2,403	1,558	14,452	4,222	4,242	1,613	24,529	31,026	20,487
2019	35,147	21,917	57,064	9,358	1,387	2,403	1,589	14,737	4,337	4,352	1,655	25,081	31,983	21,417
2020	36,061	22,552	58,613	9,613	1,393	2,403	1,620	15,030	4,455	4,465	1,698	25,648	32,966	22,373
2021	36,998	23,207	60,205	9,875	1,399	2,403	1,653	15,330	4,576	4,582	1,742	26,230	33,975	23,354
2022	37,960	23,879	61,840	10,144	1,406	2,403	1,686	15,639	4,700	4,701	1,787	26,827	35,012	24,362
2023	38,947	24,572	63,519	10,420	1,413	2,403	1,720	15,957	4,828	4,823	1,834	27,441	36,078	24,330
2024	39,960	25,285	65,244	10,705	1,420	2,403	1,756	16,283	4,960	4,948	1,881	28,072	37,172	25,393

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	81,793	2,325	13,014	97,132	6,999
2006	15,075	76		15,151	8,079
2007	0	78		78	8,089
2008	0	81		81	8,099
2009	0	84		84	8,110
2010	0	87		87	8,122
2011	0	90		90	8,133
2012	15,065	93		15,158	9,214
2013	0	96		96	9,227
2014	0	100		100	9,240
2015	0	2,425	500	2,925	9,317
2016	0	183		183	9,341
2017	0	189		189	9,366
2018	16,183	196		16,379	10,539
2019	0	203		203	10,565
2020	0	210		210	10,593
2021	0	218		218	10,621
2022	0	225		225	10,650
2023	15,045	233		15,279	11,748
2024	0	242		242	11,779

Table 11.3.2 (300 New- Total)

**NET OPERATING REVENUES**

Toronto / Montréal / Québec Segments

MOST PROBABLE MARKET SHARE SCENARIO

300 kph New ROW option (TGV technology)

QUÉBEC AND ONTARIO COMBINED (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	38,095	26,946	65,041	11,000	2,193	5,131	2,033	20,357	5,954	5,748	2,185	34,244	30,797	17,102
2006	39,085	27,727	66,813	11,301	2,199	5,131	2,069	20,700	6,115	5,898	2,242	34,955	31,858	18,147
2007	40,102	28,531	68,633	11,610	2,206	5,131	2,106	21,053	6,281	6,051	2,301	35,685	32,948	19,220
2008	41,144	29,359	70,503	11,927	2,212	5,131	2,144	21,415	6,451	6,208	2,360	36,435	34,068	20,323
2009	42,214	30,210	72,424	12,254	2,219	5,131	2,183	21,787	6,626	6,370	2,422	37,205	35,219	21,456
2010	43,311	31,086	74,398	12,589	2,226	5,131	2,224	22,170	6,806	6,535	2,485	37,996	36,402	22,620
2011	44,438	31,988	76,425	12,934	2,234	5,131	2,265	22,563	6,990	6,705	2,549	38,808	37,617	23,816
2012	45,593	32,916	78,508	13,288	2,242	5,131	2,307	22,968	7,180	6,880	2,616	39,642	38,866	25,271
2013	46,778	33,870	80,648	13,651	2,250	5,131	2,351	23,383	7,374	7,058	2,684	40,499	40,149	26,533
2014	47,995	34,852	82,847	14,025	2,258	5,131	2,396	23,810	7,574	7,242	2,753	41,379	41,468	27,890
2015	49,242	35,863	85,105	14,409	2,267	5,131	2,442	24,248	7,780	7,430	2,825	42,283	42,822	29,200
2016	50,523	36,903	87,426	14,803	2,275	5,131	2,489	24,699	7,991	7,623	2,898	43,211	44,214	30,573
2017	51,836	37,973	89,810	15,209	2,285	5,131	2,538	25,162	8,208	7,822	2,974	44,165	45,645	31,963
2018	53,184	39,074	92,259	15,625	2,294	5,131	2,588	25,638	8,430	8,025	3,051	45,144	47,114	29,284
2019	54,567	40,208	94,775	16,053	2,304	5,131	2,639	26,127	8,659	8,234	3,130	46,150	48,625	30,750
2020	55,986	41,374	97,359	16,493	2,314	5,131	2,692	26,629	8,894	8,448	3,212	47,183	50,177	32,257
2021	57,441	42,573	100,015	16,944	2,325	5,131	2,746	27,146	9,135	8,667	3,295	48,244	51,771	33,805
2022	58,935	43,808	102,743	17,408	2,336	5,131	2,802	27,677	9,383	8,893	3,381	49,333	53,410	35,395
2023	60,467	45,079	105,546	17,885	2,347	5,131	2,859	28,222	9,638	9,124	3,469	50,452	55,093	37,024
2024	62,039	46,386	108,425	18,375	2,359	5,131	2,917	28,783	9,899	9,361	3,559	51,602	56,823	38,802

1. Net Revenue = Net Operating Revenue less Yearly Cost of Capital

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminals & Handling		
2005	160,625	3,855	26,097	190,577	13,694
2006	0	126	0	126	13,711
2007	0	130	0	130	13,728
2008	0	135	0	135	13,745
2009	0	139	0	139	13,763
2010	0	144	0	144	13,782
2011	0	149	0	149	13,801
2012	25,000	155	0	25,155	15,595
2013	0	160	0	160	15,616
2014	0	166	0	166	15,637
2015	0	4,026	1,100	5,126	15,802
2016	0	303	0	303	15,841
2017	0	314	0	314	15,882
2018	26,875	325	0	27,200	17,831
2019	0	337	0	337	17,874
2020	0	349	0	349	17,920
2021	0	361	0	361	17,966
2022	0	374	0	374	18,015
2023	25,000	388	0	25,388	19,839
2024	0	402	0	402	19,891

Table 11.3.2 (300 New – Québec)

**NET OPERATING REVENUES**

Toronto / Montréal / Québec Segments

MOST PROBABLE MARKET SHARE SCENARIO

300 kph New ROW option (TGV technology)

QUÉBEC (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mamnt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	13,558	12,258	25,816	4,366	870	2,728	807	8,771	2,974	2,710	1,030	15,485	10,330	4,705
2006	13,910	12,613	26,524	4,486	873	2,728	821	8,908	3,055	2,780	1,057	15,800	10,723	5,091
2007	14,272	12,979	27,251	4,610	876	2,728	836	9,050	3,137	2,852	1,084	16,124	11,127	5,489
2008	14,643	13,356	27,999	4,737	879	2,728	852	9,195	3,222	2,927	1,113	16,456	11,542	5,897
2009	15,024	13,743	28,767	4,867	881	2,728	867	9,344	3,309	3,003	1,142	16,797	11,969	6,316
2010	15,414	14,141	29,556	5,001	884	2,728	883	9,497	3,399	3,081	1,171	17,148	12,408	6,748
2011	15,815	14,552	30,367	5,139	888	2,728	900	9,654	3,491	3,161	1,202	17,508	12,859	7,191
2012	16,226	14,974	31,200	5,281	891	2,728	917	9,816	3,585	3,243	1,233	17,877	13,322	6,942
2013	16,648	15,408	32,056	5,426	894	2,728	934	9,983	3,682	3,327	1,265	18,257	13,799	7,410
2014	17,081	15,855	32,936	5,576	898	2,728	952	10,154	3,782	3,414	1,298	18,647	14,288	7,891
2015	17,525	16,314	33,839	5,729	901	2,728	971	10,329	3,884	3,503	1,332	19,048	14,792	8,307
2016	17,981	16,787	34,768	5,887	905	2,728	990	10,510	3,989	3,594	1,366	19,459	15,309	8,809
2017	18,448	17,274	35,723	6,049	909	2,728	1,009	10,695	4,097	3,687	1,402	19,882	15,841	9,325
2018	18,928	17,775	36,703	6,216	913	2,728	1,029	10,886	4,208	3,783	1,438	20,315	16,388	9,096
2019	19,420	18,291	37,711	6,387	917	2,728	1,050	11,082	4,322	3,881	1,476	20,761	16,950	9,641
2020	19,925	18,821	38,746	6,564	921	2,728	1,071	11,284	4,439	3,982	1,514	21,219	17,527	10,200
2021	20,443	19,367	39,810	6,745	925	2,728	1,093	11,491	4,559	4,086	1,553	21,689	18,121	10,775
2022	20,974	19,929	40,903	6,930	930	2,728	1,115	11,704	4,683	4,192	1,594	22,172	18,731	11,366
2023	21,520	20,507	42,026	7,122	935	2,728	1,138	11,922	4,809	4,301	1,635	22,668	19,359	11,267
2024	22,079	21,101	43,181	7,318	939	2,728	1,162	12,147	4,940	4,413	1,678	23,177	20,003	11,891

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	63,754	1,530	13,084	78,368	5,625
2006	0	50		50	5,632
2007	0	52		52	5,639
2008	0	53		53	5,646
2009	0	55		55	5,653
2010	0	57		57	5,660
2011	0	59		59	5,668
2012	9,935	61		9,997	6,381
2013	0	64		64	6,389
2014	0	66		66	6,397
2015	0	1,601	600	2,201	6,484
2016	0	121		121	6,500
2017	0	125		125	6,516
2018	10,692	129		10,821	7,292
2019	0	134		134	7,309
2020	0	139		139	7,327
2021	0	144		144	7,346
2022	0	149		149	7,365
2023	9,955	154		10,109	8,091
2024	0	160		160	8,112

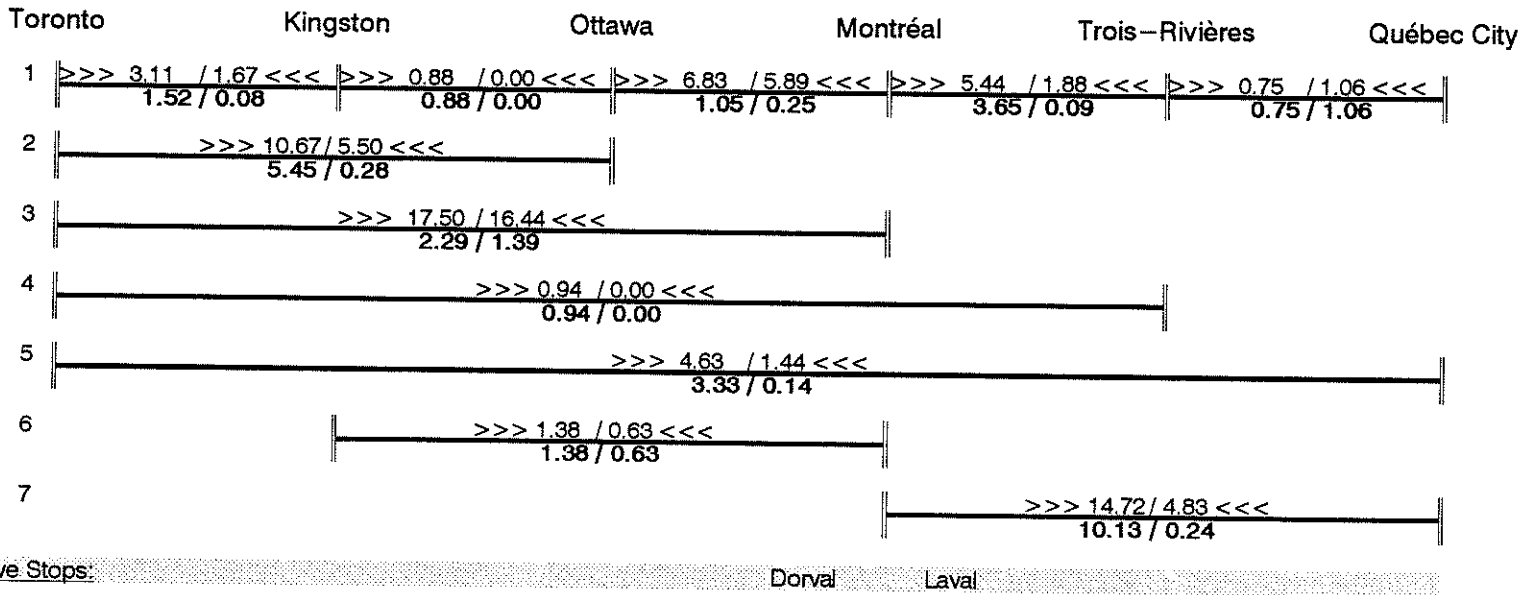
Table 11.3.2 (300 New - Ontario)  
**NET OPERATING REVENUES**  
 Toronto / Montréal / Québec Segments  
 MOST PROBABLE MARKET SHARE SCENARIO  
 300 kph New ROW option (TGV technology)  
 ONTARIO (IN THOUSANDS OF 1993 DOLLARS)

YEAR	REVENUES			OPERATING COSTS					PROV. FOR EXTRA CUST. COSTS			Total Costs and Provisions	NET OPERATING REVENUE	NET REVENUE <sup>1</sup>
	Courier	LTL	Total	Line Haul	Fleet Mgmt.	Terminal & Handling	Marketing & Admin.	Sub-total	Pick-up & Delivery	LTL Consolida. and Presort	LTL Additional P & D			
2005	24,537	14,688	39,225	6,634	1,322	2,403	1,226	11,585	2,980	3,038	1,155	18,759	20,466	12,397
2006	25,175	15,114	40,289	6,814	1,326	2,403	1,248	11,791	3,060	3,117	1,185	19,155	21,134	13,056
2007	25,830	15,552	41,382	7,000	1,330	2,403	1,270	12,003	3,144	3,199	1,216	19,561	21,821	13,732
2008	26,501	16,003	42,505	7,191	1,334	2,403	1,293	12,220	3,229	3,282	1,248	19,979	22,526	14,426
2009	27,190	16,467	43,658	7,387	1,338	2,403	1,316	12,444	3,317	3,367	1,280	20,408	23,250	15,140
2010	27,897	16,945	44,842	7,588	1,342	2,403	1,340	12,673	3,407	3,455	1,313	20,848	23,994	15,872
2011	28,623	17,436	46,059	7,795	1,346	2,403	1,365	12,909	3,499	3,544	1,348	21,300	24,758	16,625
2012	29,367	17,942	47,309	8,007	1,351	2,403	1,390	13,151	3,595	3,637	1,383	21,765	25,544	16,329
2013	30,130	18,462	48,593	8,225	1,355	2,403	1,417	13,400	3,692	3,731	1,419	22,242	26,350	17,124
2014	30,914	18,998	49,911	8,449	1,360	2,403	1,443	13,656	3,793	3,828	1,455	22,732	27,179	17,939
2015	31,717	19,549	51,266	8,680	1,365	2,403	1,471	13,919	3,896	3,928	1,493	23,236	28,031	18,713
2016	32,542	20,116	52,658	8,916	1,370	2,403	1,499	14,189	4,002	4,030	1,532	23,752	28,905	19,564
2017	33,388	20,699	54,087	9,159	1,376	2,403	1,528	14,467	4,110	4,135	1,572	24,283	29,804	20,438
2018	34,256	21,299	55,555	9,409	1,381	2,403	1,558	14,752	4,222	4,242	1,613	24,829	30,727	20,188
2019	35,147	21,917	57,064	9,665	1,387	2,403	1,589	15,045	4,337	4,352	1,655	25,389	31,675	21,110
2020	36,061	22,552	58,613	9,929	1,393	2,403	1,620	15,346	4,455	4,465	1,698	25,964	32,649	22,057
2021	36,998	23,207	60,205	10,200	1,399	2,403	1,653	15,655	4,576	4,582	1,742	26,555	33,650	23,029
2022	37,960	23,879	61,840	10,478	1,406	2,403	1,686	15,973	4,700	4,701	1,787	27,161	34,678	24,028
2023	38,947	24,572	63,519	10,764	1,413	2,403	1,720	16,300	4,828	4,823	1,834	27,785	35,735	23,987
2024	39,960	25,285	65,244	11,057	1,420	2,403	1,756	16,635	4,960	4,948	1,881	28,425	36,820	25,041

YEAR	CAPITAL COSTS			TOTAL CAPITAL COST	YEARLY COST OF CAPITAL
	Rolling Stock	Containers	Terminal & Handling		
2005	96,871	2,325	13,014	112,209	8,069
2006	0	76		76	8,079
2007	0	78		78	8,089
2008	0	81		81	8,099
2009	0	84		84	8,110
2010	0	87		87	8,122
2011	0	90		90	8,133
2012	15,065	93		15,158	9,214
2013	0	96		96	9,227
2014	0	100		100	9,240
2015	0	2,425	500	2,925	9,317
2016	0	183		183	9,341
2017	0	189		189	9,366
2018	16,183	196		16,379	10,539
2019	0	203		203	10,566
2020	0	210		210	10,593
2021	0	218		218	10,621
2022	0	225		225	10,650
2023	15,045	233		15,279	11,748
2024	0	242		242	11,779

Figure 11.2.1 (300 New)

**Toronto/Montréal/Québec Segments : Courier Traffic – Most Probable Market Share  
300 kph New ROW option – TGV technology**



Most Probable Load Volumes ( Assumptions – Same as for Minimal Volumes, with increased market shares)

O/D City Direction	Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
	East	West	East	West	East	West	East	West	East	West	
(1992) trailer (1) equivalents	13.53	1.89	14.27	2.44	8.99	2.41	18.05	0.47	14.21	1.44	
(2005) trailer (1) equivalents	19.0	2.6	20.0	3.4	12.6	3.4	25.3	0.7	19.9	2.0	
(2005) cu. ft. 000's	56.9	7.9	60.0	10.3	37.8	10.1	75.9	2.0	59.8	6.1	
(2005) no. of (2) containers	145.2	20.3	153.1	26.2	96.5	25.9	193.7	5.0	152.5	15.5	
(2005) no. of (3) cars	20.7	2.9	21.9	3.7	13.8	3.7	27.7	0.7	21.8	2.2	

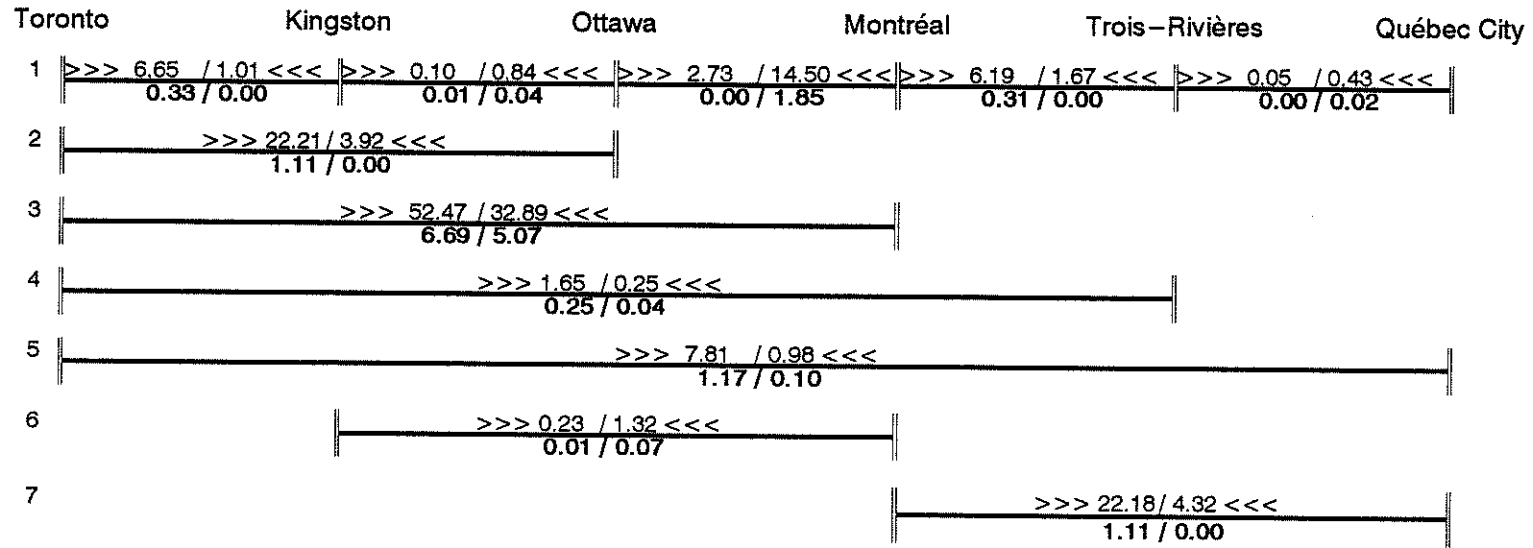
(1) The volumes are in trailer loads of 3000 cu. ft. capacity

