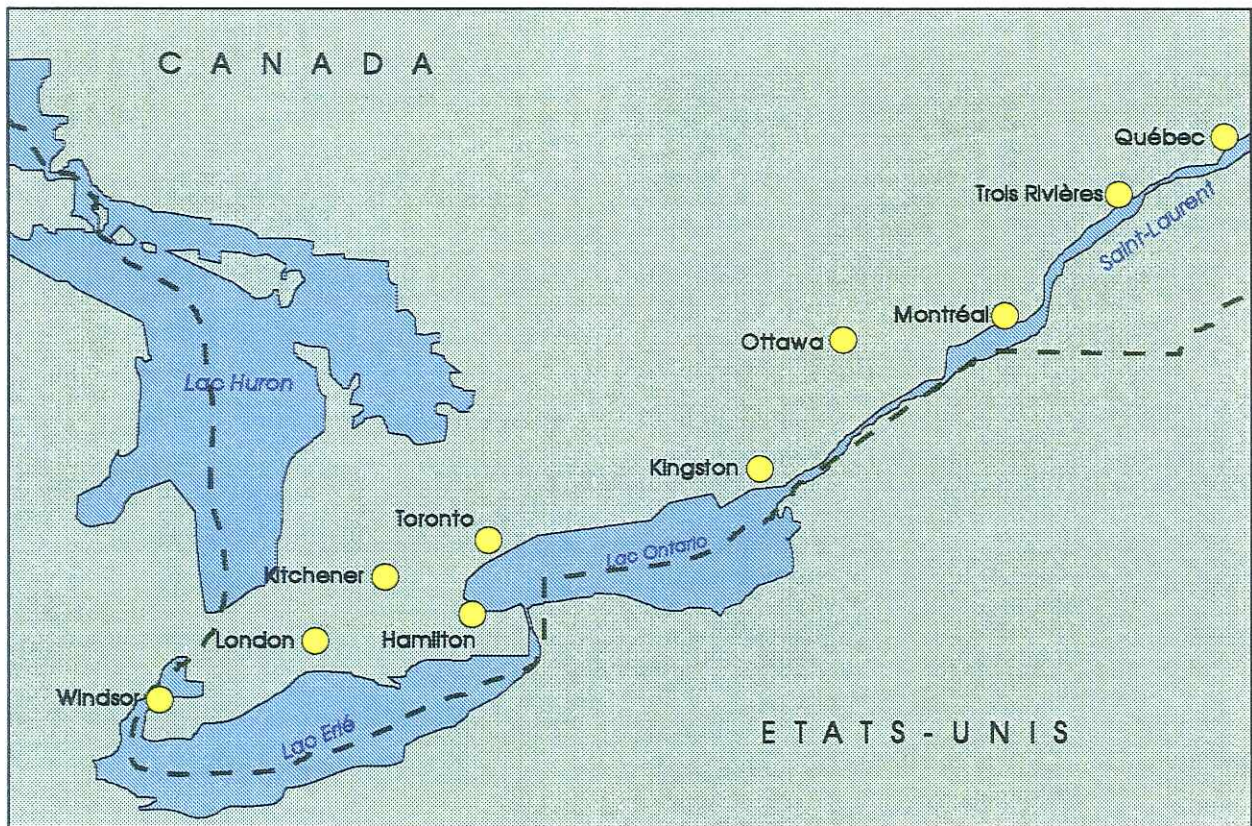


**Prévisions de trafic et de revenus
pour une liaison à grande vitesse dans le corridor
QUEBEC - MONTREAL - OTTAWA - TORONTO - WINDSOR**



**ANALYSES DE SENSIBILITE
Volume 2**

Février 1994

Ce rapport contient les résultats des analyses de sensibilité effectuées à partir des prévisions finales (Base runs), pour l'année 2005.

Les scénarios étudiés sont les suivants:

- Sensibilités aux temps de parcours

- * 350 KPH
- * 250 KPH
- * 300 KPH sur le tracé du 200 KPH
- * 200 KPH sur le tracé du 300 KPH

- Sensibilités aux prix:

- * 300 KPH, Prix: +10%
- * 300 KPH, Prix: -10%
- * 300 KPH, Prix: +20%
- * 300 KPH, Prix: -20%

- * 200 KPH, Prix: +10%
- * 200 KPH, Prix: -10%
- * 200 KPH, Prix: +20%
- * 200 KPH, Prix: -20%

- Sensibilités à la fréquence:

- * 300 KPH, + 3 trains/jour sur chaque section
- * 300 KPH, - 3 trains/jour sur chaque section
- * 200 KPH, + 3 trains/jour sur chaque section
- * 200 KPH, - 3 trains/jour sur chaque section

SENSITIVITY ANALYSES

TO TRAVEL TIME

300 KPH

ON

200 KPH ROUTE

2005

TRAFFIC and REVENUES (both directions)

Full Corridor - 300 KPH on 200 KPH Route - Year 2005 - Sensitivity runs

	Traffic 000's	Revenues 000's can \$	Non-business Fare	Business Fare	Frequency
Québec	1809	133213	68	93	16
Québec	171	18349	95	133	16
Québec	239	36619	132	175	16
Trois-Rivières	329	9908	29	46	9
Trois-Rivières	61	4858	76	106	8
Trois-Rivières	40	5182	122	165	8
Montréal	1260	66097	40	74	18
Montréal	161	11124	61	105	13
Montréal	2244	270735	102	139	23
Montréal	33	4350	116	176	8
Montréal	80	11561	133	190	9
Ottawa	596	26687	36	66	12
Ottawa	1753	178512	91	114	18
Ottawa	45	5221	107	162	8
Ottawa	83	10751	117	158	9
Kingston	900	50225	50	74	12
Kingston	29	2740	77	113	8
Kingston	33	3186	87	128	9
Toronto	381	9944	24	37	10
Toronto	1205	48201	36	57	12
Toronto	571	42692	69	93	12
Kitchener	232	5693	21	31	10
Kitchener	253	14421	50	72	10
London	593	22106	32	49	12
Total	13101	992377			

QUEBEC-MONTREAL

Mode	Référence 2005		Project situation in 2005		Diverted Traffic			Induced Traffic		
	NonB	Bus	NonB	Bus	NonB	Bus	Total	NonB	Bus	Total
HSR	90	50	1400	409	89	49	138	101	53	153
Train			0	0	99%	99%	99%	2%	2%	2%
Plane	8	63	2	28	6	34	40			
Bus	254	165	187	111	67	54	121			
Car	6166	2042	5029	1822	1137	219	1357			
Total	6518	2319	6618	2371	1299	356	1655	101	53	153
	74%	26%	74%	26%	20%	15%	19%	2%	2%	2%

QUEBEC-OTTAWA

Mode	Référence 2005		Project situation in 2005		Diverted Traffic			Induced Traffic		
	NonB	Bus	NonB	Bus	NonB	Bus	Total	NonB	Bus	Total
HSR	8	1	116	55	6	1	8	22	25	47
Train			0	0	6	79%	79%	7%	28%	11%
Plane	7	40	1	21	5	19	24			
Bus	15	5	6	3	8	2	10			
Car	300	45	226	36	74	8	82			
Total	329	91	349	115	94	30	124	22	25	47
	78%	22%	75%	25%	29%	33%	30%	7%	28%	11%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRRAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH on 200 KPH Route - Sensitivity runs

300DV05.XLS

22/12/1993

QUEBEC-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				121	118	239									
Train	19	8	26	0	0	0	17	88%	7	88%	23	88%			
Plane	17	91	108	1	50	51	16	94%	41	46%	58	53%			
Bus	4.8	0.5	5.3	1.8	0.3	2.0	3	63%	0.2	50%	3.3	62%			
Car	112	26	138	85	18	104	27	24%	7	30%	34	25%			
Total	153	125	278	209	186	395	62	41%	56	45%	118	43%	59	62	121
	55%	45%		53%	47%								38%	50%	44%

TROIS-RIVIERES/MONTREAL

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				308	21	329									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	0.8	0.0	0.8	0.6	0.0	0.6	0.2	25%	0	#####	0.2	25%			
Car	3592	627	4219	3293	621	3914	299	8%	6	1%	305	7%			
Total	3593	627	4220	3601	642	4243	300	8%	6	1%	306	7%	8	15	23
	85%	15%		85%	15%								0.2%	2%	1%

300DV05.XLS
22/12/1993

TROIS-RIVIERES/OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				52	9	61									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	10	2	12	6	1	7	4	40%	0	0%	4	32%			
Car	205	26	230	188	20	208	17	8%	6	23%	22	10%			
Total	214	28	242	246	30	276	20	10%	6	21%	26	11%	32	3	34
	88%	12%		89%	11%								15%	10%	14%

TROIS-RIVIERES/TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				32	8	40									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	8	19	27	2	13	15	5	70%	6	33%	12	44%			
Bus	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Car	74	9	83	58	8	66	16	22%	1	8%	17	20%			
Total	84	28	112	92	29	121	24	28%	7	25%	31	27%	8	1	9
	75%	25%		76%	24%								10%	3%	8%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRRAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH on 200 KPH Route - Sensitivity runs

300DV05.XLS
22/12/1993

MONTREAL-OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				799	462	1260									
Train	109	105	215	0	0	0	83	76%	80	76%	162	76%			
Plane	9	44	53	0	0	0	9	97%	43	99%	52	98%			
Bus	326	93	419	222	82	304	104	32%	11	11%	114	27%			
Car	4104	983	5088	3669	870	4538	435	11%	114	12%	549	11%			
Total	4549	1225	5774	4689	1413	6103	631	14%	247	20%	878	15%	168	214	382
	79%	21%		77%	23%								4%	17%	7%

MONTREAL-KINGSTON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				130	30	161									
Train	21	14	35	0	0	0	18	84%	11	84%	29	84%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	32	3	35	18	2	20	15	46%	1	18%	15	43%			
Car	254	22	276	206	18	224	48	19%	5	21%	52	19%			
Total	307	39	346	354	50	404	80	26%	17	43%	97	28%	50	14	64
	89%	11%		88%	12%								16%	35%	18%

300DV05.XLS
22/12/1993

MONTREAL-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				1114	1130	2244									
Train	345	124	470	0	0	0	287	83%	103	83%	390	83%			
Plane	272	1480	1752	19	993	1012	254	93%	486	33%	740	42%			
Bus	105	13	118	39	9	48	66	63%	5	35%	70	60%			
Car	1225	353	1578	1040	246	1287	184	15%	107	30%	291	18%			
Total	1947	1970	3917	2212	2379	4591	790	41%	700	36%	1491	38%	323	430	753
	50%	50%		48%	52%								17%	22%	19%

MONTREAL-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				26	8	33									
Train	4	2	6	0	0	0	4	89%	1	89%	5	89%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Car	100	33	133	93	28	121	7	7%	5	16%	12	9%			
Total	106	35	141	119	35	154	12	12%	7	20%	19	14%	13	1	14
	75%	25%		77%	23%								12%	3%	10%