(2) Number of containers obtained by assuming 392 cu. ft. per container (8 ft x 7 ft 9 in x 6 ft 3 1/2 in)

(3) Number of cars obtained by assuming a capacity of seven of the above containers, or 2741 cu. ft. per car

Figure 11.2.1 (300 New – LTL)

**Toronto / Montréal / Québec Segments : LTL Traffic – Most Probable Market Share  
300 kph New ROW option – TGV technology**



Alternative Stops: Dorval Laval

Most Probable Load Volumes ( Assumptions – Same as for Minimal Volumes, with increased market shares)

O/D City Direction	Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
	East	West	East	West	East	West	East	West	East	West	
(1992) trailer (1) equivalents	9.55	5.21	9.24	5.32	8.12	7.13	2.84	0.14	2.28	0.12	
(2005) trailer (1) equivalents	15.2	8.3	14.7	8.5	12.9	11.3	4.5	0.2	3.6	0.2	
(2005) cu. ft. 000's	45.5	24.8	44.0	25.4	38.7	34.0	13.5	0.7	10.9	0.6	
(2005) no. of (2) containers	116.1	63.4	112.4	64.7	98.7	86.7	34.5	1.7	27.7	1.5	
(2005) no. of (3) cars	16.6	9.1	16.1	9.2	14.1	12.4	4.9	0.2	4.0	0.2	

(1) The volumes are in trailer loads of 3000 cu. ft. capacity

(2) Number of containers obtained by assuming 392 cu. ft. per container (8 ft x 7 ft 9 in x 6 ft 3 1/2 in)

**Table 11.2.1.1 (300 New)**

**Toronto / Montréal / Québec Segments  
 Courier and LTL Traffic – Most Probable Market Share  
 300 kph New ROW option – TGV technology**

**Total traffic volume projections by year, 2005–2024**  
 (volume expressed in number of cars)

O/D City	Toronto		Kingston		Ottawa		Montréal		Trois–Rivières		Québec City
Direction	East	West	East	West	East	West	East	West	East	West	
Year											
2005	37.3	11.9	37.9	13.0	27.9	16.1	32.6	1.0	25.7	2.4	
2006	38.3	12.3	39.0	13.3	28.7	16.5	33.5	1.0	26.4	2.5	
2007	39.4	12.6	40.0	13.7	29.4	17.0	34.3	1.0	27.1	2.5	
2008	40.5	13.0	41.1	14.1	30.3	17.5	35.3	1.0	27.8	2.6	
2009	41.6	13.4	42.2	14.5	31.1	18.0	36.2	1.1	28.6	2.7	
2010	42.7	13.7	43.4	14.9	31.9	18.5	37.1	1.1	29.3	2.7	
2011	43.9	14.1	44.6	15.3	32.8	19.0	38.1	1.1	30.1	2.8	
2012	45.1	14.5	45.8	15.8	33.7	19.6	39.1	1.2	30.9	2.9	
2013	46.3	14.9	47.0	16.2	34.7	20.1	40.2	1.2	31.7	3.0	
2014	47.6	15.4	48.3	16.7	35.6	20.7	41.2	1.2	32.6	3.1	
2015	48.9	15.8	49.6	17.1	36.6	21.3	42.3	1.3	33.4	3.1	
2016	50.2	16.2	51.0	17.6	37.6	21.9	43.4	1.3	34.3	3.2	
2017	51.6	16.7	52.4	18.1	38.6	22.5	44.6	1.3	35.2	3.3	
2018	53.0	17.2	53.8	18.6	39.7	23.1	45.8	1.4	36.2	3.4	
2019	54.5	17.7	55.3	19.1	40.8	23.8	47.0	1.4	37.1	3.5	
2020	56.0	18.2	56.8	19.7	41.9	24.4	48.2	1.4	38.1	3.6	
2021	57.5	18.7	58.3	20.2	43.1	25.1	49.5	1.5	39.1	3.7	
2022	59.1	19.2	59.9	20.8	44.3	25.9	50.8	1.5	40.1	3.8	
2023	60.7	19.7	61.6	21.4	45.5	26.6	52.2	1.6	41.2	3.9	
2024	62.3	20.3	63.3	22.0	46.7	27.3	53.6	1.6	42.3	4.0	



**Table 11.2.1.2 (300 New)**

**Toronto / Montréal / Québec Segments  
 Courier and LTL Traffic – Most Probable Market Share  
 300 kph New ROW option – TGV technology**

Total traffic volume projections by year, 2005–2024  
 (volume expressed in number of 8–car trainsets)

O/D City	Toronto		Kingston		Ottawa		Montréal		Trois–Rivières		Québec City
Direction	East	West	East	West	East	West	East	West	East	West	
Year											
2005	4.7	1.5	4.7	1.6	3.5	2.0	4.1	0.1	3.2	0.3	
2006	4.8	1.5	4.9	1.7	3.6	2.1	4.2	0.1	3.3	0.3	
2007	4.9	1.6	5.0	1.7	3.7	2.1	4.3	0.1	3.4	0.3	
2008	5.1	1.6	5.1	1.8	3.8	2.2	4.4	0.1	3.5	0.3	
2009	5.2	1.7	5.3	1.8	3.9	2.2	4.5	0.1	3.6	0.3	
2010	5.3	1.7	5.4	1.9	4.0	2.3	4.6	0.1	3.7	0.3	
2011	5.5	1.8	5.6	1.9	4.1	2.4	4.8	0.1	3.8	0.4	
2012	5.6	1.8	5.7	2.0	4.2	2.4	4.9	0.1	3.9	0.4	
2013	5.8	1.9	5.9	2.0	4.3	2.5	5.0	0.1	4.0	0.4	
2014	5.9	1.9	6.0	2.1	4.5	2.6	5.2	0.2	4.1	0.4	
2015	6.1	2.0	6.2	2.1	4.6	2.7	5.3	0.2	4.2	0.4	
2016	6.3	2.0	6.4	2.2	4.7	2.7	5.4	0.2	4.3	0.4	
2017	6.4	2.1	6.5	2.3	4.8	2.8	5.6	0.2	4.4	0.4	
2018	6.6	2.1	6.7	2.3	5.0	2.9	5.7	0.2	4.5	0.4	
2019	6.8	2.2	6.9	2.4	5.1	3.0	5.9	0.2	4.6	0.4	
2020	7.0	2.3	7.1	2.5	5.2	3.1	6.0	0.2	4.8	0.4	
2021	7.2	2.3	7.3	2.5	5.4	3.1	6.2	0.2	4.9	0.5	
2022	7.4	2.4	7.5	2.6	5.5	3.2	6.4	0.2	5.0	0.5	
2023	7.6	2.5	7.7	2.7	5.7	3.3	6.5	0.2	5.1	0.5	
2024	7.8	2.5	7.9	2.8	5.8	3.4	6.7	0.2	5.3	0.5	

Table 11.2.1.3 (300 New)

**Toronto / Montréal / Québec Segments**  
**Rolling Stock Requirements – Most Probable Market Share Scenario**  
**300 kph New ROW option – TGV technology**

**Tentative Train Schedule: year 2005**

O/D City	Toronto	Kingston	Ottawa	Montréal	Trois-Rivières	Québec City
Intercity distance (km)	262	155	194.4	140	133	
handling equip. per station	4	1	2	4	1	4
Travel Time (minutes)	65	34	51	38	29	
Handling time (minutes)	27	15	16	30	26	23
Eastbound Trains	Arrival	Departure	Arrival	Departure	Arrival	Departure
Westbound Trains	Departure	Arrival	Departure	Arrival	Departure	Arrival
train / direction						
#1 – East			08:00 PM	08:34 PM	08:50 PM	09:41 PM
#1 – West (return)	03:28 AM	02:23 AM	02:08 AM	01:34 AM	01:18 AM	12:27 AM
#1 – East (return)	03:58 AM	05:03 AM	05:18 AM	05:52 AM		
#2 – West	12:04 AM	10:59 PM	10:44 PM	10:10 PM	09:54 PM	09:03 PM
#2 – East (return)	12:34 AM	01:39 AM	01:54 AM	02:28 AM	02:44 AM	03:35 AM
#3 – East						07:15 PM
#3 – West (return)	02:22 AM	01:17 AM	01:02 AM	12:28 AM	12:12 AM	11:21 PM
#3 – East (return)	02:52 AM	03:57 AM	04:12 AM	04:46 AM	05:02 AM	05:53 AM
#4 – West	12:34 AM	11:29 PM	11:14 PM	10:40 PM	10:24 PM	09:33 PM
#4 – East (return)	01:04 AM	02:09 AM	02:24 AM	02:58 AM	03:14 AM	04:05 AM
#5 – West	08:54 PM	07:49 PM	07:34 PM	07:00 PM		
#5 – East	09:24 PM	10:29 PM	10:44 PM	11:18 PM	11:34 PM	12:25 AM
#5 – West			06:42 AM	06:08 AM	05:52 AM	05:01 AM

O/D City	Toronto	Kingston	Ottawa	Montréal	Trois-Rivières	Québec City
total trains eastward	5	5	6	5	5	4
total trains westward	5	5	6	5	5	4

beginning of train run  
 end of train run

Table 11.2.1.4 (300 New)

**Toronto / Montréal / Québec Segments**  
**Rolling Stock Requirements and Operating Statistics – Most Probable Market Share**  
**300 kph New ROW option – TGV technology**

requirement vs availability of cars per station for the year 2005

O/D City	Toronto	Kingston		Ottawa		Montréal		Trois-Rivières		Québec City	
Direction	East	West	East	West	East	West	East	West	East	West	
Intercity distance (km)	262	262	155	155	194.4	194.4	140	140	133	133	
requirement	2005	37.3	11.9	37.9	13.0	27.9	16.1	32.6	1.0	25.7	2.4
availability		40	40	48	48	40	40	40	40	32	32
trains/day/station											
2005		5	5	6	6	5	5	5	5	4	4

**Rolling Stock requirements (1)**

Average daily train run calculation, year 2005

Train	total dist.	Train	total dist.	
#1	1657.8	#5	1923.8	5
#2	1768.8			
#3	1986			
#4	1495.8			
		Average run		
			1766.4	

availability:	0.95	cars
	0.95	locos
avg. weight :	50	cars
(tonnes)	75	locos

operating days / year

year of operation	total gross car/km	empty return ratio	adjusted car/km	average cars/train	train-km	average daily train run	trainsets/day	operating statistics				
								fleet size		gross		
							cars	locos	car-km	loco-km	tonne-km	
2005	37,792	0.88	71,104	8	8,888	1766.4	8	51	13	18,487,040	4,621,760	1,270,984,000
2006	38,826	0.88	73,049	8	9,131	1766.4	6	51	13	18,992,751	4,748,188	1,305,751,634
2007	39,888	0.88	75,047	8	9,381	1766.4	6	51	13	19,512,337	4,878,084	1,341,473,166
2008	40,980	0.88	77,101	8	9,638	1766.4	6	51	13	20,046,180	5,011,545	1,378,174,846
2009	42,101	0.88	79,210	8	9,901	1766.4	6	51	13	20,594,671	5,148,668	1,415,883,647
2010	43,253	0.88	81,378	8	10,172	1766.4	6	51	13	21,158,215	5,289,554	1,454,627,289
2011	44,437	0.88	83,605	8	10,451	1766.4	6	51	13	21,737,226	5,434,306	1,494,434,254
2012	45,653	0.88	85,893	8	10,737	1766.4	7	59	15	22,332,128	5,583,032	1,535,333,814
2013	46,902	0.88	88,244	8	11,030	1766.4	7	59	15	22,943,361	5,735,840	1,577,356,046
2014	48,186	0.88	90,659	8	11,332	1766.4	7	59	15	23,571,372	5,892,843	1,620,531,859
2015	49,505	0.88	93,141	8	11,643	1766.4	7	59	15	24,216,626	6,054,156	1,664,893,015
2016	50,861	0.88	95,691	8	11,961	1766.4	7	59	15	24,879,595	6,219,899	1,710,472,154
2017	52,253	0.88	98,311	8	12,289	1766.4	7	59	15	25,560,768	6,390,192	1,757,302,816
2018	53,684	0.88	101,002	8	12,625	1766.4	8	68	17	26,260,647	6,565,162	1,805,419,469
2019	55,154	0.88	103,768	8	12,971	1766.4	8	68	17	26,979,746	6,744,936	1,854,857,531
2020	56,664	0.88	106,610	8	13,326	1766.4	8	68	17	27,718,595	6,929,649	1,905,653,400
2021	58,216	0.88	109,530	8	13,691	1766.4	8	68	17	28,477,738	7,119,434	1,957,844,480
2022	59,811	0.88	112,530	8	14,066	1766.4	8	68	17	29,257,734	7,314,433	2,011,469,206
2023	61,449	0.88	115,612	8	14,452	1766.4	9	76	19	30,059,157	7,514,789	2,066,567,077
2024	63,132	0.88	118,779	8	14,847	1766.4	9	76	19	30,882,599	7,720,650	2,125,178,684

(1) Start-up requirements based on characteristics of initial operating scenario for the year 2005. Rolling Stock requirements in subsequent years based on projections of initial year operating scenario and traffic volumes.

**Table 11.2.2.1 (300 New)**

**Toronto / Montréal / Québec Segments**  
**Courier and LTL Traffic – Most Probable Market Share**  
**300 kph New ROW option – TGV technology**

**Total traffic volume projections by year, 2005–2024**  
 (volume expressed in number of containers)

O/D City	Toronto		Kingston		Ottawa		Montréal		Trois–Rivières		Québec City
Direction	East	West	East	West	East	West	East	West	East	West	
Year											
2005	262	84	266	91	196	113	229	7	181	17	
2006	269	87	273	94	201	116	235	7	185	18	
2007	276	89	281	97	207	120	241	8	190	18	
2008	284	91	288	99	212	123	247	8	195	19	
2009	292	94	296	102	218	126	254	8	201	19	
2010	300	97	304	105	224	130	261	8	206	20	
2011	308	99	312	108	230	134	267	8	211	20	
2012	316	102	321	111	237	137	274	9	217	21	
2013	325	105	330	114	243	141	282	9	223	21	
2014	334	108	339	117	250	145	289	9	228	22	
2015	343	111	348	120	257	149	297	9	234	22	
2016	352	114	357	124	264	154	305	10	241	23	
2017	362	117	367	127	271	158	313	10	247	24	
2018	372	121	377	131	278	162	321	10	254	24	
2019	382	124	387	135	286	167	329	10	260	25	
2020	392	128	398	138	294	172	338	11	267	25	
2021	403	131	409	142	302	176	347	11	274	26	
2022	414	135	420	146	310	181	356	11	281	27	
2023	425	139	432	150	319	187	366	11	289	27	
2024	437	143	443	155	328	192	375	12	297	28	

Table 11.2.2.4 (300 New)

**Toronto / Montréal / Québec Segments  
Courier and LTL Traffic – Most Probable Market Share  
300 kph New ROW option – TGV technology**

Handling Requirements per Station (Number of containers loaded and unloaded)  
Year 2005 Courier and LTL traffic combined

O/D City Direction	Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City	
	West	East	West	East	West	East	West	East	West	East	West	East
containers loaded	0.00	261.31	0.86	24.49	3.49	11.27	109.36	165.12	1.45	8.05	16.91	
containers unloaded	83.64	0.00	8.10	20.32	25.18	81.54	3.54	132.12	11.62	56.06	0.00	180.19
total container traffic leaving station	0.00	261.31	83.64	265.48	90.88	195.20	112.56	228.21	6.75	180.19	16.91	

c:\canara\02-225\tr-que\mpr-scen\ 01:57:54 PM 23-Mar-94

Container Fleet Acquisition Schedule and Costs

Year	Containers Loaded (per day)	Provision for spares (100%) <sup>1</sup>	Total Containers Required	Provision for replacement <sup>2</sup>	Annual Container Acquisition	Cost of Container Acquisition <sup>3</sup>
2005	602	602	1205	N/A	1205	\$3,854,747
2006	622	622	1244	N/A	39	\$125,692
2007	642	642	1285	N/A	41	\$130,081
2008	663	663	1327	N/A	42	\$134,633
2009	685	685	1370	N/A	44	\$139,355
2010	708	708	1415	N/A	45	\$144,253
2011	731	731	1462	N/A	47	\$149,335
2012	755	755	1510	N/A	48	\$154,607
2013	780	780	1560	N/A	50	\$160,078
2014	806	806	1612	N/A	52	\$165,755
2015	833	833	1666	1205	1258	\$4,026,393
2016	861	861	1721	39	95	\$303,452
2017	889	889	1779	41	98	\$314,186
2018	919	919	1838	42	102	\$325,324
2019	950	950	1900	44	105	\$336,883
2020	982	982	1964	45	109	\$348,878
2021	1015	1015	2030	47	113	\$361,328
2022	1049	1049	2099	48	117	\$374,250
2023	1085	1085	2170	50	121	\$387,664
2024	1122	1122	2244	52	125	\$401,588

Notes:

1. A Two-day service cycle is assumed for containers.
2. Average container life is estimated at 10 years. Provision for replacement figures are thus equal to the number of containers acquired 10 years previous.

Handling Equipment Acquisition Schedule and Costs

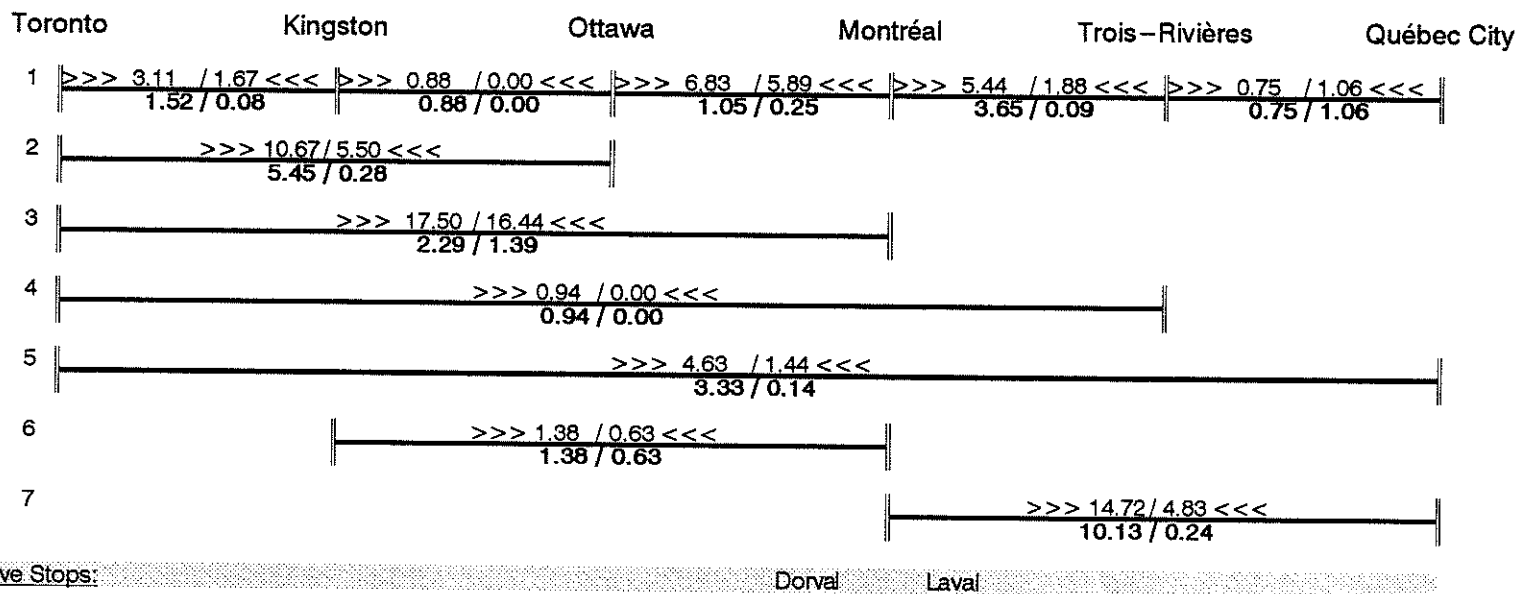
Year	Handling Equipment Required	Provision for replacement	Annual Equipment Acquisition	Cost of Equipment Acquisition <sup>4</sup>
2005	22	N/A	22	\$770,000
2006	0	N/A	0	\$0
2007	0	N/A	0	\$0
2008	0	N/A	0	\$0
2009	0	N/A	0	\$0
2010	0	N/A	0	\$0
2011	0	N/A	0	\$0
2012	0	N/A	0	\$0
2013	0	N/A	0	\$0
2014	0	N/A	0	\$0
2015	0	22	22	\$1,100,000
2016	0	0	0	\$0
2017	0	0	0	\$0
2018	0	0	0	\$0
2019	0	0	0	\$0
2020	0	0	0	\$0
2021	0	0	0	\$0
2022	0	0	0	\$0
2023	0	0	0	\$0
2024	0	0	0	\$0

Notes:

4. Initial purchase consists of used equipment at a unit cost of \$35,000. Replacement units bought new at a cost of \$50,000 per unit.

Figure 11.2.1 (300 Existing)

**Toronto/Montréal/Québec Segments : Courier Traffic – Most Probable Market Share  
300 kph existing ROW option – TGV technology**



Most Probable Load Volumes ( Assumptions – Same as for Minimal Volumes, with increased market shares)

O/D City Direction	Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
	East	West	East	West	East	West	East	West	East	West	
(1992) trailer (1) equivalents	13.53	1.89	14.27	2.44	8.99	2.41	18.05	0.47	14.21	1.44	
(2005) trailer (1) equivalents	19.0	2.6	20.0	3.4	12.6	3.4	25.3	0.7	19.9	2.0	
(2005) cu. ft. 000's	56.9	7.9	60.0	10.3	37.8	10.1	75.9	2.0	59.8	6.1	
(2005) no. of (2) containers	145.2	20.3	153.1	26.2	96.5	25.9	193.7	5.0	152.5	15.5	
(2005) no. of (3) cars	20.7	2.9	21.9	3.7	13.8	3.7	27.7	0.7	21.8	2.2	

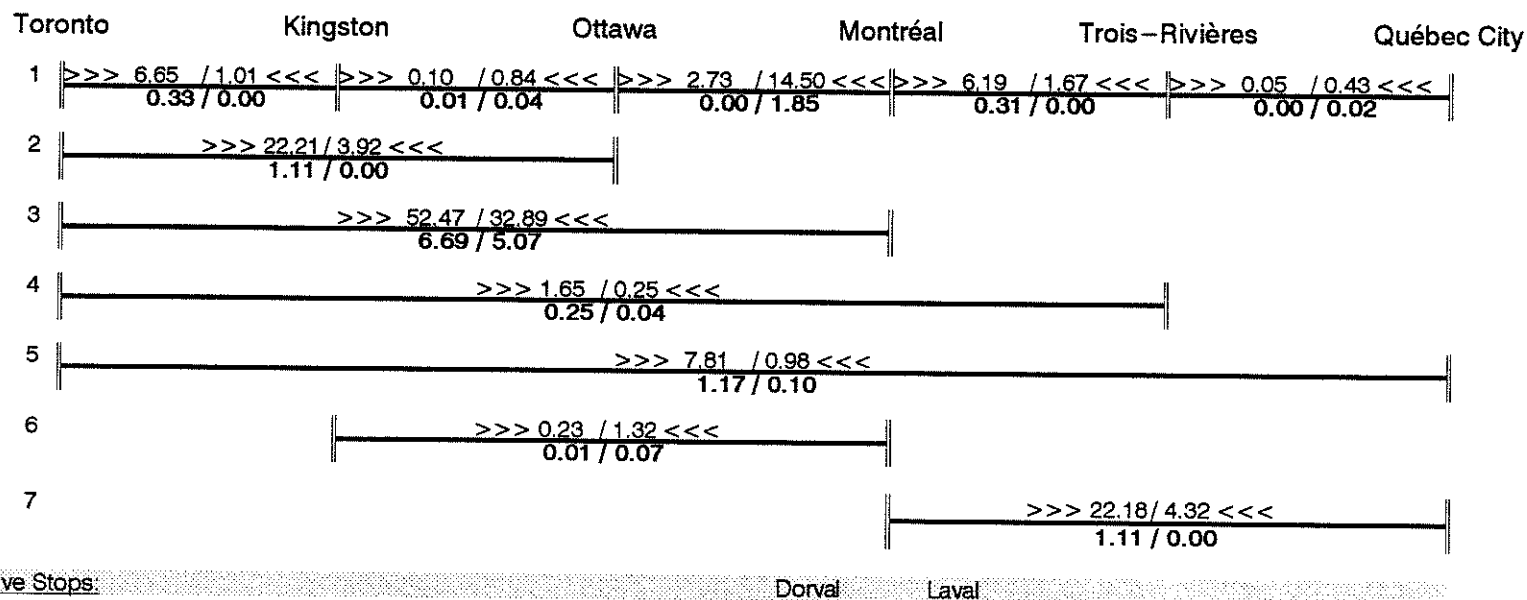
(1) The volumes are in trailer loads of 3000 cu. ft. capacity

(2) Number of containers obtained by assuming 392 cu. ft. per container (8 ft x 7 ft 9 in x 6 ft 3 1/2 in)

(3) Number of cars obtained by assuming a capacity of seven of the above containers, or 2741 cu. ft. per car

Figure 11.2.1 (300 Existing – LTL)

**Toronto / Montréal / Québec Segments : LTL Traffic – Most Probable Market Share**  
**300 kph existing ROW option – TGV technology**



Most Probable Load Volumes ( Assumptions – Same as for Minimal Volumes, with increased market shares)

O/D City	Direction	Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
		East	West	East	West	East	West	East	West	East	West	
(1992)	trailer (1) equivalents	9.55	5.21	9.24	5.32	8.12	7.13	2.84	0.14	2.28	0.12	
(2005)	trailer (1) equivalents	15.2	8.3	14.7	8.5	12.9	11.3	4.5	0.2	3.6	0.2	
(2005)	cu. ft. 000's	45.5	24.8	44.0	25.4	38.7	34.0	13.5	0.7	10.9	0.6	
(2005)	no. of (2) containers	116.1	63.4	112.4	64.7	98.7	86.7	34.5	1.7	27.7	1.5	
(2005)	no. of (3) cars	16.6	9.1	16.1	9.2	14.1	12.4	4.9	0.2	4.0	0.2	

(1) The volumes are in trailer loads of 3000 cu. ft. capacity

(2) Number of containers obtained by assuming 392 cu. ft. per container (8 ft x 7 ft 9 in x 6 ft 3 1/2 in)

Table 11.2.1.1 (300 Existing)

**Toronto / Montréal / Québec Segments**  
**Courier and LTL Traffic – Most Probable Market Share**  
**300 kph existing ROW option – TGV technology**

Total traffic volume projections by year, 2005–2024  
(volume expressed in number of cars)

O/D City	Toronto		Kingston		Ottawa		Montréal		Trois–Rivières		Québec City
Direction	East	West	East	West	East	West	East	West	East	West	
Year											
2005	37.3	11.9	37.9	13.0	27.9	16.1	32.6	1.0	25.7	2.4	
2006	38.3	12.3	39.0	13.3	28.7	16.5	33.5	1.0	26.4	2.5	
2007	39.4	12.6	40.0	13.7	29.4	17.0	34.3	1.0	27.1	2.5	
2008	40.5	13.0	41.1	14.1	30.3	17.5	35.3	1.0	27.8	2.6	
2009	41.6	13.4	42.2	14.5	31.1	18.0	36.2	1.1	28.6	2.7	
2010	42.7	13.7	43.4	14.9	31.9	18.5	37.1	1.1	29.3	2.7	
2011	43.9	14.1	44.6	15.3	32.8	19.0	38.1	1.1	30.1	2.8	
2012	45.1	14.5	45.8	15.8	33.7	19.6	39.1	1.2	30.9	2.9	
2013	46.3	14.9	47.0	16.2	34.7	20.1	40.2	1.2	31.7	3.0	
2014	47.6	15.4	48.3	16.7	35.6	20.7	41.2	1.2	32.6	3.1	
2015	48.9	15.8	49.6	17.1	36.6	21.3	42.3	1.3	33.4	3.1	
2016	50.2	16.2	51.0	17.6	37.6	21.9	43.4	1.3	34.3	3.2	
2017	51.6	16.7	52.4	18.1	38.6	22.5	44.6	1.3	35.2	3.3	
2018	53.0	17.2	53.8	18.6	39.7	23.1	45.8	1.4	36.2	3.4	
2019	54.5	17.7	55.3	19.1	40.8	23.8	47.0	1.4	37.1	3.5	
2020	56.0	18.2	56.8	19.7	41.9	24.4	48.2	1.4	38.1	3.6	
2021	57.5	18.7	58.3	20.2	43.1	25.1	49.5	1.5	39.1	3.7	
2022	59.1	19.2	59.9	20.8	44.3	25.9	50.8	1.5	40.1	3.8	
2023	60.7	19.7	61.6	21.4	45.5	26.6	52.2	1.6	41.2	3.9	
2024	62.3	20.3	63.3	22.0	46.7	27.3	53.6	1.6	42.3	4.0	



Table 11.2.1.2 (300 Existing)

**Toronto / Montréal / Québec Segments**  
**Courier and LTL Traffic – Most Probable Market Share**  
**300 kph existing ROW option – TGV technology**

Total traffic volume projections by year, 2005–2024  
(volume expressed in number of 8–car trainsets)

O/D City	Toronto		Kingston		Ottawa		Montréal		Trois–Rivières		Québec City
Direction	East	West	East	West	East	West	East	West	East	West	West
Year											
2005	4.7	1.5	4.7	1.6	3.5	2.0	4.1	0.1	3.2	0.3	
2006	4.8	1.5	4.9	1.7	3.6	2.1	4.2	0.1	3.3	0.3	
2007	4.9	1.6	5.0	1.7	3.7	2.1	4.3	0.1	3.4	0.3	
2008	5.1	1.6	5.1	1.8	3.8	2.2	4.4	0.1	3.5	0.3	
2009	5.2	1.7	5.3	1.8	3.9	2.2	4.5	0.1	3.6	0.3	
2010	5.3	1.7	5.4	1.9	4.0	2.3	4.6	0.1	3.7	0.3	
2011	5.5	1.8	5.6	1.9	4.1	2.4	4.8	0.1	3.8	0.4	
2012	5.6	1.8	5.7	2.0	4.2	2.4	4.9	0.1	3.9	0.4	
2013	5.8	1.9	5.9	2.0	4.3	2.5	5.0	0.1	4.0	0.4	
2014	5.9	1.9	6.0	2.1	4.5	2.6	5.2	0.2	4.1	0.4	
2015	6.1	2.0	6.2	2.1	4.6	2.7	5.3	0.2	4.2	0.4	
2016	6.3	2.0	6.4	2.2	4.7	2.7	5.4	0.2	4.3	0.4	
2017	6.4	2.1	6.5	2.3	4.8	2.8	5.6	0.2	4.4	0.4	
2018	6.6	2.1	6.7	2.3	5.0	2.9	5.7	0.2	4.5	0.4	
2019	6.8	2.2	6.9	2.4	5.1	3.0	5.9	0.2	4.6	0.4	
2020	7.0	2.3	7.1	2.5	5.2	3.1	6.0	0.2	4.8	0.4	
2021	7.2	2.3	7.3	2.5	5.4	3.1	6.2	0.2	4.9	0.5	
2022	7.4	2.4	7.5	2.6	5.5	3.2	6.4	0.2	5.0	0.5	
2023	7.6	2.5	7.7	2.7	5.7	3.3	6.5	0.2	5.1	0.5	
2024	7.8	2.5	7.9	2.8	5.8	3.4	6.7	0.2	5.3	0.5	

Table 11.2.1.3 (300 Existing)

**Toronto / Montréal / Québec Segments**  
**Rolling Stock Requirements – Most Probable Market Share Scenario**  
**300 kph existing ROW option – TGV technology**

**Tentative Train Schedule: year 2005**

O/D City	Toronto	Kingston	Ottawa	Montréal	Trois-Rivières	Québec City
Intercity distance (km)	256	152	177.1	140	131.4	
handling equip. per station	4	1	2	4	1	4
	2	1	1	2	1	1
Travel Time (minutes)	60	35	49	39	29	
Handling time (minutes)	27	15	16	30	26	23
	9	3	5	12	6	3
Eastbound Trains	Arrival	Departure	Arrival	Departure	Arrival	Departure
Westbound Trains	Departure	Arrival	Departure	Arrival	Departure	Arrival
	train / direction					
#1 – East			08:00 PM	08:35 PM	08:51 PM	09:40 PM
#1 – West (return)	03:23 AM	02:23 AM	02:08 AM	01:33 AM	01:17 AM	12:28 AM
#1 – East (return)	03:53 AM	04:53 AM	05:08 AM	05:43 AM		
#2 – West	11:59 PM	10:59 PM	10:44 PM	10:09 PM	09:53 PM	09:04 PM
#2 – East (return)	12:29 AM	01:29 AM	01:44 AM	02:19 AM	02:35 AM	03:24 AM
#3 – East						07:15 PM
#3 – West (return)	02:18 AM	01:18 AM	01:03 AM	12:28 AM	12:12 AM	11:23 PM
#3 – East (return)	02:48 AM	03:48 AM	04:03 AM	04:38 AM	04:54 AM	05:43 AM
#4 – West	12:29 AM	11:29 PM	11:14 PM	10:39 PM	10:23 PM	09:34 PM
#4 – East (return)	12:59 AM	01:59 AM	02:14 AM	02:49 AM	03:05 AM	03:54 AM
#5 – West	08:50 PM	07:50 PM	07:35 PM	07:00 PM		
#5 – East	09:20 PM	10:20 PM	10:35 PM	11:10 PM	11:26 PM	12:15 AM
#5 – West			06:33 AM	05:58 AM	05:42 AM	04:53 AM

total trains						
eastward	5	5	6	5	5	4
wesward	5	5	6	5	5	4
O/D City	Toronto	Kingston	Ottawa	Montréal	Trois-Rivières	Québec City

beginning of train run

end of train run

Table 11.2.1.4 (300 Existing)

**Toronto / Montréal / Québec Segments**  
**Rolling Stock Requirements and Operating Statistics – Most Probable Market Share**  
**300 kph existing ROW option – TGV technology**

requirement vs availability of cars per station for the year 2005

O/D City	Toronto	Kingston		Ottawa		Montréal		Trois-Rivières		Québec City	
Direction	East	West	East	West	East	West	East	West	East	West	
Intercity distance (km)	256	256	152	152	177.1	177.1	140	140	131.4	131.4	
requirement	2005	37.3	11.9	37.9	13.0	27.9	16.1	32.6	1.0	25.7	2.4
availability		40	40	48	48	40	40	40	40	32	32
trains/day/station											
	2005	5	5	6	6	5	5	5	5	4	4

**Rolling Stock requirements (1)**

Average daily train run calculation, year 2005

Train	total dist.	Train	total dist.	
#1	1602.2	#5	1865	5
#2	1713			
#3	1984.4			
#4	1441.6			
			Average run	
			1721.2	

availability:	0.95 cars
	0.95 locos
avg. weight :	50 cars
(tonnes)	75 locos

operating days / year

year of operation	total gross car/km	empty return ratio	adjusted car/km	average cars/train	train-km	average daily train run	trainsets/day	operating statistics				
								fleet size		gross		
								cars	locos	car-km	loco-km	tonne-km
2005	36,538	0.88	68,850	8	8,606	1721.2	5	43	11	17,900,896	4,475,224	1,230,686,600
2006	37,538	0.88	70,732	8	8,842	1721.2	6	51	13	18,390,384	4,597,596	1,264,338,933
2007	38,564	0.88	72,667	8	9,083	1721.2	6	51	13	18,893,298	4,723,324	1,298,914,207
2008	39,619	0.88	74,654	8	9,332	1721.2	6	51	13	19,410,004	4,852,501	1,334,437,809
2009	40,702	0.88	76,696	8	9,587	1721.2	6	51	13	19,940,885	4,985,221	1,370,935,828
2010	41,816	0.88	78,794	8	9,849	1721.2	6	51	13	20,486,328	5,121,582	1,408,435,072
2011	42,960	0.88	80,949	8	10,119	1721.2	6	51	13	21,046,736	5,261,684	1,446,963,089
2012	44,135	0.88	83,164	8	10,395	1721.2	7	59	15	21,622,519	5,405,630	1,486,548,186
2013	45,342	0.88	85,439	8	10,680	1721.2	7	59	15	22,214,101	5,553,525	1,527,219,454
2014	46,583	0.88	87,777	8	10,972	1721.2	7	59	15	22,821,917	5,705,479	1,569,006,784
2015	47,858	0.88	90,179	8	11,272	1721.2	7	59	15	23,446,413	5,861,603	1,611,940,894
2016	49,167	0.88	92,646	8	11,581	1721.2	7	59	15	24,088,049	6,022,012	1,656,053,349
2017	50,513	0.88	95,182	8	11,898	1721.2	7	59	15	24,747,296	6,186,824	1,701,376,586
2018	51,896	0.88	97,787	8	12,223	1721.2	8	68	17	25,424,639	6,356,160	1,747,943,936
2019	53,316	0.88	100,464	8	12,558	1721.2	8	68	17	26,120,577	6,530,144	1,795,789,653
2020	54,776	0.88	103,214	8	12,902	1721.2	8	68	17	26,835,621	6,708,905	1,844,948,934
2021	56,275	0.88	106,040	8	13,255	1721.2	8	68	17	27,570,297	6,892,574	1,895,457,950
2022	57,816	0.88	108,943	8	13,618	1721.2	8	68	17	28,325,147	7,081,267	1,947,353,871
2023	59,399	0.88	111,926	8	13,991	1721.2	9	76	19	29,100,726	7,275,181	2,000,674,892
2024	61,026	0.88	114,991	8	14,374	1721.2	9	76	19	29,897,604	7,474,401	2,055,460,264

(1) Start-up requirements based on characteristics of initial operating scenario for the year 2005. Rolling Stock requirements in subsequent years based on projections of initial year operating scenario and traffic volumes.

Table 11.2.2.1 (300 Existing)

**Toronto / Montréal / Québec Segments**  
**Courier and LTL Traffic – Most Probable Market Share**  
**300 kph existing ROW option – TGV technology**

Total traffic volume projections by year, 2005–2024  
 (volume expressed in number of containers)

O/D City	Toronto		Kingston		Ottawa		Montréal		Trois–Rivières		Québec City
Direction	East	West	East	West	East	West	East	West	East	West	
Year											
2005	262	84	266	91	196	113	229	7	181	17	
2006	269	87	273	94	201	116	235	7	185	18	
2007	276	89	281	97	207	120	241	8	190	18	
2008	284	91	288	99	212	123	247	8	195	19	
2009	292	94	296	102	218	126	254	8	201	19	
2010	300	97	304	105	224	130	261	8	206	20	
2011	308	99	312	108	230	134	267	8	211	20	
2012	316	102	321	111	237	137	274	9	217	21	
2013	325	105	330	114	243	141	282	9	223	21	
2014	334	108	339	117	250	145	289	9	228	22	
2015	343	111	348	120	257	149	297	9	234	22	
2016	352	114	357	124	264	154	305	10	241	23	
2017	362	117	367	127	271	158	313	10	247	24	
2018	372	121	377	131	278	162	321	10	254	24	
2019	382	124	387	135	286	167	329	10	260	25	
2020	392	128	398	138	294	172	338	11	267	25	
2021	403	131	409	142	302	176	347	11	274	26	
2022	414	135	420	146	310	181	356	11	281	27	
2023	425	139	432	150	319	187	366	11	289	27	
2024	437	143	443	155	328	192	375	12	297	28	

Table 11.2.2.4 (Existing)

**Toronto / Montréal / Québec Segments  
Courier and LTL Traffic – Most Probable Market Share  
300 kph existing ROW option – TGV technology**

Handling Requirements per Station (Number of containers loaded and unloaded)  
Year 2005 Courier and LTL traffic combined

O/D City Direction	Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City	
	West	East	West	East	West	East	West	East	West	East	West	East
containers loaded	0.00	261.31	0.86	24.49	3.49	11.27	109.36	165.12	1.45	8.05	16.91	
containers unloaded												
total container traffic leaving station	83.64	0.00	8.10	20.32	25.18	81.54	3.54	132.12	11.62	56.06	0.00	180.19
	0.00	261.31	83.64	265.48	90.88	195.20	112.56	228.21	6.75	180.19	16.91	

0:\oceanra\92-225\or-que\mpr-scan\ 01:11:16PM 23-Mar-94

Container Fleet Acquisition Schedule and Costs

Year	Containers Loaded (per day)	Provision for spares (100%) <sup>1</sup>	Total Containers Required	Provision for replacement <sup>2</sup>	Annual Container Acquisition	Cost of Container Acquisition <sup>3</sup>
2005	602	602	1205	N/A	1205	\$3,854,747
2006	622	622	1244	N/A	39	\$125,692
2007	642	642	1285	N/A	41	\$130,081
2008	663	663	1327	N/A	42	\$134,633
2009	685	685	1370	N/A	44	\$139,355
2010	708	708	1415	N/A	45	\$144,253
2011	731	731	1462	N/A	47	\$149,335
2012	755	755	1510	N/A	48	\$154,607
2013	780	780	1560	N/A	50	\$160,078
2014	806	806	1612	N/A	52	\$165,755
2015	833	833	1666	1205	1258	\$4,026,393
2016	861	861	1721	39	95	\$303,452
2017	889	889	1779	41	98	\$314,186
2018	919	919	1838	42	102	\$325,324
2019	950	950	1900	44	105	\$336,883
2020	982	982	1964	45	109	\$348,878
2021	1015	1015	2030	47	113	\$361,328
2022	1049	1049	2099	48	117	\$374,250
2023	1085	1085	2170	50	121	\$387,664
2024	1122	1122	2244	52	125	\$401,588

Notes: 1. A Two-day service cycle is assumed for containers.  
2. Average container life is estimated at 10 years. Provision for replacement figures are thus equal to the number of containers acquired 10 years previous.