300DV05.XLS
22/12/1993

MONTREAL-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				65	15	80									
Train	12	0	13	0	0	0	11	90%	0	90%	11	90%			
Plane	6	22	28	1	13	14	5	87%	9	41%	14	50%			
Bus	2	0.2	2	0	0.0	0	2	100%	0.2	100%	2	100%			
Car	99	9	107	91	3	95	7	7%	5	62%	12	12%			
Total	118	31	150	157	32	189	25	21%	15	48%	40	27%	40	1	41
	79%	21%		83%	17%								34%	2%	27%

OTTAWA-KINGSTON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				422	174	596									
Train	18	14	32	0	0	0	17	95%	13	95%	30	95%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	57	8	65	27	6	33	30	53%	2	25%	32	50%			
Car	894	213	1107	696	161	857	198	22%	52	25%	251	23%			
Total	969	235	1204	1144	341	1486	245	25%	67	29%	313	26%	176	107	283
	81%	19%		77%	23%								18%	46%	24%

Full Corridor - 300 KPH on 200 KPH Route - Sensitivity runs

300DV05.XLS
22/12/1993

OTTAWA-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				925	828	1753									
Train	125	77	201	0	0	0	91	73%	56	73%	148	73%			
Plane	113	874	986	17	606	623	96	85%	267	31%	364	37%			
Bus	103	20	123	33	16	48	70	68%	4	21%	74	60%			
Car	1738	535	2273	1311	443	1754	427	25%	92	17%	519	23%			
Total	2078	1505	3583	2285	1892	4177	685	33%	420	28%	1105	31%	240	408	648
	58%	42%		55%	45%								12%	27%	18%

OTTAWA-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				39	7	45									
Train	3	1	4	0	0	0	3	100%	1	100%	4	100%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	4	1	5	0	0	0	4	100%	0.4	67%	5	100%			
Car	190	27	217	162	22	184	28	15%	5	18%	32	15%			
Total	197	28	225	200	29	229	35	18%	6	20%	41	18%	4	1	5
	87%	13%		87%	13%								2%	4%	2%

Full Corridor - 300 KPH on 200 KPH Route - Sensitivity runs

SOFRRAIL/CANARAIL/CIGGT

300DV05.XLS
22/12/1993

OTTAWA-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				56	27	83									
Train	9	2	10	0	0	0	8	90%	1	90%	9	90%			
Plane	11	41	51	1	22	23	10	91%	19	46%	28	55%			
Bus	5	0	5	5	0	5	0.2	8%	0	0%	0	3%			
Car	110	25	135	91	21	112	19	17%	4	16%	23	17%			
Total	135	67	202	153	70	222	37	27%	24	36%	61	30%	19	3	22
	67%	33%		69%	31%								14%	4%	11%

KINGSTON-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				684	217	900									
Train	133	74	207	0	0	0	106	80%	59	80%	166	80%			
Plane	5	9	14	0	6	6	5	98%	3	37%	8	60%			
Bus	99	8	107	62	6	68	37	37%	1	19%	39	36%			
Car	2105	489	2595	1717	407	2123	388	18%	83	17%	471	18%			
Total	2342	580	2922	2463	635	3098	537	23%	147	25%	684	23%	147	70	217
	80%	20%		80%	20%								6%	12%	7%

300DV05.XLS
22/12/1993

KINGSTON-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				16	13	29									
Train	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	3	1	4	0	1	1	2	92%	0	0%	2	71%			
Car	59	43	102	56	37	93	3	6%	6	14%	9	9%			
Total	64	44	108	72	51	123	8	13%	6	14%	14	13%	8	7	15
	59%	41%		59%	41%								13%	17%	14%

KINGSTON-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				26	7	33									
Train	6	1	7	0	0	0	5	89%	1	89%	6	89%			
Plane	0	0	0	0	0	0	0	#####	0	100%	0	100%			
Bus	2.1	0	2	1	0	2	1	45%	0	#####	1	26%			
Car	92	20	113	80	18	98	12	13%	2	10%	14	13%			
Total	100	22	122	107	26	133	18	18%	3	14%	21	17%	8	4	12
	82%	18%		80%	20%								8%	19%	10%

300DV05.XLS
22/12/1993

TORONTO-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				320	61	381									
Train	29	4	34	0	0	0	26	90%	4	90%	30	90%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	212	26	238	206	26	232	6	3%	1	2%	7	3%			
Car	11828	3283	15111	11607	3234	14841	221	2%	49	1%	270	2%			
Total	12069	3313	15383	12133	3321	15454	254	2%	53	2%	307	2%	66	8	74
	78%	22%		79%	21%								1%	0.2%	0%

TORONTO-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				975	230	1205									
Train	142	70	211	0	0	0	111	79%	55	79%	166	79%			
Plane	11	23	34	0	12	12	11	98%	10	46%	21	63%			
Bus	142	13	156	101	12	113	42	29%	1	6%	43	27%			
Car	4068	1433	5501	3508	1351	4859	560	14%	82	6%	642	12%			
Total	4363	1538	5901	4585	1605	6190	723	17%	148	10%	872	15%	252	81	333
	74%	26%		74%	26%								6%	5%	6%

300DV05.XLS
22/12/1993

TORONTO-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				434	137	571									
Train	77	33	111	0	0	0	59	76%	25	76%	84	76%			
Plane	23	70	93	1	42	42	22	97%	28	41%	51	55%			
Bus	20	7	27	12	6	18	7	38%	1	20%	9	33%			
Car	1318	223	1540	1083	201	1284	234	18%	22	10%	256	17%			
Total	1438	333	1771	1530	386	1916	323	22%	77	23%	399	23%	111	61	172
	81%	19%		80%	20%								8%	18%	10%

KITCHENER-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				151	82	232									
Train	19	1	20	0	0	0	16	82%	0	0%	16	78%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	10	0.8	11	8	0.7	9	2	20%	0.1	10%	2	19%			
Car	1395	552	1946	1368	518	1886	26	2%	34	6%	60	3%			
Total	1424	554	1978	1527	600	2127	44	3%	34	6%	78	4%	106	48	154
	72%	28%		72%	28%								7%	9%	8%

300DV05.XLS

22/12/1993

KITCHENER-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				171	81	253									
Train	2	0	2	0	0	0	2	95%	0	#####	2	95%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	1	0.4	1	0	0.2	0	1	100%	0.2	50%	1	86%			
Car	277	117	394	204	79	283	73	26%	38	32%	111	28%			
Total	279	118	397	375	161	536	75	27%	38	32%	114	29%	96	43	139
	70%	30%		70%	30%								34%	36%	35%

LONDON-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				409	184	593									
Train	17	11	28	0	0	0	16	96%	11	96%	26	96%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	21	0	21	17	0	17	4	17%	0	#####	4	17%			
Car	1580	687	2267	1341	626	1967	239	15%	61	9%	300	13%			
Total	1617	698	2315	1767	810	2577	259	16%	71	10%	330	14%	151	112	263
	70%	30%		69%	31%								9%	16%	11%

300DV05.XLS
22/12/1993

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005
Full Corridor - 300 KPH on 200 KPH Route - Sensitivity runs

TOTAL 24 O/D PAIRS(both directions)

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				8789	4313	13101									
Train	1190	591	1781	0	0	0	977	82%	479	81%	1456	82%			
Plane	490	2774	3264	45	1806	1850	445	91%	968	35%	1412	43%			
Bus	1431	366	1797	952	283	1235	479	33%	82	22%	561	31%			
Car	41884	11820	53704	37203	10807	48010	4681	11%	1013	9%	5694	11%			
Total	44995	15551	60546	46989	17208	64197	6581	15%	2541	16%	9122	15%	2208	1771	3979
	74%	26%		73%	27%								5%	11%	7%

200 KPH

ON

300 KPH ROUTE

2005

TRAFFIC and REVENUES

(both directions)

200 KPH on 300 KPH route - Year 2005 - Sensitivity runs

200MB05.XLS
22/12/1993

		Traffic	Revenues	Non-business	Business	Frequency
		000's	000's can \$	Fare	Fare	
Québec	Montréal	1447	101051	64	90	11
Québec	Ottawa	84	8015	86	120	7
Québec	Toronto	103	14133	118	171	7
Trois-Rivières	Montréal	299	7745	25	40	6
Trois-Rivières	Ottawa	40	2778	66	98	5
Trois-Rivières	Toronto	26	2772	102	148	5
Montréal	Ottawa	797	37382	40	62	12
Montréal	Kingston	100	6583	60	95	9
Montréal	Toronto	1156	126652	93	133	12
Montréal	Kitchener	22	2867	111	170	5
Montréal	London	31	4275	124	171	5
Ottawa	Kingston	479	19555	35	57	10
Ottawa	Toronto	1193	117791	89	113	13
Ottawa	Kitchener	37	4157	101	159	6
Ottawa	London	60	7334	113	144	6
Kingston	Toronto	738	40226	50	74	10
Kingston	Kitchener	17	1552	75	107	5
Kingston	London	16	1396	81	114	5
Toronto	Kitchener	329	8428	24	34	8
Toronto	London	994	38417	35	55	10
Toronto	Windsor	481	34876	68	88	10
Kitchener	London	163	3956	21	31	8
Kitchener	Windsor	204	11055	47	69	8
London	Windsor	435	15761	31	46	10
Total		9251	618759			

200 KPH on 300 KPH route - Sensitivity runs

SOFRRERAIL/CANARAIL/CIGGT

200MB05.XLS
22/12/1993

QUEBEC-MONTREAL

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				1122	325	1447									
Train	90	50	140	0	0	0	87	96%	48	96%	134	96%			
Plane	8	63	70	4	44	48	4	51%	19	30%	23	33%			
Bus	254	165	419	192	122	314	62	24%	43	26%	105	25%			
Car	6166	2042	8208	5251	1856	7107	915	15%	186	9%	1101	13%			
Total	6518	2319	8837	6569	2347	8915	1068	16%	295	13%	1363	15%	54	30	84
	74%	26%		74%	26%								1%	1.3%	1%

QUEBEC-OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				60	24	84									
Train	8	1	10	0	0	0	6	73%	1	73%	7	73%			
Plane	6.7	40	47	6.5	30	36	0.2	4%	10	26%	10	22%			
Bus	15	5	20	9	3	12	6	42%	1	30%	8	39%			
Car	300	45	344	256	41	297	43	14%	4	8%	47	14%			
Total	329	91	420	331	98	429	56	17%	16	18%	72	17%	4	8	12
	78%	22%		77%	23%								1%	8%	3%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

200 KPH on 300 KPH route - Sensitivity runs

200MB05.XLS
22/12/1993

QUEBEC-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				65	38	103									
Train	19	8	26	0	0	0	17	93%	7	93%	25	93%			
Plane	17	91	108	16	72	88	1	6%	19	21%	20	18%			
Bus	5	0.5	5	3	0.4	4	2	34%	0.1	27%	2	33%			
Car	112	26	138	103	23	126	9	8%	3	11%	12	8%			
Total	153	125	278	187	133	321	29	19%	29	23%	58	21%	36	9	45
	55%	45%		58%	42%								23%	7%	16%