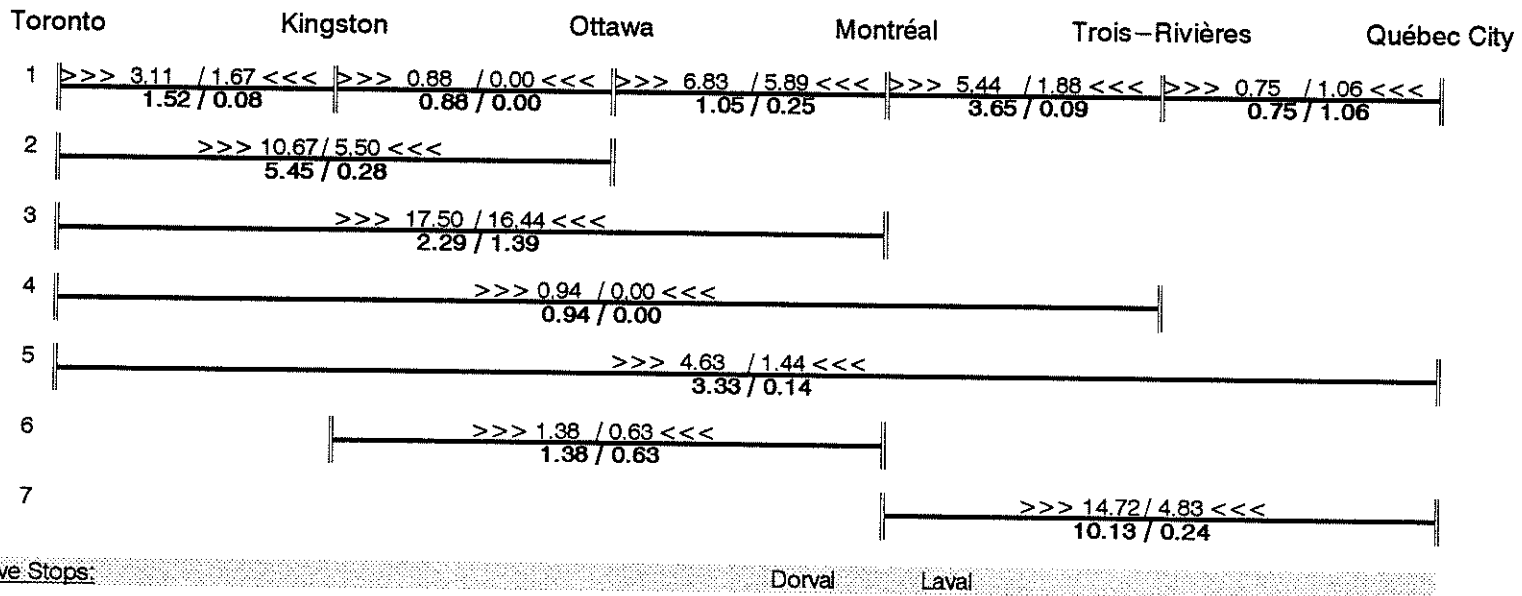
Handling Equipment Acquisition Schedule and Costs

Year	Handling Equipment Required	Provision for replacement	Annual Equipment Acquisition	Cost of Equipment Acquisition <sup>4</sup>
2005	22	N/A	22	\$770,000
2006	0	N/A	0	\$0
2007	0	N/A	0	\$0
2008	0	N/A	0	\$0
2009	0	N/A	0	\$0
2010	0	N/A	0	\$0
2011	0	N/A	0	\$0
2012	0	N/A	0	\$0
2013	0	N/A	0	\$0
2014	0	N/A	0	\$0
2015	0	22	22	\$1,100,000
2016	0	0	0	\$0
2017	0	0	0	\$0
2018	0	0	0	\$0
2019	0	0	0	\$0
2020	0	0	0	\$0
2021	0	0	0	\$0
2022	0	0	0	\$0
2023	0	0	0	\$0
2024	0	0	0	\$0

Notes: 4. Initial purchase consists of used equipment at a unit cost of \$35,000. Replacement units bought new at a cost of \$50,000 per unit.

Figure 11.2.1 (200 Courier)

**Toronto/Montréal/Québec Segments : Courier Traffic – Most Probable Market Share  
200 kph ROW Option – X2000 technology**



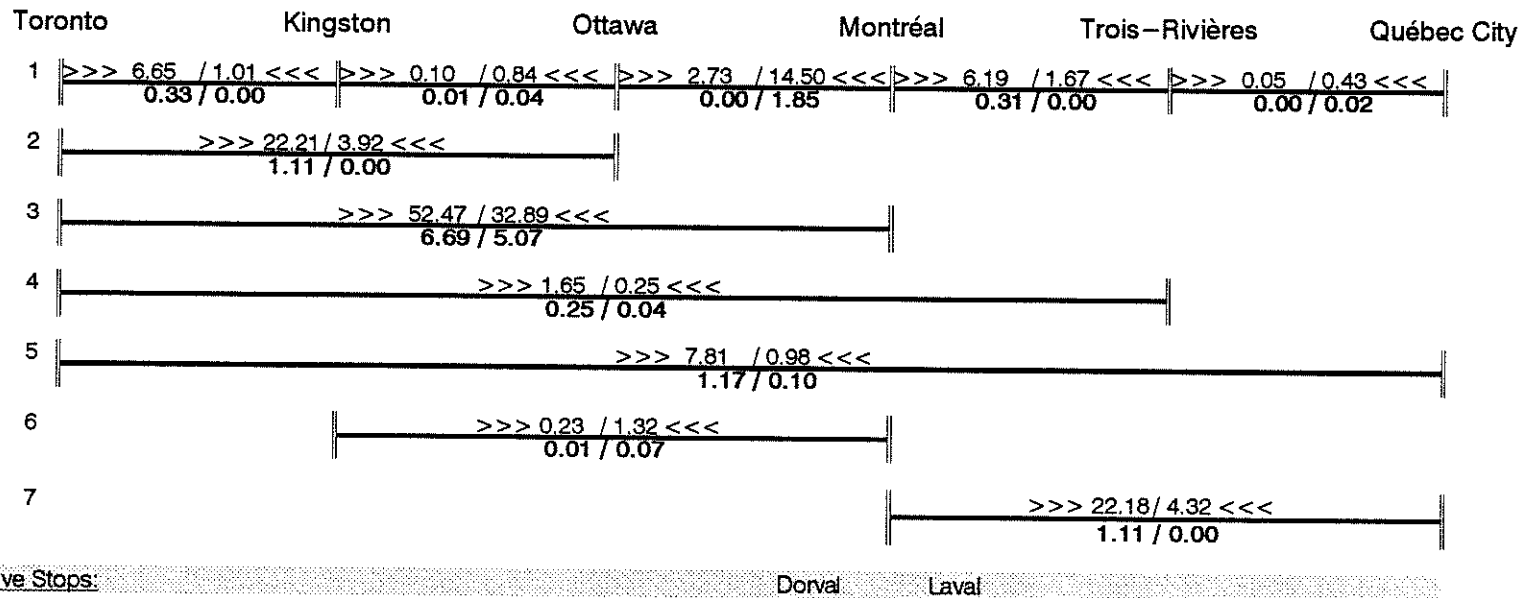
**Most Probable Load Volumes ( Assumptions – Same as for Minimal Volumes, with increased market shares)**

O/D City Direction	Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
	East	West	East	West	East	West	East	West	East	West	
(1992) trailer (1) equivalents	13.53	1.89	14.27	2.44	8.99	2.41	18.05	0.47	14.21	1.44	
(2005) trailer (1) equivalents	19.0	2.6	20.0	3.4	12.6	3.4	25.3	0.7	19.9	2.0	
(2005) cu. ft. 000's	56.9	7.9	60.0	10.3	37.8	10.1	75.9	2.0	59.8	6.1	
(2005) no. of (2) containers	153.0	21.4	161.3	26.2	101.6	27.2	204.1	5.3	160.7	16.3	
(2005) no. of (3) cars	13.9	1.9	14.7	2.4	9.2	2.5	18.6	0.5	14.6	1.5	

- (1) The volumes are in trailer loads of 3000 cu. ft. capacity
- (2) Number of containers obtained by assuming 372 cu. ft. per container (7 ft x 8 ft 6 in x 6 ft 3 in)
- (3) Number of cars obtained by assuming a capacity of eleven of the above containers, or 4092 cu. ft. per C&Q

Figure 11.2.1 (200 LTL)

**Toronto / Montréal / Québec Segments : LTL Traffic – Most Probable Market Share  
200 kph ROW Option – X2000 technology**



Most Probable Load Volumes ( Assumptions – Same as for Minimal Volumes, with increased market shares)

O/D City Direction	Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City	
	East	West	East	West	East	West	East	West	East	West	East	West
(1992) trailer (1) equivalents	9.55	5.21	9.24	5.32	8.12	7.13	2.84	0.14	2.28	0.12		
(2005) trailer (1) equivalents	15.2	8.3	14.7	8.5	12.9	11.3	4.5	0.2	3.6	0.2		
(2005) cu. ft. 000's	45.5	24.8	44.0	25.4	38.7	34.0	13.5	0.7	10.9	0.6		
(2005) no. of (2) containers	122.4	66.8	118.4	68.2	104.1	91.4	36.4	1.8	29.2	1.5		
(2005) no. of (3) cars	11.1	6.1	10.8	6.2	9.5	8.3	3.3	0.2	2.7	0.1		

(1) The volumes are in trailer loads of 3(3) Number of cars obtained by assuming a capacity of eleven of the above containers, or 4092 cu. ft. per car  
(2) Number of containers obtained by assuming 372 cu. ft. per container (7 ft x 8 ft 6 in x 6 ft 3 in)

Table 11.2.1.1 (200)

**Toronto / Montréal / Québec Segments**  
**Courier and LTL Traffic – Most Probable Market Share**  
**200 kph ROW Option – X2000 technology**

Total traffic volume projections by year, 2005–2024  
(volume expressed in number of cars)

O/D City	Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
Direction	East	West	East	West	East	West	East	West	East	West	
Year											
2005	25.0	8.0	25.4	8.6	18.7	10.8	21.9	0.6	17.3	1.6	
2006	25.7	8.2	26.1	8.8	19.2	11.1	22.4	0.7	17.7	1.7	
2007	26.4	8.5	26.8	9.1	19.7	11.4	23.0	0.7	18.2	1.7	
2008	27.1	8.7	27.6	9.3	20.3	11.7	23.6	0.7	18.7	1.8	
2009	27.9	9.0	28.3	9.6	20.8	12.1	24.3	0.7	19.2	1.8	
2010	28.6	9.2	29.1	9.9	21.4	12.4	24.9	0.7	19.7	1.8	
2011	29.4	9.5	29.9	10.1	22.0	12.7	25.6	0.8	20.2	1.9	
2012	30.2	9.7	30.7	10.4	22.6	13.1	26.2	0.8	20.7	1.9	
2013	31.1	10.0	31.5	10.7	23.2	13.5	26.9	0.8	21.3	2.0	
2014	31.9	10.3	32.4	11.0	23.9	13.9	27.7	0.8	21.8	2.0	
2015	32.8	10.6	33.3	11.3	24.5	14.3	28.4	0.8	22.4	2.1	
2016	33.7	10.9	34.2	11.6	25.2	14.7	29.1	0.9	23.0	2.2	
2017	34.6	11.2	35.1	12.0	25.9	15.1	29.9	0.9	23.6	2.2	
2018	35.5	11.5	36.1	12.3	26.6	15.5	30.7	0.9	24.2	2.3	
2019	36.5	11.8	37.1	12.7	27.4	15.9	31.5	0.9	24.9	2.3	
2020	37.5	12.2	38.1	13.0	28.1	16.4	32.3	1.0	25.5	2.4	
2021	38.5	12.5	39.1	13.4	28.9	16.9	33.2	1.0	26.2	2.5	
2022	39.6	12.9	40.2	13.8	29.7	17.3	34.1	1.0	26.9	2.5	
2023	40.7	13.2	41.3	14.1	30.5	17.8	35.0	1.0	27.6	2.6	
2024	41.8	13.6	42.4	14.5	31.3	18.3	35.9	1.1	28.4	2.7	



Table 11.2.1.2 (200)

**Toronto / Montréal / Québec Segments**  
**Courier and LTL Traffic – Most Probable Market Share**  
**200 kph ROW Option – X2000 technology**

Total traffic volume projections by year, 2005–2024  
(volume expressed in number of 5–car trainsets)

O/D City	Toronto		Kingston		Ottawa		Montréal		Trois–Rivières		Québec City
Direction	East	West	East	West	East	West	East	West	East	West	
Year											
2005	5.0	1.6	5.1	1.7	3.7	2.2	4.4	0.1	3.5	0.3	
2006	5.1	1.6	5.2	1.8	3.8	2.2	4.5	0.1	3.5	0.3	
2007	5.3	1.7	5.4	1.8	3.9	2.3	4.6	0.1	3.6	0.3	
2008	5.4	1.7	5.5	1.9	4.1	2.3	4.7	0.1	3.7	0.4	
2009	5.6	1.8	5.7	1.9	4.2	2.4	4.9	0.1	3.8	0.4	
2010	5.7	1.8	5.8	2.0	4.3	2.5	5.0	0.1	3.9	0.4	
2011	5.9	1.9	6.0	2.0	4.4	2.5	5.1	0.2	4.0	0.4	
2012	6.0	1.9	6.1	2.1	4.5	2.6	5.2	0.2	4.1	0.4	
2013	6.2	2.0	6.3	2.1	4.6	2.7	5.4	0.2	4.3	0.4	
2014	6.4	2.1	6.5	2.2	4.8	2.8	5.5	0.2	4.4	0.4	
2015	6.6	2.1	6.7	2.3	4.9	2.9	5.7	0.2	4.5	0.4	
2016	6.7	2.2	6.8	2.3	5.0	2.9	5.8	0.2	4.6	0.4	
2017	6.9	2.2	7.0	2.4	5.2	3.0	6.0	0.2	4.7	0.4	
2018	7.1	2.3	7.2	2.5	5.3	3.1	6.1	0.2	4.8	0.5	
2019	7.3	2.4	7.4	2.5	5.5	3.2	6.3	0.2	5.0	0.5	
2020	7.5	2.4	7.6	2.6	5.6	3.3	6.5	0.2	5.1	0.5	
2021	7.7	2.5	7.8	2.7	5.8	3.4	6.6	0.2	5.2	0.5	
2022	7.9	2.6	8.0	2.8	5.9	3.5	6.8	0.2	5.4	0.5	
2023	8.1	2.6	8.3	2.8	6.1	3.6	7.0	0.2	5.5	0.5	
2024	8.4	2.7	8.5	2.9	6.3	3.7	7.2	0.2	5.7	0.5	

Table 11.2.1.3 (200)

**Toronto / Montréal / Québec Segments**  
**Rolling Stock Requirements – Most Probable Market Share Scenario**  
**200 kph existing ROW option – X2000 technology**

**Tentative Train Schedule: year 2005**

O/D City	Toronto	Kingston	Ottawa	Montréal	Trois-Rivières	Québec City
Intercity distance (km)	255.6	183.9	176.6	140	132.5	
handling equip. per station	4	1	2	5	1	4
Travel Time (minutes)	82	61	58	49	42	
Handling time (minutes)	23	16	17	26	28	24
Eastbound Trains	Arrival	Departure	Arrival	Departure	Arrival	Departure
Westbound Trains	Departure	Arrival	Departure	Arrival	Departure	Arrival
train / direction						
#1 – West	01:19 AM	11:57 PM	11:41 PM	10:40 PM	10:23 PM	09:25 PM
#1 – East (return)	01:49 AM	03:11 AM	03:27 AM	04:28 AM		
#2 – West	12:09 AM	10:47 PM	10:31 PM	09:30 PM	09:13 PM	08:15 PM
#2 – East (return)	12:39 AM	02:01 AM	02:17 AM	03:18 AM	03:35 AM	04:33 AM
#3 – West	09:22 PM	08:00 PM				
#3 – East (return)	09:52 PM	11:14 PM	11:30 PM	12:31 AM	12:48 AM	01:46 AM
#4 – West	02:04 AM	12:42 AM	12:26 AM	11:25 PM	11:08 PM	10:10 PM
#4 – East (return)	02:34 AM	03:56 AM	04:12 AM	05:13 AM	05:30 AM	
#5 – East				07:20 PM	08:18 PM	08:44 PM
#5 – West (return)		04:10 AM	03:54 AM	02:53 AM	02:36 AM	01:38 AM
#6 – West	08:22 PM	07:00 PM				
#6 – East (return)	08:52 PM	10:14 PM	10:30 PM	11:31 PM	11:48 PM	12:46 AM
#6 – West		08:38 AM	08:22 AM	07:21 AM	07:04 AM	06:06 AM
#7 – West	10:09 PM	08:47 PM	08:31 PM	07:30 PM		
#7 – East (return)	10:39 PM	12:01 AM	12:17 AM	01:18 AM	01:35 AM	02:33 AM
total trains eastward	6	6	6	5	5	4
total trains westward	6	6	6	5	5	4
O/D City	Toronto	Kingston	Ottawa	Montréal	Trois-Rivières	Québec City

beginning of train run

end of train run

Table 11.2.1.4 (200)

**Toronto / Montréal / Québec Segments**  
**Rolling Stock Requirements and Operating Statistics – Most Probable Market Share**  
**200 kph ROW Option – X2000 technology**

**requirement vs availability of cars per station for the year 2005**

O/D City Direction	Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
	East	West	East	West	East	West	East	West	East	West	
Intercity distance (km)	255.6	255.6	183.9	183.9	176.6	176.6	140	140	132.5	132.5	
requirement	25.0	8.0	25.4	8.6	18.7	10.8	21.9	0.6	17.3	1.6	
availability	30	30	30	30	25	25	20	20	20	20	
trains/day/station											
2005	6	6	6	6	5	5	4	4	4	4	

**Rolling Stock requirements (1)**

**Average daily train run calculation, year 2005**

Train	total dist.	Train	total dist.	
#1	1328.1	#5	1082.1	7
#2	1512.2	#6	1777.2	
#3	1144.2	#7	1328.1	
#4	1328.1			<b>Average run</b>
				1357.1

availability:	<input type="text" value="0.95"/>	cars
	<input type="text" value="0.95"/>	locos
avg. weight :	<input type="text" value="73"/>	cars
(tonnes)	<input type="text" value="74"/>	locos

operating days / year

year of operation	total gross car/km	empty return ratio	adjusted car/km	average cars/train	train-km	average daily train run	trainsets/day	operating statistics				
								cars	locos	car-km	loco-km	gross tonne-km
2005	25,560	0.80	46,100	5	9,220	1357.1	7	37	8	11,986,000	2,397,200	1,052,370,800
2006	26,259	0.80	47,361	5	9,472	1357.1	7	37	8	12,313,826	2,462,765	1,081,153,893
2007	26,977	0.80	48,656	5	9,731	1357.1	8	43	9	12,650,644	2,530,129	1,110,726,569
2008	27,715	0.80	49,987	5	9,997	1357.1	8	43	9	12,996,703	2,599,341	1,141,110,552
2009	28,474	0.80	51,355	5	10,271	1357.1	8	43	9	13,352,257	2,670,451	1,172,328,166
2010	29,253	0.80	52,760	5	10,552	1357.1	8	43	9	13,717,567	2,743,513	1,204,402,351
2011	30,053	0.80	54,203	5	10,841	1357.1	8	43	9	14,092,901	2,818,580	1,237,356,681
2012	30,875	0.80	55,687	5	11,137	1357.1	9	48	10	14,478,535	2,895,707	1,271,215,380
2013	31,720	0.80	57,211	5	11,442	1357.1	9	48	10	14,874,753	2,974,951	1,306,003,341
2014	32,588	0.80	58,776	5	11,755	1357.1	9	48	10	15,281,847	3,056,369	1,341,746,143
2015	33,480	0.80	60,385	5	12,077	1357.1	9	48	10	15,700,115	3,140,023	1,378,470,072
2016	34,397	0.80	62,038	5	12,408	1357.1	10	53	11	16,129,865	3,225,973	1,416,202,141
2017	35,338	0.80	63,736	5	12,747	1357.1	10	53	11	16,571,414	3,314,283	1,454,970,108
2018	36,306	0.80	65,481	5	13,096	1357.1	10	53	11	17,025,085	3,405,017	1,494,802,496
2019	37,300	0.80	67,274	5	13,455	1357.1	10	53	11	17,491,214	3,498,243	1,535,728,518
2020	38,321	0.80	69,116	5	13,823	1357.1	11	58	12	17,970,143	3,594,029	1,577,778,595
2021	39,371	0.80	71,009	5	14,202	1357.1	11	58	12	18,462,225	3,692,445	1,620,983,382
2022	40,449	0.80	72,953	5	14,591	1357.1	11	58	12	18,967,822	3,793,564	1,665,374,788
2023	41,557	0.80	74,951	5	14,990	1357.1	12	64	13	19,487,306	3,897,461	1,710,985,499
2024	42,695	0.80	77,004	5	15,401	1357.1	12	64	13	20,021,060	4,004,212	1,757,849,106

(1) Start-up requirements based on characteristics of initial operating scenario for the year 2005. Rolling Stock requirements in subsequent years based on projections of initial year operating scenario and traffic volumes.