TROIS-RIVIERES/MONTREAL

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				282	17	299									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	0.8	0	0.8	0.6	0	0.6	0.2	25%	0	#####	0.2	25%			
Car	3592	627	4219	3312	623	3935	280	8%	4	1%	284	7%			
Total	3593	627	4220	3594	640	4235	280	8%	4	1%	285	7%	2	13	15
	85%	15%		85%	15%								0.0%	2%	0.4%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRRERAIL/CANARAIL/CIGGT

200 KPH on 300 KPH route - Sensitivity runs

200MB05.XLS
22/12/1993

TROIS-RIVIERES/OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				35	5	40									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	10	2	12	8	2	10	2	19%	0	0%	2	15%			
Car	205	26	230	189	21	211	15	7%	4	17%	19	8%			
Total	214	28	242	232	29	261	17	8%	4	16%	21	9%	18	1	18
	88%	12%		89%	11%								8%	2%	8%

TROIS-RIVIERES/TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				22	3	26									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	8	19	27	7	16	23	1	13%	3	14%	4	14%			
Bus	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Car	74	9	83	59	8	67	15	21%	0.3	3%	16	19%			
Total	84	28	112	88	28	116	18	22%	3	11%	21	19%	4	0.5	4
	75%	25%		76%	24%								4%	2%	4%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRETRAIL/CANARAIL/CIGGT

200 KPH on 300 KPH route - Sensitivity runs

200MB05.XLS
22/12/1993

MONTREAL-OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				547	250	797									
Train	109	105	215	0	0	0	77	71%	74	71%	152	71%			
Plane	9	44	53	2	33	35	7	78%	11	25%	18	35%			
Bus	326	93	419	243	87	330	83	25%	6	6%	89	21%			
Car	4104	983	5088	3814	914	4728	290	7%	69	7%	359	7%			
Total	4549	1225	5774	4606	1284	5890	458	10%	160	13%	618	11%	89	90	179
	79%	21%		78%	22%								2%	7%	3%

MONTREAL-KINGSTON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				84	16	100									
Train	21	14	35	0	0	0	16	76%	10	76%	26	76%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	32	2.9	35	21	2.7	24	11	35%	0.2	8%	12	33%			
Car	254	22	276	225	19	243	29	12%	3	16%	33	12%			
Total	307	39	346	330	37	367	57	18%	14	36%	71	20%	27	2	29
	89%	11%		90%	10%								9%	5%	9%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRRERAIL/CANARAIL/CIGGT

200 KPH on 300 KPH route - Sensitivity runs

200MB05.XLS
22/12/1993

MONTREAL-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic			
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total	
HSR				677	479	1156										
Train	345	124	470	0	0	0	266	77%	96	77%	362	77%				
Plane	272	1480	1752	155	1233	1388	117	43%	247	17%	364	21%				
Bus	105	13	118	75	12	87	30	28%	1	10%	31	26%				
Car	1225	353	1578	1154	322	1477	70	6%	31	9%	101	6%				
Total	1947	1970	3917	2062	2046	4107	483	25%	375	19%	858	22%	193	104	297	
	50%	50%		50%	50%								10%	5%	8%	

MONTREAL-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic			
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total	
HSR				16	7	22										
Train	4	2	6	0	0	0	3	75%	1	75%	4	75%				
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####				
Bus	2	0	2	0	0	0	2	100%	0	#####	2	100%				
Car	100	33	133	96	29	124	4	4%	4	13%	9	6%				
Total	106	35	141	111	35	147	9	9%	6	16%	15	10%	6	1	8	
	75%	25%		76%	24%								6%	3%	5%	

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE RAIL/CANARAIL/CIGGT

200 KPH on 300 KPH route - Sensitivity runs

200MB05.XLS
22/12/1993

MONTREAL-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				22	9	31									
Train	12	0	13	0	0	0	11	90%	0	90%	11	90%			
Plane	6	22	28	4	18	22	2	32%	4	20%	6	23%			
Bus	2	0	2	0	0	0	2	100%	0	100%	2	100%			
Car	99	9	107	97	4	101	2	2%	4	48%	6	6%			
Total	118	31	150	123	31	154	16	14%	9	29%	25	17%	6	0	6
	79%	21%		80%	20%								5%	0%	4%

OTTAWA-KINGSTON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				352	127	479									
Train	18	14	32	0	0	0	17	93%	13	93%	29	93%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	57	8	65	27	6	33	30	52%	2	25%	32	49%			
Car	894	213	1107	729	167	896	165	18%	46	22%	211	19%			
Total	969	235	1204	1109	300	1408	211	22%	61	26%	272	23%	141	66	207
	81%	19%		79%	21%								15%	28%	17%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

200 KPH on 300 KPH route - Sensitivity runs

200MB05.XLS
22/12/1993

OTTAWA-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				708	485	1193									
Train	125	77	201	0	0	0	90	72%	55	72%	145	72%			
Plane	113	874	986	68	693	760	45	40%	181	21%	226	23%			
Bus	103	20	123	43	17	61	59	58%	2	13%	62	50%			
Car	1738	535	2273	1355	480	1834	383	22%	55	10%	439	19%			
Total	2078	1505	3583	2174	1674	3848	577	28%	294	20%	872	24%	131	191	321
	58%	42%		56%	44%								6%	13%	9%

OTTAWA-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				30	7	37									
Train	3	1	4	0	0	0	3	97%	1	100%	4	97%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	4	0.6	5	0	0.2	0	4	100%	0.4	67%	5	100%			
Car	190	27	217	168	22	190	21	11%	5	17%	26	12%			
Total	197	28	225	198	29	228	28	14%	6	20%	34	15%	2	1	3
	87%	13%		87%	13%								1%	5%	1%

200MB05.XLS
22/12/1993

OTTAWA-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				42	18	60									
Train	9	2	10	0	0	0	8	90%	1	90%	9	90%			
Plane	11	41	51	2	28	30	9	84%	12	30%	21	42%			
Bus	5	0	5	5	0	5	0	0%	0	0%	0	0%			
Car	110	25	135	94	22	116	16	14%	3	11%	19	14%			
Total	135	67	202	143	68	211	33	24%	16	25%	49	24%	9	2	11
	67%	33%		68%	32%								7%	2%	5%

KINGSTON-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				601	138	738									
Train	133	74	207	0	0	0	104	79%	58	79%	162	79%			
Plane	5	9	14	2	7	9	3	67%	1	15%	5	34%			
Bus	99	7.5	107	67	7.1	74	32	33%	0.4	5%	33	31%			
Car	2105	489	2595	1744	451	2195	361	17%	38	8%	399	15%			
Total	2342	580	2922	2414	603	3017	501	21%	98	17%	599	21%	100	39	139
	80%	20%		80%	20%								4%	7%	5%

200 KPH on 300 KPH route - Sensitivity runs

SOFRRERAIL/CANARAIL/CIGGT

200MB05.XLS
22/12/1993

KINGSTON-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				10	8	17									
Train	2	0	2	0	0	0	2	92%	0	#####	2	92%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	3	1	4	1	1	2	1	46%	0	0%	1	35%			
Car	59	43	102	57	37	94	2	4%	6	13%	8	8%			
Total	64	44	108	69	46	114	5	8%	6	13%	11	10%	5	2	6
	59%	41%		60%	40%								7%	4%	6%

KINGSTON-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				12	3	16									
Train	6	1	7	0	0	0	5	89%	1	89%	6	89%			
Plane	0	0.4	0	0	0.0	0	0	#####	0.4	100%	0.4	100%			
Bus	2.1	0	2	1.9	0	2	0.2	9%	0	#####	0.2	9%			
Car	92	20	113	85	19	104	7	8%	2	8%	9	8%			
Total	100	22	122	99	22	121	12	12%	3	14%	15	13%	0	0.4	0.4
	82%	18%		82%	18%								0%	2%	0.3%

200MB05.XLS
22/12/1993

TORONTO-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				275	54	329									
Train	29	4	34	0	0	0	19	63%	3	63%	21	63%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	212	26	238	208	26	234	4	2%	0	2%	4	2%			
Car	11828	3283	15111	11637	3237	14874	190	2%	46	1%	236	2%			
Total	12069	3313	15383	12121	3317	15437	213	2%	49	1%	262	2%	62	5	67
	78%	22%		79%	21%								0.5%	0.1%	0.4%

TORONTO-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				813	181	994									
Train	142	70	211	0	0	0	107	75%	53	75%	159	75%			
Plane	11	23	34	0	15	15	11	96%	7	32%	19	55%			
Bus	142	13	156	101	13	114	41	29%	0	2%	41	27%			
Car	4068	1433	5501	3597	1366	4963	471	12%	67	5%	538	10%			
Total	4363	1538	5901	4511	1575	6086	630	14%	127	8%	757	13%	183	54	237
	74%	26%		74%	26%								4%	4%	4%

200MB05.XLS
22/12/1993

TORONTO-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				374	108	481									
Train	77	33	111	0	0	0	60	78%	26	78%	86	78%			
Plane	23	70	93	1	50	51	22	97%	20	28%	42	45%			
Bus	20	7	27	14	7	20	6	32%	0.9	12%	7	26%			
Car	1318	223	1540	1118	204	1321	200	15%	19	9%	219	14%			
Total	1438	333	1771	1506	368	1873	289	20%	66	20%	355	20%	85	42	126
	81%	19%		80%	20%								6%	13%	7%

KITCHENER-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				108	54	163									
Train	19	1	20	0	0	0	10	52%	0	0%	10	48%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	10	0.8	11	8	0.7	9	2	18%	0.1	9%	2	18%			
Car	1395	552	1946	1382	520	1902	13	1%	32	6%	44	2%			
Total	1424	554	1978	1499	575	2074	24	2%	32	6%	56	3%	84	23	106
	72%	28%		72%	28%								6%	4%	5%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

200 KPH on 300 KPH route - Sensitivity runs

SOFRERAIL/CANARAIL/CIGGT

200MB05.XLS
22/12/1993

KITCHENER-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				139	66	204									
Train	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	0.6	0.4	1	0	0.2	0	0.6	100%	0.2	50%	0.8	80%			
Car	277	117	394	215	83	298	61	22%	34	29%	96	24%			
Total	279	118	397	354	149	503	64	23%	35	29%	98	25%	75	31	106
	70%	30%		70%	30%								27%	26%	27%

LONDON-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				283	152	435									
Train	17	11	28	0	0	0	16	99%	11	99%	27	99%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	21	0	21	18	0	18	3	13%	0	#####	3	13%			
Car	1580	687	2267	1392	635	2027	188	12%	53	8%	240	11%			
Total	1617	698	2315	1693	787	2480	207	13%	63	9%	270	12%	77	88	165
	70%	30%		68%	32%								5%	13%	7%

200MB05.XLS
22/12/1993

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005
200 KPH on 300 KPH route - Sensitivity runs**

TOTAL 24 O/D PAIRS(both directions)

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				6678	2573	9251									
Train	1190	591	1781	0	0	0	926	78%	459	78%	1385	78%			
Plane	490	2774	3264	266	2238	2505	223	46%	536	19%	759	23%			
Bus	1431	366	1797	1046	307	1354	385	27%	59	16%	444	25%			
Car	41884	11820	53704	38132	11102	49233	3752	9%	718	6%	4471	8%			
Total	44995	15551	60546	46122	16221	62342	5287	12%	1772	11%	7059	12%	1391	801	2192
	74%	26%		74%	26%								3%	5%	4%

SENSITIVITY ANALYSIS

350 KPH

2005

TRAFFIC and REVENUES
(both directions)

Full Corridor - 350 KPH - Year 2005 - Sensitivity runs

		Traffic	Revenues	Non-business	Business	Frequency
		000's	000's can \$	Fare	Fare	
Québec	Montréal	1975	146345	68	93	16
Québec	Ottawa	169	17915	94	131	14
Québec	Toronto	245	37543	132	176	14
Trois-Rivières	Montréal	333	10057	29	46	9
Trois-Rivières	Ottawa	59	4670	75	106	8
Trois-Rivières	Toronto	40	5308	123	168	8
Montréal	Ottawa	1175	58294	40	69	18
Montréal	Kingston	157	10772	61	103	13
Montréal	Toronto	2221	267894	102	139	23
Montréal	Kitchener	34	4522	120	180	8
Montréal	London	82	12214	139	191	9
Ottawa	Kingston	649	30488	37	69	13
Ottawa	Toronto	1949	203811	94	116	20
Ottawa	Kitchener	47	5472	108	163	8
Ottawa	London	93	12152	117	158	9
Kingston	Toronto	971	54812	50	75	12
Kingston	Kitchener	29	2783	78	115	8
Kingston	London	33	3249	88	133	9
Toronto	Kitchener	398	10384	24	37	10
Toronto	London	1226	49248	36	57	12
Toronto	Windsor	582	45203	71	98	12
Kitchener	London	250	6134	21	31	10
Kitchener	Windsor	260	15083	50	74	10
London	Windsor	625	23581	32	50	12
Total		13602	1037933			

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRRAIL/CANARAIL/CIGGT

Full Corridor - 350 KPH - Sensitivity runs

350OP05.XLS
22/12/1993

QUEBEC-MONTREAL

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				1493	482	1975									
Train	90	50	140	0	0	0	90	99%	49	99%	139	99%			
Plane	8	63	70	0	24	24	8	102%	38	61%	46	66%			
Bus	254	165	419	187	111	297	68	27%	54	33%	122	29%			
Car	6166	2042	8208	4961	1764	6726	1205	20%	278	14%	1483	18%			
Total	6518	2319	8837	6641	2381	9022	1370	21%	419	18%	1789	20%	123	63	186
	74%	26%		74%	26%								2%	3%	2%

QUEBEC-OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				116	54	169									
Train	8	1	10	0	0	0	6	79%	1	79%	8	79%			
Plane	7	40	47	1	21	22	5	80%	19	47%	24	52%			
Bus	15	5	20	7	3	10	8	52%	2	37%	9	48%			
Car	300	45	344	225	37	263	74	25%	7	17%	81	24%			
Total	329	91	420	350	115	465	93	28%	29	32%	123	29%	22	25	47
	78%	22%		75%	25%								7%	27%	11%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRRERAIL/CANARAIL/CIGGT

Full Corridor - 350 KPH - Sensitivity runs

3500P05.XLS
22/12/1993

QUEBEC-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				125	119	245									
Train	19	8	26	0	0	0	17	88%	7	88%	23	88%			
Plane	17	91	108	3	52	55	15	85%	39	43%	53	49%			
Bus	5	0.5	5	2	0.2	1.8	3	68%	0.3	53%	4	67%			
Car	112	26	138	85	19	104	27	24%	7	27%	34	25%			
Total	153	125	278	215	190	405	61	40%	53	42%	114	41%	64	66	131
	55%	45%		53%	47%								42%	53%	47%

TROIS-RIVIERES/MONTREAL

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				311	23	333									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	0.8	0	0.8	0.6	0	0.6	0.2	25%	0	#####	0.2	25%			
Car	3592	627	4219	3290	620	3910	302	8%	7	1%	309	7%			
Total	3593	627	4220	3601	643	4244	303	8%	7	1%	309	7%	8	16	24
	85%	15%		85%	15%								0.2%	3%	1%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRERAIL/CANARAIL/CIGGT

Full Corridor - 350 KPH - Sensitivity runs

350OP05.XLS
22/12/1993

TROIS-RIVIERES/OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				51	8	59									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	10	2	12	6	1	7	4	40%	0	0%	4	32%			
Car	205	26	230	188	20	208	17	8%	6	23%	22	10%			
Total	214	28	242	245	29	274	20	10%	6	21%	26	11%	30	2	33
	88%	12%		89%	11%								14%	8%	13%

TROIS-RIVIERES/TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				32	8	40									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	8	19	27	2	13	15	5	70%	6	33%	12	44%			
Bus	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Car	74	9	83	58	8	66	16	22%	1	8%	17	20%			
Total	84	28	112	92	29	121	24	28%	7	25%	31	27%	8	1	9
	75%	25%		76%	24%								9%	5%	8%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRERAIL/CANARAIL/CIGGT

Full Corridor - 350 KPH - Sensitivity runs

350OP05.XLS
22/12/1993

MONTREAL-OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				786	389	1175									
Train	109	105	215	0	0	0	82	75%	79	75%	162	75%			
Plane	9	44	53	0	9	9	9	97%	35	81%	44	83%			
Bus	326	93	419	220	82	302	105	32%	11	12%	116	28%			
Car	4104	983	5088	3666	883	4549	438	11%	100	10%	538	11%			
Total	4549	1225	5774	4673	1363	6035	635	14%	226	18%	861	15%	151	164	314
	79%	21%		77%	23%								3%	13%	5%

MONTREAL-KINGSTON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				129	28	157									
Train	21	14	35	0	0	0	17	79%	11	79%	28	79%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	32	3	35	17	2	19	15	47%	1	28%	16	46%			
Car	254	22	276	205	18	223	48	19%	5	21%	53	19%			
Total	307	39	346	351	48	399	80	26%	16	42%	97	28%	49	12	60
	89%	11%		88%	12%								16%	31%	17%

350OP05.XLS
22/12/1993

MONTREAL-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				1105	1117	2221									
Train	345	124	470	0	0	0	287	83%	103	83%	390	83%			
Plane	272	1480	1752	21	1006	1026	252	92%	474	32%	726	41%			
Bus	105	13	118	43	9	51	62	59%	5	35%	67	57%			
Car	1225	353	1578	1043	247	1290	182	15%	106	30%	288	18%			
Total	1947	1970	3917	2211	2378	4589	783	40%	688	35%	1471	38%	322	429	751
	50%	50%		48%	52%								17%	22%	19%

MONTREAL-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				26	8	34									
Train	4	2	6	0	0	0	4	89%	1	89%	5	89%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Car	100	33	133	92	28	120	8	8%	5	16%	13	10%			
Total	106	35	141	118	36	154	13	12%	7	20%	20	14%	13	1	14
	75%	25%		77%	23%								12%	4%	10%

350OP05.XLS
22/12/1993

MONTREAL-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				66	16	82									
Train	12	0	13	0	0	0	11	90%	0	90%	11	90%			
Plane	6	22	28	0	13	14	5	92%	9	40%	14	51%			
Bus	2	0.2	2	0	0.0	0	2	100%	0.2	100%	2	100%			
Car	99	9	107	91	3	95	7	7%	5	62%	12	12%			
Total	118	31	150	158	33	190	25	21%	15	47%	40	27%	41	1	42
	79%	21%		83%	17%								34%	5%	28%

OTTAWA-KINGSTON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				447	202	649									
Train	18	14	32	0	0	0	17	95%	13	95%	30	95%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	57	8	65	24	6	30	33	58%	2	26%	35	54%			
Car	894	213	1107	695	153	848	199	22%	60	28%	259	23%			
Total	969	235	1204	1166	361	1527	249	26%	75	32%	324	27%	197	128	325
	81%	19%		76%	24%								20%	54%	27%

350OP05.XLS
22/12/1993

OTTAWA-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				1011	938	1949									
Train	125	77	201	0	0	0	96	77%	59	77%	155	77%			
Plane	113	874	986	3	530	533	110	97%	344	39%	454	46%			
Bus	103	20	123	33	16	48	70	68%	4	21%	74	60%			
Car	1738	535	2273	1290	431	1720	449	26%	104	19%	553	24%			
Total	2078	1505	3583	2336	1914	4250	724	35%	511	34%	1235	34%	287	427	713
	58%	42%		55%	45%								14%	28%	20%

OTTAWA-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				40	7	47									
Train	3	1	4	0	0	0	3	100%	1	100%	4	100%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	4	1	5	0	0	0	4	100%	0.4	67%	5	100%			
Car	190	27	217	162	22	184	28	15%	5	18%	32	15%			
Total	197	28	225	202	29	231	35	18%	6	20%	41	18%	6	1	7
	87%	13%		87%	13%								3%	4%	3%

350OP05.XLS
22/12/1993

OTTAWA-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				60	32	93									
Train	9	2	10	0	0	0	8	90%	1	90%	9	90%			
Plane	11	41	51	0	20	20	11	98%	21	51%	31	61%			
Bus	5	0	5	5	0	5	0.2	8%	0	0%	0	3%			
Car	110	25	135	91	21	112	19	17%	4	16%	23	17%			
Total	135	67	202	157	73	230	38	28%	26	39%	64	32%	23	6	29
	67%	33%		68%	32%								17%	9%	14%

KINGSTON-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				721	250	971									
Train	133	74	207	0	0	0	109	82%	61	82%	169	82%			
Plane	5	9	14	0	5	5	5	106%	3	39%	9	63%			
Bus	99	8	107	59	6	65	40	41%	2	21%	42	39%			
Car	2105	489	2595	1704	393	2097	401	19%	97	20%	498	19%			
Total	2342	580	2922	2484	654	3138	555	24%	162	28%	718	25%	166	88	254
	80%	20%		79%	21%								7%	15%	9%

350OP05.XLS
22/12/1993

KINGSTON-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				16	13	29									
Train	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	3	1	4	0	1	1	2	92%	0	0%	2	71%			
Car	59	43	102	56	37	93	3	6%	6	14%	9	9%			
Total	64	44	108	72	51	123	8	13%	6	14%	14	13%	8	7	15
	59%	41%		59%	41%								13%	17%	14%

KINGSTON-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				26	7	33									
Train	6	1	7	0	0	0	5	89%	1	89%	6	89%			
Plane	0	0	0	0	0	0	0	#####	0	100%	0	100%			
Bus	2.1	0	2	1	0	2	1	45%	0	#####	1	26%			
Car	92	20	113	80	18	98	12	13%	2	10%	14	13%			
Total	100	22	122	107	26	133	18	18%	3	14%	21	17%	8	4	12
	82%	18%		80%	20%								8%	19%	10%

350OP05.XLS
22/12/1993

TORONTO-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				333	65	398									
Train	29	4	34	0	0	0	26	90%	4	90%	30	90%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	212	26	238	205	26	230	8	4%	1	2%	8	3%			
Car	11828	3283	15111	11597	3233	14830	231	2%	50	2%	281	2%			
Total	12069	3313	15383	12134	3323	15458	265	2%	54	2%	319	2%	68	10	78
	78%	22%		79%	21%								1%	0.3%	1%