Table 11.2.2.1 (200)

**Toronto / Montréal / Québec Segments**  
**Courier and LTL Traffic – Most Probable Market Share**  
**200 kph ROW Option – X2000 technology**

Total traffic volume projections by year, 2005–2024  
 (volume expressed in number of containers)

O/D City	Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
Direction	East	West	East	West	East	West	East	West	East	West	
Year											
2005	276	89	280	95	206	119	241	8	190	18	
2006	283	91	288	98	212	122	247	8	195	19	
2007	291	94	296	100	218	126	254	8	201	19	
2008	299	96	304	103	224	129	261	8	206	20	
2009	307	99	312	106	230	133	267	8	211	20	
2010	316	102	321	109	236	137	275	9	217	21	
2011	324	105	329	112	243	141	282	9	223	21	
2012	333	108	338	115	249	145	289	9	228	22	
2013	342	111	347	118	256	149	297	9	235	22	
2014	352	114	357	122	263	153	305	10	241	23	
2015	361	117	367	125	270	157	313	10	247	24	
2016	371	120	377	129	278	162	321	10	254	24	
2017	381	124	387	132	285	166	329	10	260	25	
2018	392	127	397	136	293	171	338	11	267	25	
2019	402	131	408	140	301	176	347	11	274	26	
2020	413	134	419	144	310	181	356	11	281	27	
2021	425	138	431	148	318	186	366	11	289	27	
2022	436	142	443	152	327	191	375	12	297	28	
2023	448	146	455	156	336	197	385	12	304	29	
2024	460	150	467	160	345	202	396	12	312	30	

Table 11.2.2.4 (200)

**Toronto / Montréal / Québec Segments  
Courier and LTL Traffic – Most Probable Market Share  
200 kph ROW Option – X2000 technology**

Handling Requirements per Station (Number of containers loaded and unloaded)  
Year 2005 Courier and LTL traffic combined

O/D City Direction	Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City	
	West	East	West	East	West	East	West	East	West	East	West	East
containers loaded	0.00	275.35	0.90	25.81	3.68	11.87	115.24	174.00	1.53	8.48	17.82	
containers unloaded	88.13	0.00	8.53	21.41	26.53	85.92	3.73	139.22	12.24	59.07	0.00	189.88
total container traffic leaving station	0.00	275.35	88.13	279.75	95.76	205.70	118.62	240.47	7.11	189.88	17.82	

c:\canara\02-225\br-que\mpr-scent\ 12:58:52 PM 23-Mar-04

Container Fleet Acquisition Schedule and Costs

Year	Containers Loaded (per day)	Provision for spares (100%) <sup>1</sup>	Total Containers Required	Provision for replacement <sup>2</sup>	Annual Container Acquisition	Cost of Container Acquisition <sup>3</sup>
2005	635	635	1269	N/A	1269	\$4,061,991
2006	655	655	1311	N/A	41	\$132,450
2007	677	677	1354	N/A	43	\$137,074
2008	699	699	1398	N/A	44	\$141,871
2009	722	722	1444	N/A	46	\$146,847
2010	746	746	1491	N/A	48	\$152,008
2011	770	770	1541	N/A	49	\$157,363
2012	796	796	1591	N/A	51	\$162,919
2013	822	822	1644	N/A	53	\$168,684
2014	849	849	1699	N/A	55	\$174,666
2015	878	878	1755	1269	1326	\$4,242,865
2016	907	907	1814	41	100	\$319,766
2017	937	937	1874	43	103	\$331,078
2018	969	969	1937	44	107	\$342,815
2019	1001	1001	2002	46	111	\$354,995
2020	1035	1035	2070	48	115	\$367,635
2021	1070	1070	2139	49	119	\$380,754
2022	1106	1106	2212	51	123	\$394,371
2023	1143	1143	2287	53	128	\$408,506
2024	1182	1182	2364	55	132	\$423,178

Notes: 1. A Two-day service cycle is assumed for containers.  
2. Average container life is estimated at 10 years. Provision for replacement figures are thus equal to the number of containers acquired 10 years previous.

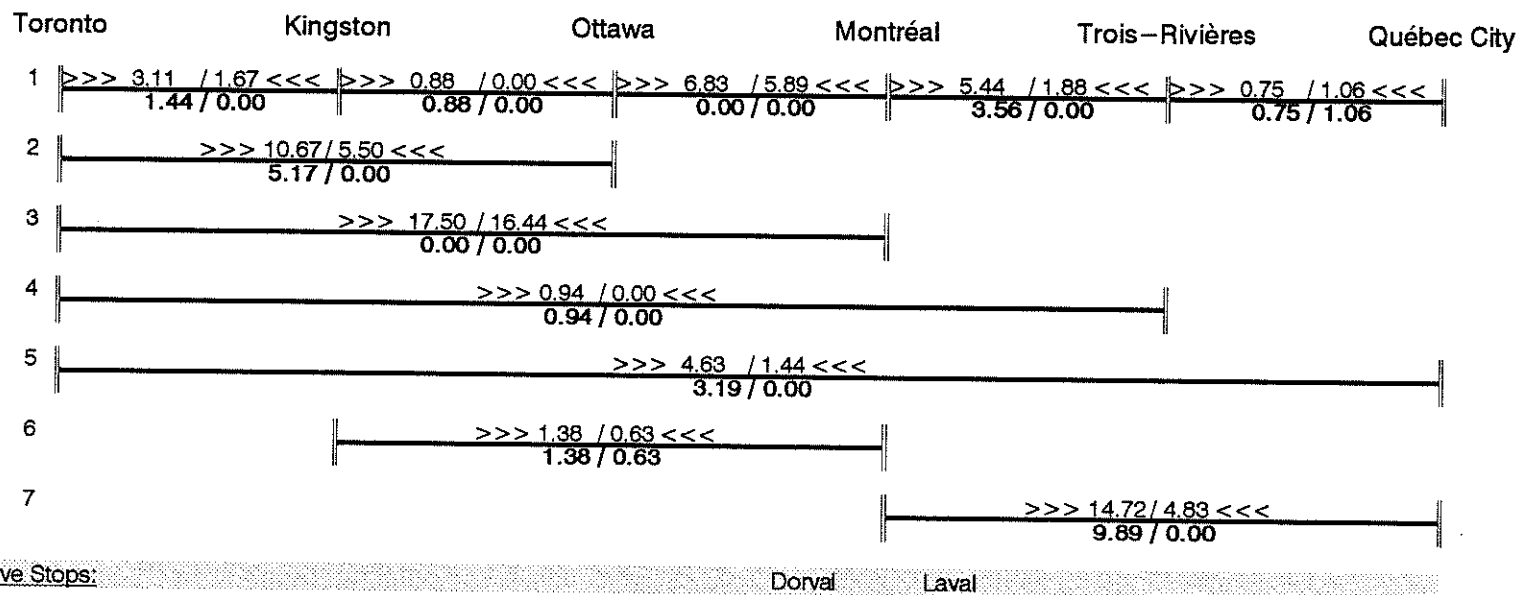
Handling Equipment Acquisition Schedule and Costs

Year	Handling Equipment Required	Provision for replacement	Annual Equipment Acquisition	Cost of Equipment Acquisition <sup>4</sup>
2005	24	N/A	24	\$840,000
2006	0	N/A	0	\$0
2007	0	N/A	0	\$0
2008	0	N/A	0	\$0
2009	0	N/A	0	\$0
2010	0	N/A	0	\$0
2011	0	N/A	0	\$0
2012	0	N/A	0	\$0
2013	0	N/A	0	\$0
2014	0	N/A	0	\$0
2015	0	24	24	\$1,200,000
2016	0	0	0	\$0
2017	0	0	0	\$0
2018	0	0	0	\$0
2019	0	0	0	\$0
2020	0	0	0	\$0
2021	0	0	0	\$0
2022	0	0	0	\$0
2023	0	0	0	\$0
2024	0	0	0	\$0

Notes: 4. Initial purchase consists of used equipment at a unit cost of \$35,000. Replacement units bought new at a cost of \$50,000 per unit.

Figure 11.1.1 (300 New – Courier)

**Toronto/Montréal/Québec Segments : Courier Traffic – Minimal Market Share**  
**300 kph New ROW option – TGV technology**



Minimum Load Volumes (Assumptions – 100% of imbalance and 100% of less than one truckload level to be captured)

O/D City	Toronto	Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
Direction	East	West	East	West	East	West	East	West	East	West
(1992) trailer (1) equivalents	10.74	0	11.56	0.63	5.51	0.63	17.58	0	13.83	1.06
(2005) trailer (1) equivalents	15.1	0.0	16.2	0.9	7.7	0.9	24.6	0.0	19.4	1.5
(2005) cu. ft. 000's	45.2	0.0	48.6	2.6	23.2	2.6	73.9	0.0	58.2	4.5
(2005) no. of (2) containers	115.2	0.0	124.0	6.8	59.1	6.8	188.6	0.0	148.4	11.4
(2005) no. of (3) cars	16.5	0.0	17.7	1.0	8.4	1.0	26.9	0.0	21.2	1.6

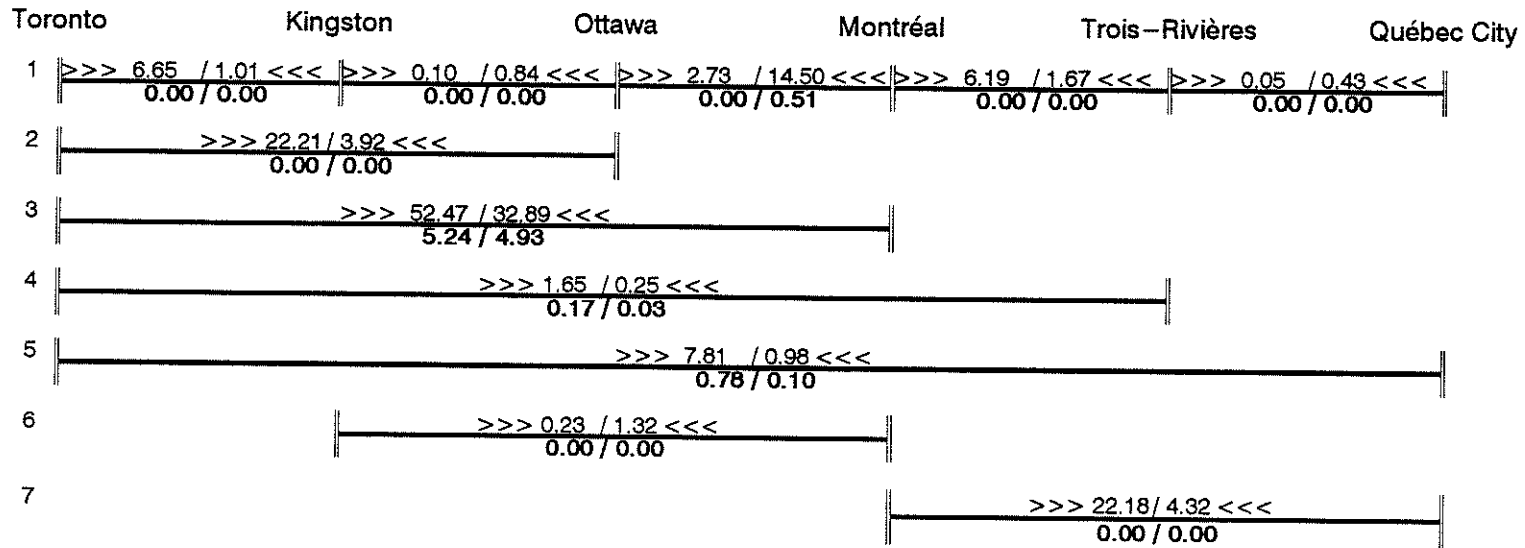
(1) The volumes are in trailer loads of 3000 cu. ft. capacity

(2) Number of containers obtained by assuming 392 cu. ft. per container (8 ft x 7 ft 9 in x 6 ft 3 1/2 in)

(3) Number of cars obtained by assuming a capacity of seven of the above containers, or 2741 cu. ft. per car

Figure 11.1.1 (300 New – LTL)

**Toronto / Montréal / Québec Segments : LTL Traffic – Minimal Market Share**  
**300 kph New ROW option – TGV technology**



Alternative Stops: Dorval Laval

Minimum Load Volumes ( Assumptions –1) LTL Traffic secured in containers otherwise returning empty (ORE) from courier traffic. Courier Traffic imbalance must represent less than 40% of the LTL traffic moved in the opposite direction. 2) Also, HSR will take 10% of LTL traffic on distances >500km.)

O/D City	Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
	East	West	East	West	East	West	East	West	East	West	
(1992) trailer (1) equivalents	6.19	5.06	6.19	5.06	6.19	5.57	0.95	0.13	0.78	0.1	
(2005) trailer (1) equivalents	9.8	8.0	9.8	8.0	9.8	8.9	1.5	0.2	1.2	0.2	
(2005) cu. ft. 000's	29.5	24.1	29.5	24.1	29.5	26.6	4.5	0.6	3.7	0.5	
(2005) no. of (2) containers	75.3	61.5	75.3	61.5	75.3	67.7	11.6	1.6	9.5	1.2	
(2005) no. of (3) cars	10.8	8.8	10.8	8.8	10.8	9.7	1.7	0.2	1.4	0.2	

(1) The volumes are in trailer loads of 3000 cu. ft. capacity  
 (2) Number of containers obtained by assuming 392 cu. ft. per container (8 ft x 7 ft 9 in x 6 ft 3 1/2 in)

Table 11.1.1.1 (300 New)

**Toronto / Montréal / Québec Segments**  
**Courier and LTL Traffic – Minimal Market Share**  
**300 kph New ROW option – TGV technology**

Total traffic volume projections by year, 2005–2024  
(volume expressed in number of cars)

O/D City	Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
Direction	East	West	East	West	East	West	East	West	East	West	West
Year											
2005	27.2	8.8	28.5	9.8	19.2	10.6	28.6	0.2	22.6	1.8	
2006	28.0	9.0	29.2	10.0	19.7	10.9	29.3	0.2	23.1	1.8	
2007	28.7	9.3	30.0	10.3	20.3	11.3	30.1	0.2	23.8	1.9	
2008	29.5	9.6	30.9	10.6	20.8	11.6	30.9	0.2	24.4	1.9	
2009	30.3	9.9	31.7	10.9	21.4	11.9	31.7	0.3	25.0	2.0	
2010	31.1	10.1	32.6	11.2	22.0	12.3	32.5	0.3	25.7	2.0	
2011	32.0	10.4	33.4	11.6	22.6	12.6	33.4	0.3	26.3	2.1	
2012	32.8	10.7	34.3	11.9	23.2	13.0	34.3	0.3	27.0	2.2	
2013	33.7	11.0	35.3	12.2	23.9	13.3	35.2	0.3	27.7	2.2	
2014	34.6	11.4	36.2	12.6	24.5	13.7	36.1	0.3	28.5	2.3	
2015	35.6	11.7	37.2	12.9	25.2	14.1	37.0	0.3	29.2	2.3	
2016	36.6	12.0	38.2	13.3	25.9	14.5	38.0	0.3	30.0	2.4	
2017	37.6	12.4	39.3	13.7	26.6	15.0	39.0	0.3	30.8	2.5	
2018	38.6	12.7	40.3	14.1	27.4	15.4	40.0	0.3	31.6	2.5	
2019	39.6	13.1	41.4	14.5	28.1	15.8	41.1	0.3	32.4	2.6	
2020	40.7	13.5	42.6	14.9	28.9	16.3	42.1	0.3	33.2	2.7	
2021	41.8	13.9	43.7	15.3	29.7	16.7	43.2	0.4	34.1	2.7	
2022	43.0	14.3	44.9	15.8	30.5	17.2	44.4	0.4	35.0	2.8	
2023	44.1	14.7	46.1	16.2	31.4	17.7	45.5	0.4	35.9	2.9	
2024	45.3	15.1	47.4	16.7	32.3	18.2	46.7	0.4	36.9	2.9	



Table 11.1.1.2 (300 New)

**Toronto / Montréal / Québec Segments**  
**Courier and LTL Traffic – Minimal Market Share**  
**300 kph New ROW option – TGV technology**

Total traffic volume projections by year, 2005–2024  
 (volume expressed in number of 8–car trainsets)

O/D City	Toronto		Kingston		Ottawa		Montréal		Trois–Rivières		Québec City
Direction	East	West	East	West	East	West	East	West	East	West	
Year											
2005	3.4	1.1	3.6	1.2	2.4	1.3	3.6	0.0	2.8	0.2	
2006	3.5	1.1	3.7	1.3	2.5	1.4	3.7	0.0	2.9	0.2	
2007	3.6	1.2	3.8	1.3	2.5	1.4	3.8	0.0	3.0	0.2	
2008	3.7	1.2	3.9	1.3	2.6	1.4	3.9	0.0	3.0	0.2	
2009	3.8	1.2	4.0	1.4	2.7	1.5	4.0	0.0	3.1	0.2	
2010	3.9	1.3	4.1	1.4	2.8	1.5	4.1	0.0	3.2	0.3	
2011	4.0	1.3	4.2	1.4	2.8	1.6	4.2	0.0	3.3	0.3	
2012	4.1	1.3	4.3	1.5	2.9	1.6	4.3	0.0	3.4	0.3	
2013	4.2	1.4	4.4	1.5	3.0	1.7	4.4	0.0	3.5	0.3	
2014	4.3	1.4	4.5	1.6	3.1	1.7	4.5	0.0	3.6	0.3	
2015	4.4	1.5	4.7	1.6	3.2	1.8	4.6	0.0	3.7	0.3	
2016	4.6	1.5	4.8	1.7	3.2	1.8	4.7	0.0	3.7	0.3	
2017	4.7	1.5	4.9	1.7	3.3	1.9	4.9	0.0	3.8	0.3	
2018	4.8	1.6	5.0	1.8	3.4	1.9	5.0	0.0	3.9	0.3	
2019	5.0	1.6	5.2	1.8	3.5	2.0	5.1	0.0	4.0	0.3	
2020	5.1	1.7	5.3	1.9	3.6	2.0	5.3	0.0	4.2	0.3	
2021	5.2	1.7	5.5	1.9	3.7	2.1	5.4	0.0	4.3	0.3	
2022	5.4	1.8	5.6	2.0	3.8	2.2	5.5	0.0	4.4	0.3	
2023	5.5	1.8	5.8	2.0	3.9	2.2	5.7	0.0	4.5	0.4	
2024	5.7	1.9	5.9	2.1	4.0	2.3	5.8	0.0	4.6	0.4	