TORONTO-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				984	243	1226									
Train	142	70	211	0	0	0	111	79%	55	79%	166	79%			
Plane	11	23	34	0	12	12	11	99%	11	47%	21	63%			
Bus	142	13	156	99	12	111	43	30%	1	7%	44	28%			
Car	4068	1433	5501	3502	1339	4841	566	14%	94	7%	660	12%			
Total	4363	1538	5901	4585	1606	6191	731	17%	160	10%	892	15%	253	82	335
	74%	26%		74%	26%								6%	5%	6%

350OP05.XLS
22/12/1993

TORONTO-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				437	145	582									
Train	77	33	111	0	0	0	59	77%	26	77%	85	77%			
Plane	23	70	93	1	42	42	22	97%	28	41%	51	55%			
Bus	20	7	27	11	6	17	9	45%	2	22%	11	39%			
Car	1318	223	1540	1083	199	1282	235	18%	23	10%	258	17%			
Total	1438	333	1771	1531	392	1923	326	23%	79	24%	405	23%	111	66	177
	81%	19%		80%	20%								8%	20%	10%

KITCHENER-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				162	88	250									
Train	19	1	20	0	0	0	16	82%	0	0%	16	78%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	10	0.8	11	8	0.7	9	2	20%	0.1	10%	2	19%			
Car	1395	552	1946	1363	517	1880	32	2%	35	6%	67	3%			
Total	1424	554	1978	1533	606	2138	50	3%	35	6%	85	4%	112	53	165
	72%	28%		72%	28%								8%	10%	8%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRRAIL/CANARAIL/CIGGT

Full Corridor - 350 KPH - Sensitivity runs

350OP05.XLS
22/12/1993

KITCHENER-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic			
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total	
HSR				174	86	260										
Train	2	0	2	0	0	0	2	95%	0	#####	2	95%				
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####				
Bus	1	0.4	1	0	0.2	0	1	100%	0.2	50%	1	86%				
Car	277	117	394	202	78	279	75	27%	40	34%	115	29%				
Total	279	118	397	375	164	540	78	28%	40	34%	117	30%	96	47	143	
	70%	30%		70%	30%								34%	40%	36%	

LONDON-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic			
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total	
HSR				425	200	625										
Train	17	11	28	0	0	0	16	99%	11	99%	27	99%				
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####				
Bus	21	0	21	16	0	16	4	21%	0	#####	4	21%				
Car	1580	687	2267	1338	622	1959	242	15%	66	10%	308	14%				
Total	1617	698	2315	1779	821	2600	263	16%	76	11%	339	15%	162	124	286	
	70%	30%		68%	32%								10%	18%	12%	

3500P05.XLS
22/12/1993

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005
Full Corridor - 350 KPH - Sensitivity runs

TOTAL 24 O/D PAIRS(both directions)

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				9072	4530	13602									
Train	1190	591	1781	0	0	0	984	83%	483	82%	1467	82%			
Plane	490	2774	3264	31	1747	1778	459	94%	1027	37%	1486	46%			
Bus	1431	366	1797	943	282	1224	488	34%	83	23%	571	32%			
Car	41884	11820	53704	37068	10708	47776	4816	11%	1112	9%	5928	11%			
Total	44995	15551	60546	47114	17266	64380	6747	15%	2705	17%	9452	16%	2325	1824	4150
	74%	26%		73%	27%								5%	12%	7%

SENSITIVITY ANALYSIS

250 KPH

2005

TRAFFIC and REVENUES

(both directions)

Full Corridor - 250 KPH - Year 2005 - Sensitivity runs

250OP05.XLS
22/12/1993

		Traffic	Revenues	Non-business	Business	Frequency
		000's	000's can \$	Fare	Fare	
Québec	Montréal	1610	116932	67	92	13
Québec	Ottawa	149	15299	93	126	11
Québec	Toronto	200	30152	131	173	11
Trois-Rivières	Montréal	319	8962	27	44	7
Trois-Rivières	Ottawa	54	4165	73	102	7
Trois-Rivières	Toronto	36	4471	117	153	7
Montréal	Ottawa	1163	58274	40	70	16
Montréal	Kingston	143	9623	61	100	11
Montréal	Toronto	1801	207604	98	135	17
Montréal	Kitchener	32	4238	116	176	7
Montréal	London	67	9457	132	189	7
Ottawa	Kingston	537	23598	36	64	11
Ottawa	Toronto	1517	151934	90	113	15
Ottawa	Kitchener	41	4611	103	161	7
Ottawa	London	70	8845	117	146	7
Kingston	Toronto	827	45657	50	74	11
Kingston	Kitchener	24	2148	77	109	6
Kingston	London	25	2271	82	123	6
Toronto	Kitchener	368	9593	24	37	9
Toronto	London	1108	44108	36	56	11
Toronto	Windsor	542	39465	68	89	11
Kitchener	London	196	4786	21	31	9
Kitchener	Windsor	228	12646	48	71	9
London	Windsor	529	19838	32	49	11
Total		11585	838680			

250OP05.XLS
22/12/1993

QUEBEC-MONTREAL

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				1246	363	1610									
Train	90	50	140	0	0	0	88	97%	48	97%	136	97%			
Plane	8	63	70	2	42	45	5	68%	21	33%	26	37%			
Bus	254	165	419	189	114	303	65	26%	51	31%	116	28%			
Car	6166	2042	8208	5147	1840	6988	1019	17%	201	10%	1220	15%			
Total	6518	2319	8837	6585	2360	8946	1177	18%	321	14%	1498	17%	69	42	112
	74%	26%		74%	26%								1%	1.8%	1%

QUEBEC-OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				103	45	149									
Train	8	1	10	0	0	0	6	75%	1	75%	7	75%			
Plane	6.7	40	47	3.7	22	26	3	45%	18	44%	21	44%			
Bus	15	5	20	8	3	11	7	47%	2	35%	9	44%			
Car	300	45	344	228	39	267	72	24%	6	13%	77	22%			
Total	329	91	420	343	109	452	88	27%	26	29%	114	27%	16	19	35
	78%	22%		76%	24%								5%	21%	8%

250OP05.XLS
22/12/1993

QUEBEC-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				107	93	200									
Train	19	8	26	0	0	0	17	93%	7	93%	25	93%			
Plane	17	91	108	9	63	72	8	47%	28	30%	36	33%			
Bus	5	0.5	5	3	0.4	4	2	34%	0.1	27%	2	33%			
Car	112	26	138	87	20	107	25	23%	6	21%	31	22%			
Total	153	125	278	206	177	383	53	34%	40	32%	93	33%	54	53	107
	55%	45%		54%	46%								36%	42%	39%

TROIS-RIVIERES/MONTREAL

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				300	20	319									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	0.8	0	0.8	0.6	0	0.6	0.2	25%	0	#####	0.2	25%			
Car	3592	627	4219	3299	622	3920	293	8%	5	1%	299	7%			
Total	3593	627	4220	3599	641	4240	294	8%	5	1%	299	7%	6	14	20
	85%	15%		85%	15%								0.2%	2%	0.5%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRRERAIL/CANARAIL/CIGGT

Full corridor - 250 KPH - Sensitivity runs

250OP05.XLS
22/12/1993

TROIS-RIVIERES/OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				48	7	54									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	10	2	12	7	2	9	3	29%	0	0%	3	23%			
Car	205	26	230	188	20	208	16	8%	5	21%	22	9%			
Total	214	28	242	243	29	272	19	9%	5	20%	25	10%	28	1	30
	88%	12%		89%	11%							13%	5%	12%	

TROIS-RIVIERES/TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				30	7	36									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	8	19	27	4	15	19	4	52%	4	23%	9	31%			
Bus	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Car	74	9	83	58	8	66	16	22%	1	8%	17	20%			
Total	84	28	112	92	29	121	22	26%	5	18%	27	24%	8	1	9
	75%	25%		76%	24%							9%	5%	8%	

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRETRAIL/CANARAIL/CIGGT

Full corridor - 250 KPH - Sensitivity runs

250OP05.XLS
22/12/1993

MONTREAL-OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				772	392	1163									
Train	109	105	215	0	0	0	82	75%	79	75%	160	75%			
Plane	9	44	53	0	0	0	9	97%	42	95%	51	96%			
Bus	326	93	419	222	82	304	104	32%	11	12%	115	27%			
Car	4104	983	5088	3671	885	4556	434	11%	98	10%	532	10%			
Total	4549	1225	5774	4664	1359	6023	628	14%	229	19%	858	15%	143	162	305
	79%	21%		77%	23%								3%	13%	5%

MONTREAL-KINGSTON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				121	23	143									
Train	21	14	35	0	0	0	16	76%	10	76%	27	76%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	32	2.9	35	17	2.4	19	16	48%	1	18%	16	46%			
Car	254	22	276	209	19	227	45	18%	4	16%	49	18%			
Total	307	39	346	346	44	390	77	25%	15	38%	91	26%	44	8	52
	89%	11%		89%	11%								14%	21%	15%

250OP05.XLS
22/12/1993

MONTREAL-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				962	840	1801									
Train	345	124	470	0	0	0	260	75%	93	75%	353	75%			
Plane	272	1480	1752	66	1147	1213	207	76%	332	22%	539	31%			
Bus	105	13	118	66	12	78	39	37%	1	11%	40	34%			
Car	1225	353	1578	1070	299	1368	155	13%	54	15%	209	13%			
Total	1947	1970	3917	2163	2297	4460	661	34%	481	24%	1142	29%	301	358	659
	50%	50%		48%	52%								15%	18%	17%

MONTREAL-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				25	8	32									
Train	4	2	6	0	0	0	3	79%	1	79%	5	79%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Car	100	33	133	93	28	121	7	7%	5	16%	12	9%			
Total	106	35	141	118	36	153	12	11%	7	19%	18	13%	13	1	14
	75%	25%		77%	23%								12%	4%	10%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRETRAIL/CANARAIL/CIGGT

Full corridor - 250 KPH - Sensitivity runs

2500P05.XLS
22/12/1993

MONTREAL-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				55	12	67									
Train	12	0	13	0	0	0	11	91%	0	91%	12	91%			
Plane	6	22	28	2	17	19	4	60%	6	25%	9	33%			
Bus	2	0	2	0	0	0	2	100%	0	100%	2	100%			
Car	99	9	107	93	4	97	5	6%	5	59%	10	10%			
Total	118	31	150	151	32	182	22	19%	11	36%	33	22%	33	0.4	34
	79%	21%		83%	17%								28%	1%	23%

OTTAWA-KINGSTON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				384	153	537									
Train	18	14	32	0	0	0	17	95%	13	95%	30	95%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	57	8	65	27	6	33	30	52%	2	25%	32	49%			
Car	894	213	1107	710	164	874	184	21%	49	23%	233	21%			
Total	969	235	1204	1121	323	1444	231	24%	64	27%	294	24%	153	89	242
	81%	19%		78%	22%								16%	38%	20%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRRERAIL/CANARAIL/CIGGT

Full corridor - 250 KPH - Sensitivity runs

2500P05.XLS
22/12/1993

OTTAWA-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				845	671	1517									
Train	125	77	201	0	0	0	90	72%	55	72%	145	72%			
Plane	113	874	986	29	668	697	84	74%	206	24%	289	29%			
Bus	103	20	123	38	17	54	65	63%	3	17%	68	56%			
Car	1738	535	2273	1325	454	1780	413	24%	80	15%	493	22%			
Total	2078	1505	3583	2237	1810	4047	651	31%	345	23%	996	28%	194	327	520
	58%	42%		55%	45%								9%	22%	15%

OTTAWA-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				34	7	41									
Train	3	1	4	0	0	0	3	97%	1	100%	4	97%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	4	0.6	5	0	0.2	0	4	100%	0.4	67%	5	100%			
Car	190	27	217	164	22	186	25	13%	5	17%	30	14%			
Total	197	28	225	198	29	227	32	17%	6	20%	38	17%	2	1	3
	87%	13%		87%	13%								1%	4%	1%

2500P05.XLS
22/12/1993

OTTAWA-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				50	21	70									
Train	9	2	10	0	0	0	8	90%	1	90%	9	90%			
Plane	11	41	51	2	28	29	9	85%	13	32%	22	43%			
Bus	5	0	5	5	0	5	0	0%	0	0%	0	0%			
Car	110	25	135	94	21	115	17	15%	4	16%	20	15%			
Total	135	67	202	150	69	219	33	25%	18	27%	52	26%	16	2	19
	67%	33%		68%	32%								12%	4%	9%

KINGSTON-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				648	179	827									
Train	133	74	207	0	0	0	105	79%	59	79%	164	79%			
Plane	5	9	14	1	7	9	4	74%	2	18%	5	38%			
Bus	99	7.5	107	64	6.1	70	35	36%	1	18%	37	34%			
Car	2105	489	2595	1733	422	2155	372	18%	68	14%	440	17%			
Total	2342	580	2922	2447	614	3061	517	22%	130	22%	646	22%	132	49	181
	80%	20%		80%	20%								6%	9%	6%

Full corridor - 250 KPH - Sensitivity runs

250OP05.XLS
22/12/1993

KINGSTON-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic			Induced Traffic					
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				13	10	24									
Train	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	3	1	4	1	1	2	2	69%	0	0%	2	53%			
Car	59	43	102	57	37	94	2	4%	6	13%	8	8%			
Total	64	44	108	71	48	120	6	9%	6	13%	12	11%	7	5	12
	59%	41%		60%	40%								11%	11%	11%

KINGSTON-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic			Induced Traffic					
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				19	5	25									
Train	6	1	7	0	0	0	5	89%	1	89%	6	89%			
Plane	0	0.4	0	0	0.0	0	0	#####	0.4	100%	0.4	100%			
Bus	2.1	0	2	1.1	0	2	1	45%	0	#####	0.6	26%			
Car	92	20	113	83	19	102	9	10%	2	8%	11	9%			
Total	100	22	122	104	25	129	15	15%	3	12%	18	14%	5	3	7
	82%	18%		81%	19%								5%	13%	6%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE RAIL/CANARAIL/CIGGT

Full corridor - 250 KPH - Sensitivity runs

250OP05.XLS
22/12/1993

TORONTO-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				309	59	368									
Train	29	4	34	0	0	0	26	90%	4	90%	30	90%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	212	26	238	207	26	232	5	3%	1	2%	6	2%			
Car	11828	3283	15111	11615	3236	14850	213	2%	47	1%	260	2%			
Total	12069	3313	15383	12130	3320	15451	245	2%	52	2%	296	2%	64	7	71
	78%	22%		79%	21%								0.5%	0.2%	0.5%

TORONTO-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				896	212	1108									
Train	142	70	211	0	0	0	108	76%	53	76%	161	76%			
Plane	11	23	34	0	15	15	11	96%	8	33%	19	56%			
Bus	142	13	156	101	13	114	41	29%	1	5%	42	27%			
Car	4068	1433	5501	3525	1358	4884	543	13%	74	5%	617	11%			
Total	4363	1538	5901	4521	1598	6119	704	16%	136	9%	839	14%	192	76	268
	74%	26%		74%	26%								4%	5%	5%

250OP05.XLS
22/12/1993

TORONTO-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				418	124	542									
Train	77	33	111	0	0	0	58	75%	25	75%	83	75%			
Plane	23	70	93	1	50	51	22	96%	20	29%	42	46%			
Bus	20	7	27	13	6	19	7	35%	1	13%	8	29%			
Car	1318	223	1540	1094	202	1296	224	17%	21	9%	244	16%			
Total	1438	333	1771	1526	382	1908	311	22%	67	20%	378	21%	107	57	164
	81%	19%		80%	20%								7%	17%	9%

KITCHENER-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				128	67	196									
Train	19	1	20	0	0	0	13	67%	0	0%	13	63%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	10	0.8	11	9	0.7	9	2	15%	0.1	10%	2	15%			
Car	1395	552	1946	1376	519	1895	19	1%	33	6%	51	3%			
Total	1424	554	1978	1513	587	2100	33	2%	33	6%	66	3%	95	35	130
	72%	28%		72%	28%								7%	6%	7%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

Full corridor - 250 KPH - Sensitivity runs

SOFRRERAIL/CANARAIL/OIGGT

250OP05.XLS
22/12/1993

KITCHENER-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				153	75	228									
Train	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	1	0.4	1	0	0.2	0	1	100%	0.2	50%	1	100%			
Car	277	117	394	213	81	294	64	23%	36	31%	100	25%			
Total	279	118	397	366	156	522	66	24%	36	31%	103	26%	86	38	125
	70%	30%		70%	30%								31%	32%	31%

LONDON-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				356	172	529									
Train	17	11	28	0	0	0	16	96%	11	96%	26	96%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	21	0	21	18	0	18	3	13%	0	#####	3	13%			
Car	1580	687	2267	1361	630	1991	219	14%	58	8%	277	12%			
Total	1617	698	2315	1735	802	2537	237	15%	68	10%	306	13%	119	104	223
	70%	30%		68%	32%								7%	15%	10%

250OP05.XLS
22/12/1993

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005
Full corridor - 250 KPH - Sensitivity runs

TOTAL 24 O/D PAIRS(both directions)

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				8022	3563	11585									
Train	1190	591	1781	0	0	0	937	79%	463	78%	1401	79%			
Plane	490	2774	3264	120	2074	2194	370	76%	698	25%	1068	33%			
Bus	1431	366	1797	995	292	1287	436	30%	74	20%	510	28%			
Car	41884	11820	53704	37494	10947	48441	4390	10%	873	7%	5263	10%			
Total	44995	15551	60546	46630	16877	63507	6133	14%	2109	14%	8242	14%	1889	1455	3344
	74%	26%		73%	27%								4%	9%	6%

SENSITIVITY ANALYSES

TO PRICE

SENSITIVITY ANALYSIS

300 KPH

2005

FARES : + 10 %

TRAFFIC and REVENUES (both directions)**Full Corridor - 300 KPH - Year 2005****Sensitivity Analysis - Fares: + 10%**

		Traffic	Revenues	Non-business	Business	Frequency
		000's	000's can \$	Fare	Fare	
Québec	Montréal	1625	131523	74.8	102.3	16
Québec	Ottawa	142	16068	102.3	138.6	14
Québec	Toronto	201	33220	144.1	190.3	14
Trois-Rivières	Montréal	300	9906	31.9	50.6	9
Trois-Rivières	Ottawa	47	4013	80.3	112.2	8
Trois-Rivières	Toronto	32	4503	133.1	176	8
Montréal	Ottawa	943	50799	44	75.9	16
Montréal	Kingston	132	9705	67.1	110	12
Montréal	Toronto	1779	227265	108.9	149.6	20
Montréal	Kitchener	28	4028	127.6	193.6	8
Montréal	London	62	9869	146.3	209	9
Ottawa	Kingston	537	26375	39.6	72.6	12
Ottawa	Toronto	1564	174850	100.1	125.4	18
Ottawa	Kitchener	38	4842	117.7	178.2	8
Ottawa	London	74	10679	128.7	173.8	9
Kingston	Toronto	819	50197	55	81.4	12
Kingston	Kitchener	26	2611	84.7	124.3	8
Kingston	London	29	3014	95.7	140.8	9
Toronto	Kitchener	334	9548	26.4	40.7	10
Toronto	London	1094	48114	39.6	62.7	12
Toronto	Windsor	513	42124	75.9	102.3	12
Kitchener	London	187	5033	23.1	34.1	10
Kitchener	Windsor	228	14277	55	79.2	10
London	Windsor	540	22094	35.2	53.9	12
Total		11273	914657			

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: +10%

S3P10P.XLS
07/12/1993

QUEBEC-MONTREAL

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				1263	362	1625									
Train	90	50	140	0	0	0	89	99%	49	99%	138	99%			
Plane	8	63	70	2	28	30	6	74%	34	55%	40	57%			
Bus	254	165	419	202	113	315	52	20%	52	31%	104	25%			
Car	6166	2042	8208	5149	1841	6989	1018	17%	201	10%	1219	15%			
Total	6518	2319	8837	6616	2344	8960	1164	18%	336	15%	1501	17%	99	26	125
	74%	26%		74%	26%								2%	1%	1%

QUEBEC-OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				99	43	142									
Train	8	1	10	0	0	0	6	75%	1	75%	7	75%			
Plane	7	40	47	4	23	27	3	46%	17	42%	20	43%			
Bus	15	5	20	8	3	11	7	46%	2	33%	8	43%			
Car	300	45	344	233	37	271	66	22%	7	16%	73	21%			
Total	329	91	420	344	106	450	82	25%	27	30%	109	26%	16	16	33
	78%	22%		76%	24%								5%	18%	8%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRERAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: +10%

S3P10P.XLS
13/12/1993

QUEBEC-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				107	93	201									
Train	19	8	26	0	0	0	11	61%	5	61%	16	61%			
Plane	17	91	108	6	52	58	11	66%	38	42%	50	46%			
Bus	5	0.5	5	2	0.3	2.5	3	53%	0.2	42%	3	52%			
Car	112	26	138	90	19	109	22	20%	7	25%	29	21%			
Total	153	125	278	205	165	371	47	31%	50	40%	97	35%	60	44	103
	55%	45%		55%	45%								39%	35%	37%

TROIS-RIVIERES/MONTREAL

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				283	18	300									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	0.8	0	0.8	0.6	0	0.6	0.2	25%	0	#####	0.2	25%			
Car	3592	627	4219	3314	623	3937	278	8%	4	1%	282	7%			
Total	3593	627	4220	3597	641	4237	279	8%	4	1%	283	7%	4	14	18
	85%	15%		85%	15%								0.1%	2%	0.4%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: +10%

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S3P10P.XLS
07/12/1993

TROIS-RIVIERES/OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				41	6	47									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	10	2	12	7	1	8	3	29%	0	0%	3	23%			
Car	205	26	230	191	20	211	14	7%	5	21%	19	8%			
Total	214	28	242	239	28	267	17	8%	5	19%	22	9%	25	1	26
	88%	12%		90%	10%								11%	3%	11%