Table 11.1.1.3 (300 New)

**Toronto / Montréal / Québec Segments**  
**Rolling Stock Requirements – Minimal Market Share Scenario**  
**300 kph New ROW option – TGV technology**

**Tentative Train Schedule: year 2005**

O/D City		Toronto	Kingston	Ottawa	Montréal	Trois-Rivières	Québec City
Intercity distance (km)		262	155	194.4	140	133	
handling equip. per station	eastbound	4	1	2	4	1	4
	westbound	2	1	1	2	1	1
Travel Time (minutes)	eastbound & westbound	65	34	51	38	29	
Handling time (minutes)	eastbound	24	20	17	28	30	27
	westbound	8	4	2	10	6	3
Eastbound Trains	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival
Westbound Trains	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
train / direction							
#1 – East	<b>07:00 PM</b>	08:05 PM	08:25 PM	08:59 PM	09:16 PM	10:07 PM	10:35 PM
#1 – West (return)	03:56 AM	02:51 AM	02:31 AM	01:57 AM	01:40 AM	12:49 AM	12:21 AM
#2 – West	12:12 AM	11:07 PM	10:47 PM	10:13 PM	09:56 PM	09:05 PM	08:37 PM
#2 – East (return)	12:42 AM	01:47 AM	02:07 AM	02:41 AM	02:58 AM	03:49 AM	04:17 AM
#3 – East						<b>07:15 PM</b>	07:53 PM
#3 – West (return)	02:34 AM	01:29 AM	01:09 AM	12:35 AM	12:18 AM	11:27 PM	10:59 PM
#3 – East (return)	03:04 AM	04:09 AM	04:29 AM	05:03 AM	05:20 AM	06:11 AM	06:39 AM
#4 – West	12:42 AM	11:37 PM	11:17 PM	10:43 PM	10:26 PM	09:35 PM	09:07 PM
#4 – East (return)	01:12 AM	02:17 AM	02:37 AM	03:11 AM	03:28 AM	04:19 AM	04:47 AM

total trains							
eastward	4	4	4	4	4	3	3
wesward	4	4	4	4	4	3	3
O/D City	Toronto	Kingston	Ottawa	Montréal	Trois-Rivières	Québec City	

beginning of train run

end of train run

Table 11.1.1.4 (300 New)

**Toronto / Montréal / Québec Segments**  
**Rolling Stock Requirements and Operating Statistics – Minimal Market Share**  
**300 kph New ROW option – TGV technology**

requirement vs availability of cars per station for the year 2005

O/D City	Toronto	Kingston		Ottawa		Montréal		Trois-Rivières		Québec City	
Direction	East	West	East	West	East	West	East	West	East	West	
Intercity distance (km)	262	262	155	155	194.4	194.4	140	140	133	133	
requirement	2005	27.2	8.8	28.5	9.8	19.2	10.6	28.6	0.2	22.6	1.8
availability		32	32	32	32	32	32	32	32	24	24
trains/day/station	2005	4	4	4	4	4	4	4	4	3	3

Rolling Stock requirements (1)

Average daily train run calculation, year 2005

Train	total dist.	Train	total dist.
#1	1502.8		
#2	1768.8		
#3	2041.8		
#4	1495.8		
			Average run
			1702.3

availability:  cars  
 locos  
 avg. weight :  cars  
 (tonnes)  locos

operating days / year

year of operation	total gross car/km	empty return ratio	adjusted car/km	average cars/train	train-km	average daily train run	trainsets/day	fleet size		operating statistics		
								cars	locos	car-km	loco-km	gross tonne-km
2005	28,434	0.92	54,474	8	6,809	1702.3	4	34	9	14,163,136	3,540,784	973,715,600
2006	29,211	0.92	55,962	8	6,995	1702.3	5	43	11	14,550,187	3,637,547	*****
2007	30,010	0.92	57,492	8	7,186	1702.3	5	43	11	14,947,847	3,736,962	*****
2008	30,890	0.92	59,063	8	7,383	1702.3	5	43	11	15,356,407	3,839,102	*****
2009	31,673	0.92	60,678	8	7,585	1702.3	5	43	11	15,776,167	3,944,042	*****
2010	32,538	0.92	62,336	8	7,792	1702.3	5	43	11	16,207,436	4,051,859	*****
2011	33,428	0.92	64,040	8	8,005	1702.3	5	43	11	16,650,529	4,162,632	*****
2012	34,342	0.92	65,791	8	8,224	1702.3	5	43	11	17,105,771	4,276,443	*****
2013	35,281	0.92	67,590	8	8,449	1702.3	5	43	11	17,573,498	4,393,374	*****
2014	36,246	0.92	69,439	8	8,680	1702.3	6	51	13	18,054,052	4,513,513	*****
2015	37,237	0.92	71,338	8	8,917	1702.3	6	51	13	18,547,785	4,636,946	*****
2016	38,255	0.92	73,289	8	9,161	1702.3	6	51	13	19,055,062	4,763,765	*****
2017	39,302	0.92	75,293	8	9,412	1702.3	6	51	13	19,576,253	4,894,063	*****
2018	40,377	0.92	77,353	8	9,669	1702.3	6	51	13	20,111,743	5,027,936	*****
2019	41,481	0.92	79,469	8	9,934	1702.3	6	51	13	20,661,924	5,165,481	*****
2020	42,616	0.92	81,643	8	10,205	1702.3	6	51	13	21,227,200	5,306,800	*****
2021	43,782	0.92	83,877	8	10,485	1702.3	7	59	15	21,807,988	5,451,997	*****
2022	44,980	0.92	86,172	8	10,771	1702.3	7	59	15	22,404,714	5,601,179	*****
2023	46,211	0.92	88,530	8	11,066	1702.3	7	59	15	23,017,817	5,754,454	*****
2024	47,476	0.92	90,953	8	11,369	1702.3	7	59	15	23,647,747	5,911,937	*****

(1) Start-up requirements based on characteristics of initial operating scenario for the year 2005. Rolling Stock requirements in subsequent years based on projections of initial year operating scenario and traffic volumes.

Table 11.1.2.1 (300 New)

**Toronto / Montréal / Québec Segments**  
**Courier and LTL Traffic – Minimal Market Share**  
**300 kph New ROW option – TGV technology**

Total traffic volume projections by year, 2005–2024  
(volume expressed in number of containers)

O/D City	Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
Direction	East	West	East	West	East	West	East	West	East	West	
Year											
2005	191	62	200	69	135	75	201	2	158	13	
2006	196	64	205	71	139	77	206	2	163	13	
2007	202	66	211	73	142	79	211	2	167	14	
2008	207	68	216	75	146	82	217	2	171	14	
2009	213	69	222	77	150	84	222	2	176	14	
2010	218	71	228	79	155	86	228	2	180	15	
2011	224	74	235	81	159	89	234	2	185	15	
2012	230	76	241	84	163	91	240	2	190	16	
2013	237	78	247	86	168	94	247	2	195	16	
2014	243	80	254	89	172	97	253	3	200	16	
2015	250	82	261	91	177	99	260	3	205	17	
2016	256	85	268	94	182	102	266	3	210	17	
2017	263	87	275	96	187	105	273	3	216	18	
2018	271	90	283	99	192	108	281	3	221	18	
2019	278	92	290	102	198	111	288	3	227	19	
2020	285	95	298	105	203	114	295	3	233	19	
2021	293	98	306	108	209	118	303	3	239	20	
2022	301	101	315	111	214	121	311	3	245	20	
2023	309	103	323	114	220	125	319	3	252	21	
2024	318	106	332	117	226	128	328	3	258	21	

Table 11.1.2.4 (300 New)

**Toronto / Montréal / Québec Segments**  
**Courier and LTL Traffic – Minimal Market Share**  
**300 kph New ROW option – TGV technology**

Handling Requirements per Station (Number of containers loaded and unloaded)  
 Year 2005 Courier and LTL traffic combined

O/D City Direction	Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City	
	West	East	West	East	West	East	West	East	West	East	West	East
containers loaded	0.00	190.51	0.00	24.25	0.00	0.00	72.91	144.31	0.36	8.05	12.59	
containers unloaded	61.53	0.00	6.76	15.45	6.20	64.91	0.00	78.53	11.37	50.35	0.00	157.88
total container traffic leaving station	0.00	190.51	61.53	199.31	68.29	134.39	74.49	200.18	1.58	157.88	12.59	

c:\canara\02-225\tr-que\mn-scen\ 12:40:52 PM 23-Mar-04

Container Fleet Acquisition Schedule and Costs

Year	Containers Loaded (per day)	Provision for spares (100%) <sup>1</sup>	Total Containers Required	Provision for replacement <sup>2</sup>	Annual Container Acquisition	Cost of Container Acquisition <sup>3</sup>
2005	453	453	906	N/A	906	\$2,899,123
2006	467	467	935	N/A	29	\$91,852
2007	482	482	964	N/A	30	\$94,965
2008	498	498	995	N/A	31	\$98,191
2009	513	513	1027	N/A	32	\$101,534
2010	530	530	1060	N/A	33	\$104,999
2011	547	547	1094	N/A	34	\$108,590
2012	564	564	1129	N/A	35	\$112,312
2013	582	582	1165	N/A	36	\$116,171
2014	601	601	1202	N/A	38	\$120,171
2015	621	621	1241	906	945	\$3,023,441
2016	641	641	1282	29	69	\$220,471
2017	662	662	1323	30	71	\$228,043
2018	683	683	1366	31	74	\$235,893
2019	705	705	1411	32	76	\$244,031
2020	728	728	1457	33	79	\$252,470
2021	752	752	1504	34	82	\$261,220
2022	777	777	1554	35	84	\$270,293
2023	802	802	1605	36	87	\$279,703
2024	829	829	1658	38	90	\$289,463

Notes:

1. A Two-day service cycle is assumed for containers.
2. Average container life is estimated at 10 years. Provision for replacement figures are thus equal to the number of containers acquired 10 years previous.

Handling Equipment Acquisition Schedule and Costs

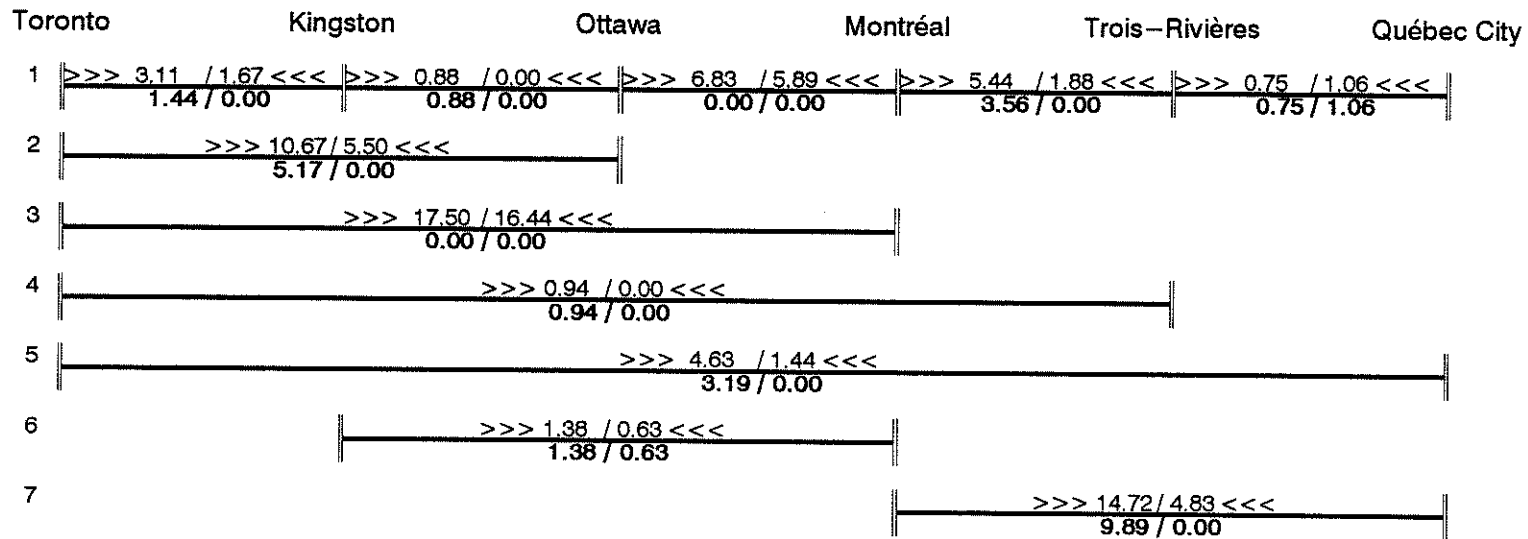
Year	Handling Equipment Required	Provision for replacement	Annual Equipment Acquisition	Cost of Equipment Acquisition <sup>4</sup>
2005	22	N/A	22	\$770,000
2006	0	N/A	0	\$0
2007	0	N/A	0	\$0
2008	0	N/A	0	\$0
2009	0	N/A	0	\$0
2010	0	N/A	0	\$0
2011	0	N/A	0	\$0
2012	0	N/A	0	\$0
2013	0	N/A	0	\$0
2014	0	N/A	0	\$0
2015	0	22	22	\$1,100,000
2016	0	0	0	\$0
2017	0	0	0	\$0
2018	0	0	0	\$0
2019	0	0	0	\$0
2020	0	0	0	\$0
2021	0	0	0	\$0
2022	0	0	0	\$0
2023	0	0	0	\$0
2024	0	0	0	\$0

Notes:

4. Initial purchase consists of used equipment at a unit cost of \$35,000. Replacement units bought new at a cost of \$50,000 per unit.

Figure 11.1.1 (300 Existing – Courier)

**Toronto/Montréal/Québec Segments : Courier Traffic – Minimal Market Share**  
**300 kph existing ROW option – TGV technology**



Alternative Stops: Dorval Laval

Minimum Load Volumes (Assumptions – 100% of imbalance and 100% of less than one truckload level to be captured)

O/D City	Toronto	Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
Direction	East	West	East	West	East	West	East	West	East	West
(1992) trailer (1) equivalents	10.74	0	11.56	0.63	5.51	0.63	17.58	0	13.83	1.06
(2005) trailer (1) equivalents	15.1	0.0	16.2	0.9	7.7	0.9	24.6	0.0	19.4	1.5
(2005) cu. ft. 000's	45.2	0.0	48.6	2.6	23.2	2.6	73.9	0.0	58.2	4.5
(2005) no. of (2) containers	115.2	0.0	124.0	6.8	59.1	6.8	188.6	0.0	148.4	11.4
(2005) no. of (3) cars	16.5	0.0	17.7	1.0	8.4	1.0	26.9	0.0	21.2	1.6

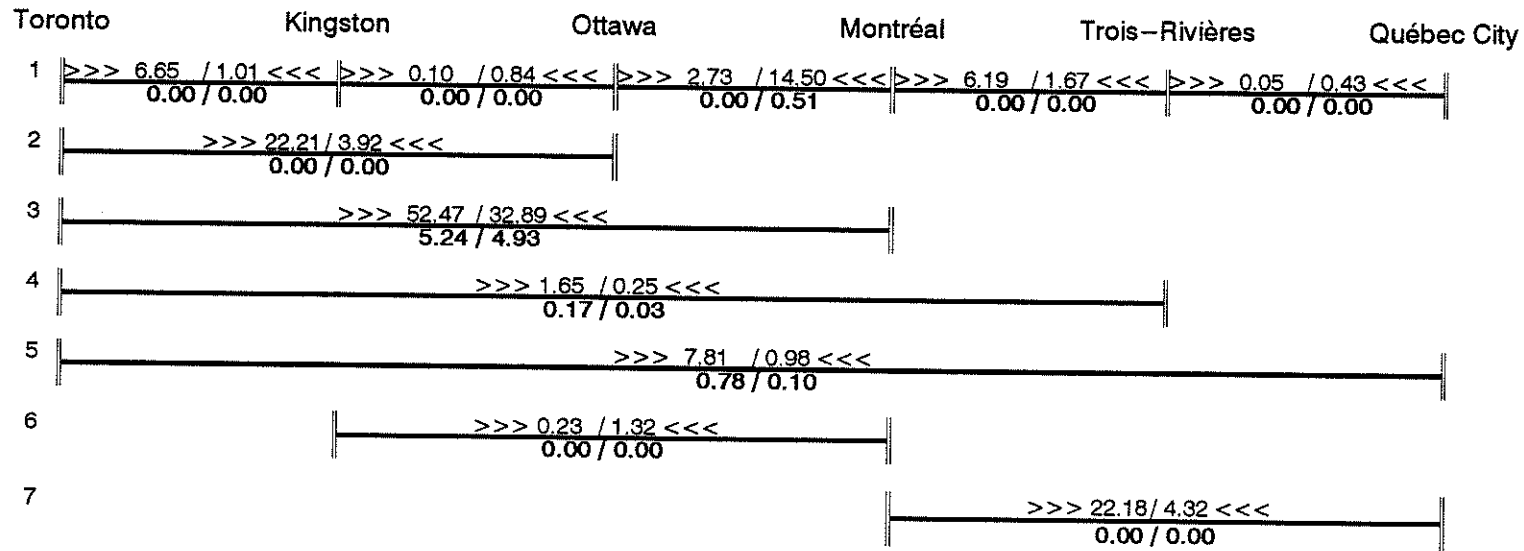
(1) The volumes are in trailer loads of 3000 cu. ft. capacity

(2) Number of containers obtained by assuming 392 cu. ft. per container (8 ft x 7 ft 9 in x 6 ft 3 1/2 in)

(3) Number of cars obtained by assuming a capacity of seven of the above containers, or 2741 cu. ft. per car

Figure 11.1.1 (300 Existing – LTL)

**Toronto / Montréal / Québec Segments : LTL Traffic – Minimal Market Share**  
**300 kph existing ROW option – TGV technology**



Alternative Stops:

Dorval Laval

Minimum Load Volumes ( Assumptions – 1) LTL Traffic secured in containers otherwise returning empty (ORE) from courier traffic. Courier Traffic imbalance must represent less than 40% of the LTL traffic moved in the opposite direction. 2) Also, HSR will take 10% of LTL traffic on distances >500km. )

O/D City		Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City	
Direction		East	West	East	West	East	West	East	West	East	West	East	West
(1992)	trailer (1) equivalents	6.19	5.06	6.19	5.06	6.19	5.57	0.95	0.13	0.78	0.1		
(2005)	trailer (1) equivalents	9.8	8.0	9.8	8.0	9.8	8.9	1.5	0.2	1.2	0.2		
(2005)	cu. ft. 000's	29.5	24.1	29.5	24.1	29.5	26.6	4.5	0.6	3.7	0.5		
(2005)	no. of (2) containers	75.3	61.5	75.3	61.5	75.3	67.7	11.6	1.6	9.5	1.2		
(2005)	no. of (3) cars	10.8	8.8	10.8	8.8	10.8	9.7	1.7	0.2	1.4	0.2		

(1) The volumes are in trailer loads of 3000 cu. ft. capacity

(2) Number of containers obtained by assuming 392 cu. ft. per container (8 ft x 7 ft 9 in x 6 ft 3 1/2 in)

Table 11.1.1.1 (300 Existing)

**Toronto / Montréal / Québec Segments**  
**Courier and LTL Traffic – Minimal Market Share**  
**300 kph existing ROW option – TGV technology**

Total traffic volume projections by year, 2005–2024  
(volume expressed in number of cars)

O/D City	Toronto		Kingston		Ottawa		Montréal		Trois–Rivières		Québec City
Direction	East	West	East	West	East	West	East	West	East	West	West
Year											
2005	27.2	8.8	28.5	9.8	19.2	10.6	28.6	0.2	22.6	1.8	
2006	28.0	9.0	29.2	10.0	19.7	10.9	29.3	0.2	23.1	1.8	
2007	28.7	9.3	30.0	10.3	20.3	11.3	30.1	0.2	23.8	1.9	
2008	29.5	9.6	30.9	10.6	20.8	11.6	30.9	0.2	24.4	1.9	
2009	30.3	9.9	31.7	10.9	21.4	11.9	31.7	0.3	25.0	2.0	
2010	31.1	10.1	32.6	11.2	22.0	12.3	32.5	0.3	25.7	2.0	
2011	32.0	10.4	33.4	11.6	22.6	12.6	33.4	0.3	26.3	2.1	
2012	32.8	10.7	34.3	11.9	23.2	13.0	34.3	0.3	27.0	2.2	
2013	33.7	11.0	35.3	12.2	23.9	13.3	35.2	0.3	27.7	2.2	
2014	34.6	11.4	36.2	12.6	24.5	13.7	36.1	0.3	28.5	2.3	
2015	35.6	11.7	37.2	12.9	25.2	14.1	37.0	0.3	29.2	2.3	
2016	36.6	12.0	38.2	13.3	25.9	14.5	38.0	0.3	30.0	2.4	
2017	37.6	12.4	39.3	13.7	26.6	15.0	39.0	0.3	30.8	2.5	
2018	38.6	12.7	40.3	14.1	27.4	15.4	40.0	0.3	31.6	2.5	
2019	39.6	13.1	41.4	14.5	28.1	15.8	41.1	0.3	32.4	2.6	
2020	40.7	13.5	42.6	14.9	28.9	16.3	42.1	0.3	33.2	2.7	
2021	41.8	13.9	43.7	15.3	29.7	16.7	43.2	0.4	34.1	2.7	
2022	43.0	14.3	44.9	15.8	30.5	17.2	44.4	0.4	35.0	2.8	
2023	44.1	14.7	46.1	16.2	31.4	17.7	45.5	0.4	35.9	2.9	
2024	45.3	15.1	47.4	16.7	32.3	18.2	46.7	0.4	36.9	2.9	



Table 11.1.1.2 (300 Existing)

**Toronto / Montréal / Québec Segments**  
**Courier and LTL Traffic – Minimal Market Share**  
**300 kph existing ROW option – TGV technology**

Total traffic volume projections by year, 2005–2024  
 (volume expressed in number of 8–car trainsets)

O/D City	Toronto		Kingston		Ottawa		Montréal		Trois–Rivières		Québec City
Direction	East	West	East	West	East	West	East	West	East	West	West
Year											
2005	3.4	1.1	3.6	1.2	2.4	1.3	3.6	0.0	2.8	0.2	
2006	3.5	1.1	3.7	1.3	2.5	1.4	3.7	0.0	2.9	0.2	
2007	3.6	1.2	3.8	1.3	2.5	1.4	3.8	0.0	3.0	0.2	
2008	3.7	1.2	3.9	1.3	2.6	1.4	3.9	0.0	3.0	0.2	
2009	3.8	1.2	4.0	1.4	2.7	1.5	4.0	0.0	3.1	0.2	
2010	3.9	1.3	4.1	1.4	2.8	1.5	4.1	0.0	3.2	0.3	
2011	4.0	1.3	4.2	1.4	2.8	1.6	4.2	0.0	3.3	0.3	
2012	4.1	1.3	4.3	1.5	2.9	1.6	4.3	0.0	3.4	0.3	
2013	4.2	1.4	4.4	1.5	3.0	1.7	4.4	0.0	3.5	0.3	
2014	4.3	1.4	4.5	1.6	3.1	1.7	4.5	0.0	3.6	0.3	
2015	4.4	1.5	4.7	1.6	3.2	1.8	4.6	0.0	3.7	0.3	
2016	4.6	1.5	4.8	1.7	3.2	1.8	4.7	0.0	3.7	0.3	
2017	4.7	1.5	4.9	1.7	3.3	1.9	4.9	0.0	3.8	0.3	
2018	4.8	1.6	5.0	1.8	3.4	1.9	5.0	0.0	3.9	0.3	
2019	5.0	1.6	5.2	1.8	3.5	2.0	5.1	0.0	4.0	0.3	
2020	5.1	1.7	5.3	1.9	3.6	2.0	5.3	0.0	4.2	0.3	
2021	5.2	1.7	5.5	1.9	3.7	2.1	5.4	0.0	4.3	0.3	
2022	5.4	1.8	5.6	2.0	3.8	2.2	5.5	0.0	4.4	0.3	
2023	5.5	1.8	5.8	2.0	3.9	2.2	5.7	0.0	4.5	0.4	
2024	5.7	1.9	5.9	2.1	4.0	2.3	5.8	0.0	4.6	0.4	

Table 11.1.1.3 (300 Existing)

**Toronto / Montréal / Québec Segments**  
**Rolling Stock Requirements – Minimal Market Share Scenario**  
**300 kph existing ROW option – TGV technology**

**Tentative Train Schedule: year 2005**

O/D City		Toronto	Kingston	Ottawa	Montréal	Trois-Rivières	Québec City
Intercity distance (km)		256	152	177.1	140	131.4	
handling equip. per station	eastbound	4	1	2	4	1	4
	westbound	2	1	1	2	1	1
Travel Time (minutes)	eastbound&westbound	60	35	49	39	29	
Handling time (minutes)	eastbound	24	20	17	28	30	27
	westbound	8	4	2	10	6	3
Eastbound Trains	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival
Westbound Trains	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
	train / direction						
#1 – East	<b>07:00 PM</b>	08:00 PM	08:20 PM	08:55 PM	09:12 PM	10:01 PM	10:29 PM
#1 – West (return)	03:46 AM	02:46 AM	02:26 AM	01:51 AM	01:34 AM	12:45 AM	12:17 AM
#2 – West	12:07 AM	11:07 PM	10:47 PM	10:12 PM	09:55 PM	09:06 PM	08:38 PM
#2 – East (return)	12:37 AM	01:37 AM	01:57 AM	02:32 AM	02:49 AM	03:38 AM	04:06 AM
#3 – East						<b>07:15 PM</b>	07:54 PM
#3 – West (return)	02:30 AM	01:30 AM	01:10 AM	12:35 AM	12:18 AM	11:29 PM	11:01 PM
#3 – East (return)	03:00 AM	04:00 AM	04:20 AM	04:55 AM	05:12 AM	06:01 AM	06:29 AM
#4 – West	12:37 AM	11:37 PM	11:17 PM	10:42 PM	10:25 PM	09:36 PM	09:08 PM
#4 – East (return)	01:07 AM	02:07 AM	02:27 AM	03:02 AM	03:19 AM	04:08 AM	<b>04:36 AM</b>
total trains eastward	4	4	4	4	4	4	3
wesward	4	4	4	4	4	4	3
O/D City		Toronto	Kingston	Ottawa	Montréal	Trois-Rivières	Québec City

beginning of train run

end of train run

Table 11.1.1.4 (300 Existing)

**Toronto / Montréal / Québec Segments**  
**Rolling Stock Requirements and Operating Statistics – Minimal Market Share**  
**300 kph existing ROW option – TGV technology**

requirement vs availability of cars per station for the year 2005

O/D City	Toronto	Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
Direction	East	West	East	West	East	West	East	West	East	West
Intercity distance (km)	256	256	152	152	177.1	177.1	140	140	131.4	131.4
requirement 2005	27.2	8.8	28.5	9.8	19.2	10.6	28.6	0.2	22.6	1.8
availability	32	32	32	32	32	32	32	32	24	24
trains/day/station										
2005	4	4	4	4	4	4	4	4	3	3

**Rolling Stock requirements (1)**

Average daily train run calculation, year 2005

Train	total dist.	Train	total dist.
#1	1450.2		4
#2	1713		
#3	1984.4		
#4	1441.6		
		Average run	1647.3

availability:  cars  
 locos

avg. weight :  cars  
 locos

operating days / year

year of operation	total gross car/km	empty return ratio	adjusted car/km	average cars/train	train-km	average daily train run	trainsets/day	fleet size		operating statistics		
								cars	locos	car-km	loco-km	gross tonne-km
2005	27,548	0.91	52,714	8	6,589	1647.3	4	34	9	13,705,536	3,426,384	942,255,600
2006	28,301	0.91	54,153	8	6,769	1647.3	5	43	11	14,079,873	3,519,968	967,991,290
2007	29,074	0.91	55,633	8	6,954	1647.3	5	43	11	14,464,465	3,616,116	994,431,982
2008	29,868	0.91	57,152	8	7,144	1647.3	5	43	11	14,859,593	3,714,898	1,021,597,046
2009	30,684	0.91	58,714	8	7,339	1647.3	5	43	11	15,265,547	3,816,387	1,049,506,387
2010	31,522	0.91	60,318	8	7,540	1647.3	5	43	11	15,682,625	3,920,656	1,078,180,458
2011	32,384	0.91	61,966	8	7,746	1647.3	5	43	11	16,111,131	4,027,783	1,107,640,275
2012	33,269	0.91	63,659	8	7,957	1647.3	5	43	11	16,551,381	4,137,845	1,137,907,434
2013	34,178	0.91	65,399	8	8,175	1647.3	5	43	11	17,003,696	4,250,924	1,169,004,126
2014	35,112	0.91	67,186	8	8,398	1647.3	6	51	13	17,468,410	4,367,102	1,200,953,154
2015	36,071	0.91	69,023	8	8,628	1647.3	6	51	13	17,945,861	4,486,465	1,233,777,949
2016	37,057	0.91	70,909	8	8,864	1647.3	6	51	13	18,436,401	4,609,100	1,267,502,589
2017	38,071	0.91	72,848	8	9,106	1647.3	6	51	13	18,940,390	4,735,098	1,302,151,816
2018	39,111	0.91	74,839	8	9,355	1647.3	6	51	13	19,458,197	4,864,549	1,337,751,053
2019	40,181	0.91	76,885	8	9,611	1647.3	6	51	13	19,990,203	4,997,551	1,374,926,426
2020	41,279	0.91	78,988	8	9,873	1647.3	6	51	13	20,536,797	5,134,199	1,411,904,780
2021	42,408	0.91	81,148	8	10,143	1647.3	7	59	15	21,098,381	5,274,595	1,450,513,702
2022	43,568	0.91	83,367	8	10,421	1647.3	7	59	15	21,675,368	5,418,842	1,490,181,538
2023	44,759	0.91	85,647	8	10,706	1647.3	7	59	15	22,268,181	5,567,045	1,530,937,417
2024	45,984	0.91	87,989	8	10,999	1647.3	7	59	15	22,877,255	5,719,314	1,572,811,273

(1) Start-up requirements based on characteristics of initial operating scenario for the year 2005. Rolling Stock requirements in subsequent years based on projections of initial year operating scenario and traffic volumes.

Table 11.1.2.1 (300 Existing)

**Toronto / Montréal / Québec Segments**  
**Courier and LTL Traffic – Minimal Market Share**  
**300 kph existing ROW option – TGV technology**

Total traffic volume projections by year, 2005–2024  
(volume expressed in number of containers)

O/D City	Toronto		Kingston		Ottawa		Montréal		Trois–Rivières		Québec City
Direction	East	West	East	West	East	West	East	West	East	West	West
Year											
2005	191	62	200	69	135	75	201	2	158	13	
2006	196	64	205	71	139	77	206	2	163	13	
2007	202	66	211	73	142	79	211	2	167	14	
2008	207	68	216	75	146	82	217	2	171	14	
2009	213	69	222	77	150	84	222	2	176	14	
2010	218	71	228	79	155	86	228	2	180	15	
2011	224	74	235	81	159	89	234	2	185	15	
2012	230	76	241	84	163	91	240	2	190	16	
2013	237	78	247	86	168	94	247	2	195	16	
2014	243	80	254	89	172	97	253	3	200	16	
2015	250	82	261	91	177	99	260	3	205	17	
2016	256	85	268	94	182	102	266	3	210	17	
2017	263	87	275	96	187	105	273	3	216	18	
2018	271	90	283	99	192	108	281	3	221	18	
2019	278	92	290	102	198	111	288	3	227	19	
2020	285	95	298	105	203	114	295	3	233	19	
2021	293	98	306	108	209	118	303	3	239	20	
2022	301	101	315	111	214	121	311	3	245	20	
2023	309	103	323	114	220	125	319	3	252	21	
2024	318	106	332	117	226	128	328	3	258	21	

Table 11.1.2.4 (300 Existing)

**Toronto / Montréal / Québec Segments**  
**Courier and LTL Traffic – Minimal Market Share**  
**300 kph existing ROW option – TGV technology**

Handling Requirements per Station (Number of containers loaded and unloaded)  
 Year 2005 Courier and LTL traffic combined

O/D City Direction	Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City	
	West	East	West	East	West	East	West	East	West	East	West	East
containers loaded	0.00	190.51	0.00	24.25	0.00	0.00	72.91	144.31	0.36	8.05	12.59	
containers unloaded												
	61.53	0.00	6.76	15.45	6.20	64.91	0.00	78.53	11.37	50.35	0.00	157.88
total container traffic leaving station	0.00	190.51	61.53	199.31	68.29	134.39	74.49	200.18	1.58	157.88	12.59	

0:\panara\02-225\tor-quebec-seg1 12:40:35 PM 23-Mar-04

Container Fleet Acquisition Schedule and Costs

Year	Containers Loaded (per day)	Provision for spares (100%) <sup>1</sup>	Total Containers Required	Provision for replacement <sup>2</sup>	Annual Container Acquisition	Cost of Container Acquisition <sup>3</sup>
2005	453	453	906	N/A	906	\$2,899,123
2006	467	467	935	N/A	29	\$91,852
2007	482	482	964	N/A	30	\$94,965
2008	498	498	995	N/A	31	\$98,191
2009	513	513	1027	N/A	32	\$101,534
2010	530	530	1060	N/A	33	\$104,999
2011	547	547	1094	N/A	34	\$108,590
2012	564	564	1129	N/A	35	\$112,312
2013	582	582	1165	N/A	36	\$116,171
2014	601	601	1202	N/A	38	\$120,171
2015	621	621	1241		906	\$3,023,441
2016	641	641	1282	29	69	\$220,471
2017	662	662	1323	30	71	\$228,043
2018	683	683	1366	31	74	\$235,893
2019	705	705	1411	32	76	\$244,031
2020	728	728	1457	33	79	\$252,470
2021	752	752	1504	34	82	\$261,220
2022	777	777	1554	35	84	\$270,293
2023	802	802	1605	36	87	\$279,703
2024	829	829	1658	38	90	\$289,463

Notes:  
 1. A Two-day service cycle is assumed for containers.  
 2. Average container life is estimated at 10 years. Provision for replacement figures are thus equal to the number of containers acquired 10 years previous.

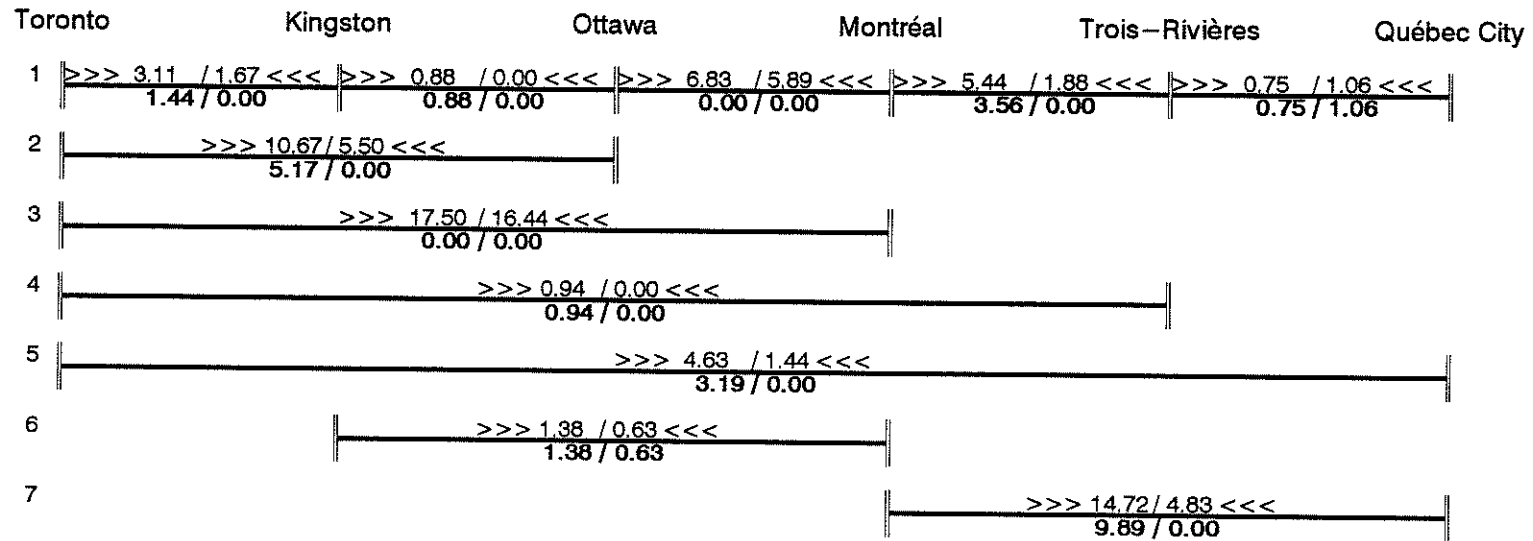
Handling Equipment Acquisition Schedule and Costs

Year	Handling Equipment Required	Provision for replacement	Annual Equipment Acquisition	Cost of Equipment Acquisition <sup>4</sup>
2005	22	N/A	22	\$770,000
2006	0	N/A	0	\$0
2007	0	N/A	0	\$0
2008	0	N/A	0	\$0
2009	0	N/A	0	\$0
2010	0	N/A	0	\$0
2011	0	N/A	0	\$0
2012	0	N/A	0	\$0
2013	0	N/A	0	\$0
2014	0	N/A	0	\$0
2015	0	22	22	\$1,100,000
2016	0	0	0	\$0
2017	0	0	0	\$0
2018	0	0	0	\$0
2019	0	0	0	\$0
2020	0	0	0	\$0
2021	0	0	0	\$0
2022	0	0	0	\$0
2023	0	0	0	\$0
2024	0	0	0	\$0

Notes:  
 4. Initial purchase consists of used equipment at a unit cost of \$35,000. Replacement units bought new at a cost of \$50,000 per unit.