TROIS-RIVIERES/TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				25	7	32									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	8	19	27	6	14	19	2	26%	6	29%	8	28%			
Bus	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Car	74	9	83	60	8	68	15	20%	0.7	8%	15	18%			
Total	84	28	112	90	28	119	19	22%	6	22%	25	22%	6	0	7
	75%	25%		76%	24%								7%	2%	6%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: +10%

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S3P10P.XLS
07/12/1993

MONTREAL-OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				651	292	943									
Train	109	105	215	0	0	0	80	73%	77	73%	157	73%			
Plane	9	44	53	1	24	25	8	91%	19	44%	28	52%			
Bus	326	93	419	241	85	325	85	26%	8	9%	93	22%			
Car	4104	983	5088	3746	908	4654	359	9%	75	8%	434	9%			
Total	4549	1225	5774	4639	1309	5947	532	12%	180	15%	712	12%	119	112	231
	79%	21%		78%	22%								3%	9%	4%

MONTREAL-KINGSTON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				112	20	132									
Train	21	14	35	0	0	0	16	75%	10	75%	26	75%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	32	3	35	18	2	20	15	45%	1	24%	15	44%			
Car	254	22	276	213	19	231	41	16%	4	16%	44	16%			
Total	307	39	346	342	41	383	72	23%	15	38%	86	25%	40	6	46
	89%	11%		89%	11%								13%	14%	13%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: +10%

S3P10P.XLS
07/12/1993

MONTREAL-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				956	823	1779									
Train	345	124	470	0	0	0	287	83%	103	83%	390	83%			
Plane	272	1480	1752	69	1160	1229	203	75%	319	22%	523	30%			
Bus	105	13	118	66	12	78	39	37%	1	10%	40	34%			
Car	1225	353	1578	1074	290	1364	150	12%	63	18%	214	14%			
Total	1947	1970	3917	2165	2285	4450	680	35%	487	25%	1167	30%	277	336	612
	50%	50%		49%	51%								14%	17%	16%

MONTREAL-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				20	7	28									
Train	4	2	6	0	0	0	4	89%	1	89%	5	89%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Car	100	33	133	95	28	123	5	5%	5	16%	10	7%			
Total	106	35	141	116	35	151	10	9%	7	19%	17	12%	10	1	11
	75%	25%		77%	23%								10%	2%	8%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRETRAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: +10%

S3P10P.XLS
07/12/1993

MONTREAL-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				48	14	62									
Train	12	0	13	0	0	0	11	90%	0	90%	11	90%			
Plane	6	22	28	3	14	17	3	56%	8	35%	11	39%			
Bus	2	0.2	2	0	0.0	0	2	100%	0.2	100%	2	100%			
Car	99	9	107	97	3	100	2	2%	5	61%	7	7%			
Total	118	31	150	147	31	179	18	15%	13	43%	31	21%	30	0.2	30
	79%	21%		82%	18%								26%	1%	20%

OTTAWA-KINGSTON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				383	154	537									
Train	18	14	32	0	0	0	17	95%	13	95%	30	95%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	57	8	65	28	6	34	29	50%	2	24%	31	47%			
Car	894	213	1107	716	162	878	178	20%	51	24%	229	21%			
Total	969	235	1204	1127	322	1450	224	23%	66	28%	290	24%	159	89	247
	81%	19%		78%	22%								16%	38%	21%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRETRAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: +10%

S3P10P.XLS
07/12/1993

OTTAWA-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				840	724	1564									
Train	125	77	201	0	0	0	91	73%	56	73%	147	73%			
Plane	113	874	986	26	610	636	86	77%	264	30%	350	36%			
Bus	103	20	123	37	16	53	66	64%	4	18%	70	57%			
Car	1738	535	2273	1360	447	1807	378	22%	88	16%	466	20%			
Total	2078	1505	3583	2263	1797	4060	621	30%	412	27%	1033	29%	219	312	531
	58%	42%		56%	44%								11%	21%	15%

OTTAWA-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				32	6	38									
Train	3	1	4	0	0	0	3	100%	1	100%	4	100%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	4	1	5	0	0	0	4	100%	0.4	67%	5	100%			
Car	190	27	217	167	22	189	23	12%	5	17%	28	13%			
Total	197	28	225	198	29	227	30	15%	6	20%	36	16%	1	1	2
	87%	13%		87%	13%								1%	2%	1%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRRERAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: +10%

S3P10P.XLS
07/12/1993

OTTAWA-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				50	24	74									
Train	9	2	10	0	0	0	7	83%	1	83%	9	83%			
Plane	11	41	51	2	22	25	8	78%	18	45%	27	52%			
Bus	5	0	5	5	0	5	0.2	8%	0	0%	0	3%			
Car	110	25	135	94	21	115	17	15%	4	16%	20	15%			
Total	135	67	202	151	68	219	32	24%	23	35%	56	28%	18	1	19
	67%	33%		69%	31%								13%	1%	9%

KINGSTON-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				625	194	819									
Train	133	74	207	0	0	0	106	80%	59	80%	165	80%			
Plane	5	9	14	0	6	6	5	93%	3	36%	8	57%			
Bus	99	8	107	65	6	71	35	35%	1	18%	36	34%			
Car	2105	489	2595	1761	410	2171	344	16%	79	16%	424	16%			
Total	2342	580	2922	2451	616	3067	490	21%	143	25%	633	22%	135	52	187
	80%	20%		80%	20%								6%	9%	6%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRRERAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: +10%

S3P10P.XLS
07/12/1993

KINGSTON-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				14	11	26									
Train	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	3	1	4	2	1	3	1	31%	0	0%	1	24%			
Car	59	43	102	56	37	93	3	6%	6	14%	9	9%			
Total	64	44	108	72	49	121	6	10%	6	13%	12	11%	8	5	13
	59%	41%		60%	40%								13%	12%	12%

KINGSTON-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				23	6	29									
Train	6	1	7	0	0	0	5	89%	1	89%	6	89%			
Plane	0	0	0	0	0	0	0	#####	0	100%	0	100%			
Bus	2.1	0	2	1	0	2	1	40%	0	#####	0	19%			
Car	92	20	113	82	18	100	10	11%	2	10%	13	11%			
Total	100	22	122	106	24	131	16	16%	3	14%	19	16%	7	3	9
	82%	18%		81%	19%								7%	11%	8%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: +10%

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S3P10P.XLS
13/12/1993

TORONTO-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				282	51	334									
Train	29	4	34	0	0	0	19	63%	3	63%	21	63%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	212	26	238	208	26	234	4	2%	0	2%	4	2%			
Car	11828	3283	15111	11637	3237	14874	190	2%	46	1%	236	2%			
Total	12069	3313	15383	12128	3314	15442	213	2%	49	1%	262	2%	69	2	72
	78%	22%		79%	21%								1%	0.1%	0%

TORONTO-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				886	208	1094									
Train	142	70	211	0	0	0	109	77%	54	77%	163	77%			
Plane	11	23	34	1	12	13	10	93%	10	45%	20	61%			
Bus	142	13	156	104	12	116	39	27%	1	6%	39	25%			
Car	4068	1433	5501	3554	1358	4912	514	13%	74	5%	589	11%			
Total	4363	1538	5901	4544	1591	6135	672	15%	139	9%	811	14%	214	69	283
	74%	26%		74%	26%								5%	4%	5%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: +10%

S3P10P.XLS
07/12/1993

TORONTO-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				392	121	513									
Train	77	33	111	0	0	0	57	74%	24	74%	81	74%			
Plane	23	70	93	2	42	43	22	93%	28	40%	50	54%			
Bus	20	7	27	14	6	20	6	31%	1	17%	8	28%			
Car	1318	223	1540	1105	203	1308	212	16%	20	9%	232	15%			
Total	1438	333	1771	1513	371	1884	297	21%	74	22%	371	21%	95	47	142
	81%	19%		80%	20%								7%	14%	8%

KITCHENER-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				123	64	187									
Train	19	1	20	0	0	0	10	52%	0	0%	10	48%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	10	0.8	11	8	0.7	9	2	20%	0.1	10%	2	19%			
Car	1395	552	1946	1378	519	1897	17	1%	32	6%	49	3%			
Total	1424	554	1978	1509	584	2093	29	2%	32	6%	61	3%	94	32	126
	72%	28%		72%	28%								7%	6%	6%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFREERAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: +10%

S3P10P.XLS
13/12/1993

KITCHENER-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				156	72	228									
Train	2	0	2	0	0	0	2	95%	0	#####	2	95%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	1	0.4	1	0	0.2	0	1	100%	0.2	50%	1	86%			
Car	277	117	394	213	80	293	64	23%	37	32%	101	26%			
Total	279	118	397	369	152	521	67	24%	38	32%	104	26%	90	34	124
	70%	30%		71%	29%								32%	29%	31%

LONDON-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				374	165	540									
Train	17	11	28	0	0	0	16	96%	11	96%	26	96%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	21	0	21	17	0	17	4	17%	0	#####	4	17%			
Car	1580	687	2267	1358	629	1987	222	14%	58	8%	280	12%			
Total	1617	698	2315	1749	794	2544	241	15%	68	10%	310	13%	133	97	230
	70%	30%		69%	31%								8%	14%	10%

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13/12/1993

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005
Full Corridor - 300 KPH - Sensitivity Analysis - Fares: +10%

TOTAL 24 O/D PAIRS (both directions)

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				7787	3487	11273									
Train	1190	591	1781	0	0	0	948	80%	470	79%	1418	80%			
Plane	490	2774	3264	121	2008	2129	368	75%	766	28%	1134	35%			
Bus	1431	366	1797	1032	292	1324	399	28%	73	20%	472	26%			
Car	41884	11820	53704	37741	10939	48680	4143	10%	881	7%	5024	9%			
Total	44995	15551	60546	46681	16726	63407	5859	13%	2189	14%	8048	13%	1928	1298	3226
	74%	26%		74%	26%								4%	8%	5%

SENSITIVITY ANALYSIS

300 KPH

2005

FARES : - 10 %

TRAFFIC and REVENUES (both directions)
Full Corridor - 300 KPH - Year 2005
Sensitivity Analysis - Fares: -10%

		Traffic	Revenues	Non-business	Business	Frequency
		000's	000's can \$	Fare	Fare	
Québec	Montréal	2008	133205	61.2	83.7	16
Québec	Ottawa	178	16622	83.7	113.4	14
Québec	Toronto	261	35448	117.9	155.7	14
Trois-Rivières	Montréal	358	9667	26.1	41.4	9
Trois-Rivières	Ottawa	61	4228	65.7	91.8	8
Trois-Rivières	Toronto	44	5136	108.9	144	8
Montréal	Ottawa	1218	53848	36	62.1	16
Montréal	Kingston	159	9684	54.9	90	12
Montréal	Toronto	2198	230155	89.1	122.4	20
Montréal	Kitchener	37	4347	104.4	158.4	8
Montréal	London	84	10867	119.7	171	9
Ottawa	Kingston	659	26272	32.4	59.4	12
Ottawa	Toronto	1941	177503	81.9	102.6	18
Ottawa	Kitchener	50	5175	96.3	145.8	8
Ottawa	London	90	10544	105.3	142.2	9
Kingston	Toronto	991	49824	45	66.6	12
Kingston	Kitchener	31	2607	69.3	101.7	8
Kingston	London	36	3137	78.3	115.2	9
Toronto	Kitchener	424	9920	21.6	33.3	10
Toronto	London	1327	47658	32.4	51.3	12
Toronto	Windsor	626	42194	62.1	83.7	12
Kitchener	London	251	5543	18.9	27.9	10
Kitchener	Windsor	272	14008	45	64.8	10
London	Windsor	641	21491	28.8	44.1	12
Total		13947	929084			