Figure 11.1.1 (200 Courier)

**Toronto/Montréal/Québec Segments : Courier Traffic – Minimal Market Share  
200 kph ROW Option – X2000 technology**



Alternative Stops:

Dorval Laval

Minimum Load Volumes (Assumptions – 100% of imbalance and 100% of less than one truckload level to be captured)

O/D City Direction	Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
	East	West	East	West	East	West	East	West	East	West	
(1992) trailer (1) equivalents	10.74	0	11.56	0.63	5.51	0.63	17.58	0	13.83	1.06	
(2005) trailer (1) equivalents	15.1	0.0	16.2	0.9	7.7	0.9	24.6	0.0	19.4	1.5	
(2005) cu. ft. 000's	45.2	0.0	48.6	2.6	23.2	2.6	73.9	0.0	58.2	4.5	
(2005) no. of (2) containers	121.4	0.0	130.7	6.8	62.3	7.1	198.8	0.0	156.4	12.0	
(2005) no. of (3) cars	11.0	0.0	11.9	0.6	5.7	0.6	18.1	0.0	14.2	1.1	

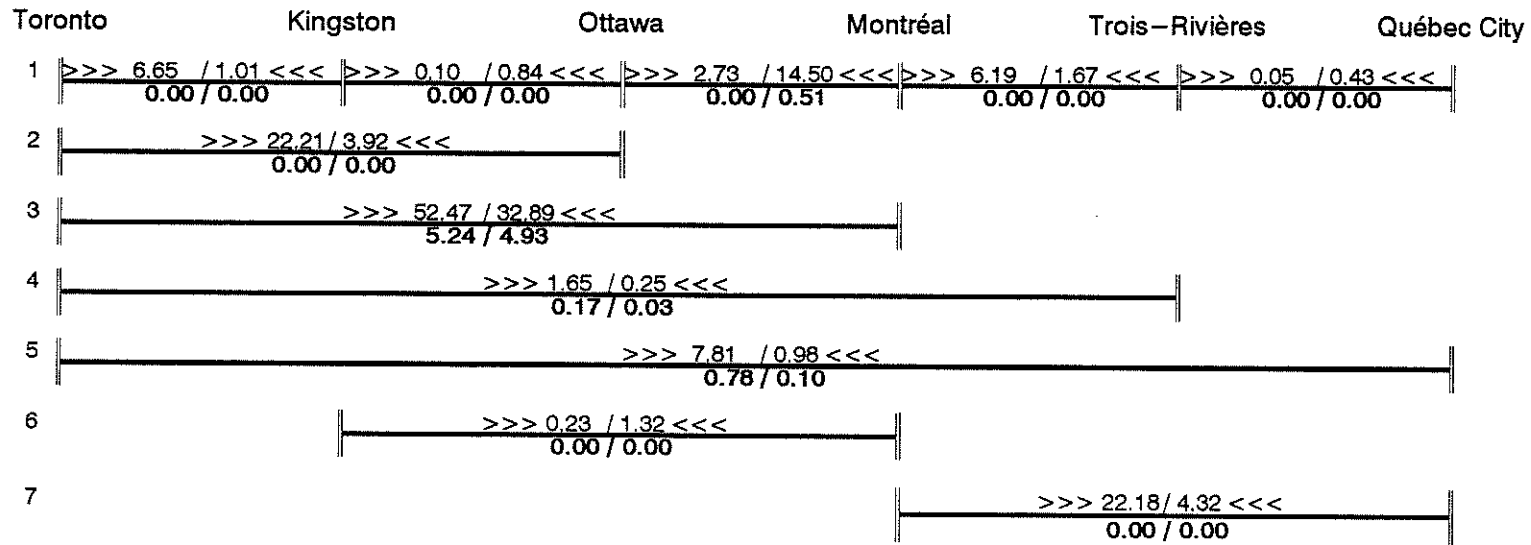
(1) The volumes are in trailer loads of 3000 cu. ft. capacity

(2) Number of containers obtained by assuming 372 cu. ft. per container (7 ft x 8 ft 6 in x 6 ft 3 in)

(3) Number of cars obtained by assuming a capacity of eleven of the above containers, or 4092 cu. ft. per

Figure 11.1.1 (200 LTL)

**Toronto / Montréal / Québec Segments : LTL Traffic – Minimal Market Share  
200 kph ROW Option – X2000 technology**



Alternative Stops: Dorval Laval

Minimum Load Volumes ( Assumptions – 1) LTL Traffic secured in containers otherwise returning empty (ORE) from courier traffic. Courier Traffic imbalance must represent less than 40% of the LTL traffic moved in the opposite direction. 2) Also, HSR will take 10% of LTL traffic on distances >500km. )

O/D City	Direction	Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City
		East	West	East	West	East	West	East	West	East	West	
(1992)	trailer (1) equivalents	6.19	5.06	6.19	5.06	6.19	5.57	0.95	0.13	0.78	0.1	
(2005)	trailer (1) equivalents	9.8	8.0	9.8	8.0	9.8	8.9	1.5	0.2	1.2	0.2	
(2005)	cu. ft. 000's	29.5	24.1	29.5	24.1	29.5	26.6	4.5	0.6	3.7	0.5	
(2005)	no. of (2) containers	79.3	64.8	79.3	64.8	79.3	71.4	12.2	1.7	10.0	1.3	
(2005)	no. of (3) cars	7.2	5.9	7.2	5.9	7.2	6.5	1.1	0.2	0.9	0.1	

(1) The volumes are in trailer loads of 3(3) Number of cars obtained by assuming a capacity of eleven of the above containers, or 4092 cu. ft. per car

(2) Number of containers obtained by assuming 372 cu. ft. per container (7 ft x 8 ft 6 in x 6 ft 3 in)

Table 11.1.1.1 (200)

**Toronto / Montréal / Québec Segments**  
**Courier and LTL Traffic – Minimal Market Share**  
**200 kph ROW Option – X2000 technology**

Total traffic volume projections by year, 2005–2024  
 (volume expressed in number of cars)

O/D City	Toronto		Kingston		Ottawa		Montréal		Trois–Rivières		Québec City
Direction	East	West	East	West	East	West	East	West	East	West	
Year											
2005	18.3	5.9	19.1	6.5	12.9	7.1	19.2	0.2	15.1	1.2	
2006	18.7	6.1	19.6	6.7	13.2	7.3	19.7	0.2	15.5	1.2	
2007	19.3	6.2	20.1	6.9	13.6	7.6	20.2	0.2	15.9	1.3	
2008	19.8	6.4	20.7	7.1	14.0	7.8	20.7	0.2	16.3	1.3	
2009	20.3	6.6	21.3	7.3	14.4	8.0	21.3	0.2	16.8	1.3	
2010	20.9	6.8	21.8	7.5	14.8	8.2	21.8	0.2	17.2	1.4	
2011	21.4	7.0	22.4	7.7	15.2	8.5	22.4	0.2	17.7	1.4	
2012	22.0	7.2	23.0	7.9	15.6	8.7	23.0	0.2	18.1	1.4	
2013	22.6	7.4	23.7	8.2	16.0	9.0	23.6	0.2	18.6	1.5	
2014	23.2	7.6	24.3	8.4	16.5	9.2	24.2	0.2	19.1	1.5	
2015	23.9	7.8	25.0	8.6	16.9	9.5	24.8	0.2	19.6	1.6	
2016	24.5	8.1	25.6	8.9	17.4	9.7	25.5	0.2	20.1	1.6	
2017	25.2	8.3	26.3	9.1	17.9	10.0	26.1	0.2	20.6	1.6	
2018	25.9	8.5	27.0	9.4	18.4	10.3	26.8	0.2	21.2	1.7	
2019	26.6	8.8	27.8	9.7	18.9	10.6	27.5	0.2	21.7	1.7	
2020	27.3	9.1	28.5	10.0	19.4	10.9	28.3	0.2	22.3	1.8	
2021	28.0	9.3	29.3	10.2	19.9	11.2	29.0	0.2	22.9	1.8	
2022	28.8	9.6	30.1	10.5	20.5	11.6	29.8	0.2	23.5	1.9	
2023	29.6	9.9	30.9	10.8	21.1	11.9	30.5	0.3	24.1	1.9	
2024	30.4	10.1	31.8	11.1	21.6	12.2	31.3	0.3	24.7	2.0	



Table 11.1.1.2 (200)

**Toronto / Montréal / Québec Segments**  
**Courier and LTL Traffic – Minimal Market Share**  
**200 kph ROW Option – X2000 technology**

Total traffic volume projections by year, 2005–2024  
(volume expressed in number of 5–car trainsets)

O/D City	Toronto		Kingston		Ottawa		Montréal		Trois–Rivières		Québec City
Direction	East	West	East	West	East	West	East	West	East	West	
Year											
2005	3.7	1.2	3.8	1.3	2.6	1.4	3.8	0.0	3.0	0.2	
2006	3.7	1.2	3.9	1.3	2.6	1.5	3.9	0.0	3.1	0.2	
2007	3.9	1.2	4.0	1.4	2.7	1.5	4.0	0.0	3.2	0.3	
2008	4.0	1.3	4.1	1.4	2.8	1.6	4.1	0.0	3.3	0.3	
2009	4.1	1.3	4.3	1.5	2.9	1.6	4.3	0.0	3.4	0.3	
2010	4.2	1.4	4.4	1.5	3.0	1.6	4.4	0.0	3.4	0.3	
2011	4.3	1.4	4.5	1.5	3.0	1.7	4.5	0.0	3.5	0.3	
2012	4.4	1.4	4.6	1.6	3.1	1.7	4.6	0.0	3.6	0.3	
2013	4.5	1.5	4.7	1.6	3.2	1.8	4.7	0.0	3.7	0.3	
2014	4.6	1.5	4.9	1.7	3.3	1.8	4.8	0.0	3.8	0.3	
2015	4.8	1.6	5.0	1.7	3.4	1.9	5.0	0.0	3.9	0.3	
2016	4.9	1.6	5.1	1.8	3.5	1.9	5.1	0.0	4.0	0.3	
2017	5.0	1.7	5.3	1.8	3.6	2.0	5.2	0.0	4.1	0.3	
2018	5.2	1.7	5.4	1.9	3.7	2.1	5.4	0.0	4.2	0.3	
2019	5.3	1.8	5.6	1.9	3.8	2.1	5.5	0.0	4.3	0.3	
2020	5.5	1.8	5.7	2.0	3.9	2.2	5.7	0.0	4.5	0.4	
2021	5.6	1.9	5.9	2.0	4.0	2.2	5.8	0.0	4.6	0.4	
2022	5.8	1.9	6.0	2.1	4.1	2.3	6.0	0.0	4.7	0.4	
2023	5.9	2.0	6.2	2.2	4.2	2.4	6.1	0.1	4.8	0.4	
2024	6.1	2.0	6.4	2.2	4.3	2.4	6.3	0.1	4.9	0.4	

Table 11.1.1.3 (200)

**Toronto / Montréal / Québec Segments**  
**Rolling Stock Requirements – Minimal Market Share Scenario**  
**200 kph existing ROW option – X2000 technology**

**Tentative Train Schedule: year 2005**

O/D City		Toronto	Kingston	Ottawa	Montréal	Trois-Rivières	Québec City				
Intercity distance (km)		255.6	183.9	176.6	140	132.5					
handling equip. per station	eastbound	4	1	1	4	2	3				
	westbound	2	1	1	2	1	1				
Travel Time (minutes)	eastbound&westbound	82	61	58	49	42					
Handling time (minutes)	eastbound	26	17	28	30	16	28				
	westbound	9	3	3	10	4	3				
Eastbound Trains		Departure	Arrival	Departure	Arrival	Departure	Arrival				
Westbound Trains		Arrival	Departure	Arrival	Departure	Arrival	Departure				
	train / direction										
#1 – West		12:25 AM	11:03 PM	10:46 PM	09:45 PM	09:17 PM	08:19 PM	07:49 PM	<b>07:00 PM</b>		
#1 – East (return)		12:55 AM	02:17 AM	02:34 AM	03:35 AM	04:03 AM	05:01 AM	05:31 AM			
#2 – West		09:40 PM	08:18 PM	08:01 PM	<b>07:00 PM</b>						
#2 – East (return)		10:10 PM	11:32 PM	11:49 PM	12:50 AM	01:18 AM	02:16 AM	02:46 AM	03:35 AM	03:51 AM	04:33 AM
#2 – West (return)								06:01 AM	05:45 AM	05:03 AM	
#3 – East						<b>07:00 PM</b>	07:49 PM	08:05 PM	08:47 PM		
#3 – West (return)		03:40 AM	02:18 AM	02:01 AM	01:00 AM	12:32 AM	11:34 PM	11:04 PM	10:15 PM	09:59 PM	09:17 PM
#3 – East (return)		04:10 AM	05:32 AM	05:49 AM	06:50 AM						
#4 – East						<b>07:30 PM</b>	08:19 PM	08:35 PM	09:17 PM		
#4 – West (return)		04:10 AM	02:48 AM	02:31 AM	01:30 AM	01:02 AM	12:04 AM	11:34 PM	10:45 PM	10:29 PM	09:47 PM
#4 – East (return)		04:40 AM	06:02 AM	06:19 AM	07:20 AM						
#5 – East			<b>07:00 PM</b>	08:01 PM	08:29 PM	09:27 PM	09:57 PM	10:46 PM	11:02 PM	11:44 PM	
#5 – West (return)			04:58 AM	03:57 AM	03:29 AM	02:31 AM	02:01 AM	01:12 AM	12:56 AM	12:14 AM	

total trains eastward	4	4	5	3	4	4	4
total trains westward	4	4	5	4	4	4	4
O/D City	Toronto	Kingston	Ottawa	Montréal	Trois-Rivières	Québec City	

beginning of train run  
 end of train run

Table 11.1.1.4 (200)

**Toronto / Montréal / Québec Segments**  
**Rolling Stock Requirements and Operating Statistics – Minimal Market Share**  
**200 kph ROW Option – X2000 technology**

requirement vs availability of cars per station for the year 2005

O/D City	Toronto	Kingston		Ottawa		Montréal		Trois-Rivières		Québec City	
Direction	East	West	East	West	East	West	East	West	East	West	
intercity distance (km)	255.6	255.6	183.9	183.9	176.6	176.6	140	140	132.5	132.5	
requirement	2005	18.3	5.9	19.1	6.5	12.9	7.1	19.2	0.2	15.1	1.2
availability		20	20	25	25	15	20	20	20	20	20
trains/day/station	2005	4	4	5	5	3	4	4	4	4	4

**Rolling Stock requirements (1)**

Average daily train run calculation, year 2005

Train	total dist.	Train	total dist.	
#1	1372.2	#5	1266	5
#2	1460.6			
#3	1600.6			
#4	1600.6			
		Average run		1460.0

availability:	0.95	cars
	0.95	locos
avg. weight :	73	cars
(tonnes)	74	locos

operating days / year

year of operation	total gross car/km	empty return ratio	adjusted car/km	average cars/train	train-km	average daily train run	trainsets/day	operating statistics				
								fleet size		gross		
							cars	locos	car-km	loco-km	tonne-km	
2005	19,283	0.89	36,500	5	7,300	1460.0	5	27	6	9,490,000	1,898,000	833,222,000
2006	19,810	0.89	37,497	5	7,499	1460.0	6	32	7	9,749,277	1,949,855	855,986,495
2007	20,351	0.89	38,522	5	7,704	1460.0	6	32	7	10,015,658	2,003,132	879,374,787
2008	20,908	0.89	39,574	5	7,915	1460.0	6	32	7	10,289,340	2,057,868	903,404,022
2009	21,479	0.89	40,656	5	8,131	1460.0	6	32	7	10,570,522	2,114,104	928,091,816
2010	22,066	0.89	41,767	5	8,353	1460.0	6	32	7	10,859,411	2,171,882	953,456,273
2011	22,669	0.89	42,909	5	8,582	1460.0	6	32	7	11,156,219	2,231,244	979,515,993
2012	23,289	0.89	44,081	5	8,816	1460.0	7	37	8	11,461,163	2,292,233	1,006,290,092
2013	23,925	0.89	45,286	5	9,057	1460.0	7	37	8	11,774,467	2,354,893	1,033,798,211
2014	24,579	0.89	46,524	5	9,305	1460.0	7	37	8	12,096,361	2,419,272	1,062,060,534
2015	25,251	0.89	47,796	5	9,559	1460.0	7	37	8	12,427,082	2,485,416	1,091,097,800
2016	25,942	0.89	49,103	5	9,821	1460.0	7	37	8	12,766,872	2,553,374	1,120,931,323
2017	26,651	0.89	50,446	5	10,089	1460.0	7	37	8	13,115,980	2,623,196	1,151,583,002
2018	27,380	0.89	51,826	5	10,365	1460.0	8	43	9	13,474,662	2,694,932	1,183,075,341
2019	28,129	0.89	53,243	5	10,649	1460.0	8	43	9	13,843,183	2,768,637	1,215,431,465
2020	28,898	0.89	54,699	5	10,940	1460.0	8	43	9	14,221,812	2,844,362	1,248,675,137
2021	29,689	0.89	56,195	5	11,239	1460.0	8	43	9	14,610,829	2,922,166	1,282,830,776
2022	30,501	0.89	57,733	5	11,547	1460.0	8	43	9	15,010,516	3,002,104	1,317,923,473
2023	31,335	0.89	59,312	5	11,862	1460.0	9	48	10	15,421,173	3,084,235	1,353,979,015
2024	32,193	0.89	60,935	5	12,187	1460.0	9	48	10	15,843,097	3,168,619	1,391,023,897

(1) Start-up requirements based on characteristics of initial operating scenario for the year 2005. Rolling Stock requirements in subsequent years based on projections of initial year operating scenario and traffic volumes.

Table 11.1.2.1 (200)

**Toronto / Montréal / Québec Segments**  
**Courier and LTL Traffic – Minimal Market Share**  
**200 kph ROW Option – X2000 technology**

Total traffic volume projections by year, 2005–2024  
 (volume expressed in number of containers)

O/D City	Toronto		Kingston		Ottawa		Montréal		Trois–Rivières		Québec City
Direction	East	West	East	West	East	West	East	West	East	West	West
Year											
2005	201	65	211	72	142	79	211	2	167	14	
2006	207	67	216	74	146	81	217	2	171	14	
2007	212	69	222	76	150	84	223	2	176	14	
2008	218	71	228	78	154	86	228	2	180	15	
2009	224	73	234	81	158	88	234	2	185	15	
2010	230	75	241	83	163	91	241	2	190	16	
2011	236	77	247	85	167	94	247	2	195	16	
2012	243	80	254	88	172	96	253	3	200	16	
2013	249	82	261	90	177	99	260	3	205	17	
2014	256	84	268	93	182	102	267	3	210	17	
2015	263	87	275	96	187	105	274	3	216	18	
2016	270	89	282	98	192	108	281	3	222	18	
2017	278	92	290	101	197	111	288	3	227	19	
2018	285	95	298	104	202	114	296	3	233	19	
2019	293	97	306	107	208	117	303	3	239	20	
2020	301	100	314	110	214	121	311	3	246	20	
2021	309	103	323	113	220	124	319	3	252	21	
2022	317	106	332	116	226	128	328	3	259	21	
2023	326	109	341	120	232	131	336	3	265	22	
2024	335	112	350	123	239	135	345	3	272	22	

Table 11.1.2.4 (200)

**Toronto / Montréal / Québec Segments**  
**Courier and LTL Traffic – Minimal Market Share**  
**200 kph ROW Option – X2000 technology**

Handling Requirements per Station (Number of containers loaded and unloaded)  
 Year 2005 Courier and LTL traffic combined

O/D City Direction	Toronto		Kingston		Ottawa		Montréal		Trois-Rivières		Québec City	
	West	East	West	East	West	East	West	East	West	East	West	East
containers loaded	0.00	200.75	0.00	25.55	0.00	0.00	76.83	152.07	0.38	8.48	13.27	
containers unloaded	64.84	0.00	7.12	16.28	6.54	68.40	0.00	82.75	11.98	53.06	0.00	166.36
total container traffic leaving station	0.00	200.75	64.84	210.02	71.96	141.62	78.50	210.94	1.67	166.36	13.27	

c:\canara\02-225\tor-que\mn-sec\ 12:33:55 PM 23-Mar-04

Container Fleet Acquisition Schedule and Costs

Year	Containers Loaded (per day)	Provision for spares (100%) <sup>1</sup>	Total Containers Required	Provision for replacement <sup>2</sup>	Annual Container Acquisition	Cost of Container Acquisition <sup>3</sup>
2005	477	477	955	N/A	955	\$3,054,989
2006	492	492	985	N/A	30	\$96,790
2007	508	508	1016	N/A	31	\$100,071
2008	524	524	1049	N/A	32	\$103,470
2009	541	541	1082	N/A	33	\$106,993
2010	558	558	1117	N/A	35	\$110,644
2011	576	576	1152	N/A	36	\$114,428
2012	595	595	1189	N/A	37	\$118,350
2013	614	614	1228	N/A	38	\$122,417
2014	634	634	1267	N/A	40	\$126,632
2015	654	654	1308	955	996	\$3,185,992
2016	675	675	1350	30	73	\$232,324
2017	697	697	1394	31	75	\$240,303
2018	720	720	1440	32	78	\$248,575
2019	743	743	1487	33	80	\$257,151
2020	768	768	1535	35	83	\$266,044
2021	793	793	1585	36	86	\$275,264
2022	819	819	1637	37	89	\$284,825
2023	846	846	1691	38	92	\$294,741
2024	873	873	1747	40	95	\$305,025

Notes: 1. A Two-day service cycle is assumed for containers.  
 2. Average container life is estimated at 10 years. Provision for replacement figures are thus equal to the number of containers acquired 10 years previous.

Handling Equipment Acquisition Schedule and Costs

Year	Handling Equipment Required	Provision for replacement	Annual Equipment Acquisition	Cost of Equipment Acquisition <sup>4</sup>
2005	21	N/A	21	\$735,000
2006	0	N/A	0	\$0
2007	0	N/A	0	\$0
2008	0	N/A	0	\$0
2009	0	N/A	0	\$0
2010	0	N/A	0	\$0
2011	0	N/A	0	\$0
2012	0	N/A	0	\$0
2013	0	N/A	0	\$0
2014	0	N/A	0	\$0
2015	0	21	21	\$1,050,000
2016	0	0	0	\$0
2017	0	0	0	\$0
2018	0	0	0	\$0
2019	0	0	0	\$0
2020	0	0	0	\$0
2021	0	0	0	\$0
2022	0	0	0	\$0
2023	0	0	0	\$0
2024	0	0	0	\$0

Notes: 4. initial purchase consists of used equipment at a unit cost of \$35,000. Replacement units bought new at a cost of \$50,000 per unit.