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: -10%

S3M10P.XLS
13/12/1993

QUEBEC-MONTREAL

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				1549	459	2008									
Train	90	50	140	0	0	0	89	99%	49	99%	138	99%			
Plane	8	63	70	1	28	29	6	81%	35	56%	41	59%			
Bus	254	165	419	168	109	277	86	34%	56	34%	142	34%			
Car	6166	2042	8208	4902	1803	6705	1264	21%	239	12%	1503	18%			
Total	6518	2319	8837	6621	2398	9019	1445	22%	379	16%	1824	21%	103	80	183
	74%	26%		73%	27%								2%	3%	2%

QUEBEC-OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				121	57	178									
Train	8	1	10	0	0	0	7	81%	1	81%	8	81%			
Plane	7	40	47	1	21	22	5	80%	19	47%	24	52%			
Bus	15	5	20	6	3	9	9	57%	2	41%	10	53%			
Car	300	45	344	220	37	257	80	27%	7	17%	87	25%			
Total	329	91	420	349	118	467	100	30%	29	32%	130	31%	21	28	49
	78%	22%		75%	25%								6%	31%	12%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRRERAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: -10%

S3M10P.XLS
08/12/1993

QUEBEC-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				139	122	261									
Train	19	8	26	0	0	0	18	97%	7	97%	26	97%			
Plane	17	91	108	1	52	53	16	92%	39	43%	55	51%			
Bus	5	0.5	5	1	0.2	0.8	4	87%	0.3	69%	5	86%			
Car	112	26	138	83	19	102	29	26%	7	26%	36	26%			
Total	153	125	278	224	193	417	67	44%	54	43%	121	44%	71	69	140
	55%	45%		54%	46%								47%	55%	50%

TROIS-RIVIERES/MONTREAL

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				336	22	358									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	0.8	0	0.8	0.6	0	0.6	0.2	25%	0	#####	0.2	25%			
Car	3592	627	4219	3269	619	3887	323	9%	8	1%	332	8%			
Total	3593	627	4220	3605	641	4245	324	9%	8	1%	332	8%	12	14	26
	85%	15%		85%	15%								0.3%	2%	1%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: -10%

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13/12/1993

TROIS-RIVIERES/OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				53	8	61									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	10	2	12	6	1	7	4	40%	0	0%	4	32%			
Car	205	26	230	188	20	208	17	8%	5	21%	22	10%			
Total	214	28	242	247	29	276	21	10%	5	19%	26	11%	33	2	35
	88%	12%		89%	11%								15%	9%	15%

TROIS-RIVIERES/TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				35	9	44									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	8	19	27	1	12	13	7	91%	7	36%	14	52%			
Bus	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Car	74	9	83	57	8	65	18	24%	0.7	8%	18	22%			
Total	84	28	112	92	30	122	27	32%	8	27%	34	31%	8	2	10
	75%	25%		76%	24%								10%	7%	9%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRETRAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: -10%

S3M10P.XLS
14/12/1993

MONTREAL-OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				834	384	1218									
Train	109	105	215	0	0	0	81	74%	78	74%	159	74%			
Plane	9	44	53	0	24	24	9	95%	20	45%	29	54%			
Bus	326	93	419	224	82	306	102	31%	10	11%	112	27%			
Car	4104	983	5088	3645	862	4507	460	11%	121	12%	581	11%			
Total	4549	1225	5774	4702	1352	6055	652	14%	229	19%	881	15%	182	155	337
	79%	21%		78%	22%								4%	13%	6%

MONTREAL-KINGSTON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				131	28	159									
Train	21	14	35	0	0	0	17	82%	11	82%	29	82%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	32	3	35	18	2	20	14	45%	1	26%	15	43%			
Car	254	22	276	205	18	224	49	19%	4	17%	52	19%			
Total	307	39	346	354	48	402	80	26%	16	41%	96	28%	51	12	63
	89%	11%		88%	12%								17%	31%	18%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRETRAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: -10%

S3M10P.XLS
14/12/1993

MONTREAL-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				1168	1030	2198									
Train	345	124	470	0	0	0	286	83%	103	83%	389	83%			
Plane	272	1480	1752	27	1116	1142	246	90%	364	25%	610	35%			
Bus	105	13	118	53	10	63	52	49%	3	22%	55	46%			
Car	1225	353	1578	1025	278	1304	199	16%	75	21%	274	17%			
Total	1947	1970	3917	2272	2435	4707	783	40%	544	28%	1327	34%	385	486	871
	50%	50%		48%	52%								20%	25%	22%

MONTREAL-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				27	10	37									
Train	4	2	6	0	0	0	4	89%	1	89%	5	89%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Car	100	33	133	92	28	120	8	8%	5	16%	13	10%			
Total	106	35	141	119	37	156	13	13%	7	20%	20	14%	14	3	16
	75%	25%		76%	24%								13%	8%	12%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRRERAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: -10%

S3M10P.XLS
14/12/1993

MONTREAL-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				70	15	84									
Train	12	0	13	0	0	0	11	94%	0	94%	12	94%			
Plane	6	22	28	0	14	14	5	93%	8	37%	14	49%			
Bus	2	0.2	2	0	0.0	0	2	100%	0.2	100%	2	100%			
Car	99	9	107	89	3	92	9	10%	6	65%	15	14%			
Total	118	31	150	159	32	191	28	24%	14	46%	42	28%	41	0.6	42
	79%	21%		83%	17%								35%	2%	28%

OTTAWA-KINGSTON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				476	182	659									
Train	18	14	32	0	0	0	17	95%	13	95%	30	95%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	57	8	65	24	6	30	33	58%	2	26%	35	54%			
Car	894	213	1107	675	160	835	219	24%	54	25%	273	25%			
Total	969	235	1204	1176	348	1524	269	28%	69	29%	337	28%	208	114	321
	81%	19%		77%	23%								21%	49%	27%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: -10%

S3M10P.XLS
08/12/1993

OTTAWA-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				1045	896	1941									
Train	125	77	201	0	0	0	93	75%	57	75%	151	75%			
Plane	113	874	986	13	590	604	99	88%	283	32%	383	39%			
Bus	103	20	123	29	15	45	73	71%	5	23%	78	64%			
Car	1738	535	2273	1261	439	1699	477	27%	96	18%	574	25%			
Total	2078	1505	3583	2348	1940	4289	743	36%	441	29%	1185	33%	302	455	756
	58%	42%		55%	45%								15%	30%	21%

OTTAWA-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				43	7	50									
Train	3	1	4	0	0	0	3	100%	1	100%	4	100%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	4	1	5	0	0	0	4	100%	0.4	67%	5	100%			
Car	190	27	217	158	22	180	32	17%	5	19%	37	17%			
Total	197	28	225	200	29	230	39	20%	6	22%	45	20%	4	1	5
	87%	13%		87%	13%								2%	4%	2%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: -10%

S3M10P.XLS
14/12/1993

OTTAWA-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				60	30	90									
Train	9	2	10	0	0	0	9	98%	1	98%	10	98%			
Plane	11	41	51	1	21	22	10	94%	19	48%	29	57%			
Bus	5	0	5	5	0	5	0.4	11%	0	0%	0	7%			
Car	110	25	135	89	20	109	22	20%	5	18%	26	19%			
Total	135	67	202	154	71	225	41	30%	25	38%	66	33%	19	4	24
	67%	33%		68%	32%								14%	7%	12%

KINGSTON-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				749	242	991									
Train	133	74	207	0	0	0	109	82%	61	82%	170	82%			
Plane	5	9	14	0	5	5	5	99%	4	40%	9	62%			
Bus	99	8	107	58	6	63	42	42%	2	22%	43	41%			
Car	2105	489	2595	1673	403	2076	432	21%	86	18%	518	20%			
Total	2342	580	2922	2480	656	3136	588	25%	152	26%	740	25%	161	90	251
	80%	20%		79%	21%								7%	15%	9%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: -10%

S3M10P.XLS
14/12/1993

KINGSTON-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				18	14	31									
Train	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	3	1	4	0	1	1	3	95%	0	0%	3	74%			
Car	59	43	102	54	37	91	5	8%	6	14%	11	11%			
Total	64	44	108	72	51	123	10	15%	6	14%	16	15%	8	7	15
	59%	41%		59%	41%								13%	17%	14%

KINGSTON-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				28	8	36									
Train	6	1	7	0	0	0	5	96%	1	96%	6	96%			
Plane	0	0	0	0	0	0	0	#####	0	100%	0	100%			
Bus	2.1	0	2	1	0	2	1	45%	0	#####	1	26%			
Car	92	20	113	79	18	97	13	14%	2	11%	16	14%			
Total	100	22	122	108	26	135	20	20%	3	16%	23	19%	9	5	13
	82%	18%		80%	20%								9%	21%	11%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRRERAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: -10%

S3M10P.XLS
14/12/1993

TORONTO-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				360	65	424									
Train	29	4	34	0	0	0	26	90%	4	90%	30	90%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	212	26	238	203	25	229	9	4%	1	3%	10	4%			
Car	11828	3283	15111	11572	3231	14803	256	2%	52	2%	308	2%			
Total	12069	3313	15383	12135	3321	15456	291	2%	57	2%	348	2%	69	8	76
	78%	22%		79%	21%								1%	0.2%	0%

TORONTO-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				1081	246	1327									
Train	142	70	211	0	0	0	123	87%	61	87%	183	87%			
Plane	11	23	34	0	11	11	11	99%	12	53%	23	68%			
Bus	142	13	156	92	12	105	50	35%	1	8%	51	33%			
Car	4068	1433	5501	3491	1331	4822	577	14%	102	7%	679	12%			
Total	4363	1538	5901	4665	1600	6264	760	17%	176	11%	936	16%	320	71	391
	74%	26%		74%	26%								7%	5%	7%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: -10%

S3M10P.XLS
08/12/1993

TORONTO-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				474	152	626									
Train	77	33	111	0	0	0	60	77%	26	77%	86	77%			
Plane	23	70	93	0	41	41	23	98%	29	42%	52	56%			
Bus	20	7	27	11	5	16	9	45%	2	27%	11	40%			
Car	1318	223	1540	1063	199	1263	255	19%	23	10%	278	18%			
Total	1438	333	1771	1548	398	1947	346	24%	80	24%	426	24%	128	72	200
	81%	19%		80%	20%								9%	22%	11%

KITCHENER-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				162	89	251									
Train	19	1	20	0	0	0	16	82%	0	0%	16	78%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	10	0.8	11	8	0.7	9	2	20%	0.1	10%	2	19%			
Car	1395	552	1946	1361	516	1878	33	2%	35	6%	69	4%			
Total	1424	554	1978	1532	606	2138	51	4%	35	6%	87	4%	111	53	165
	72%	28%		72%	28%								8%	10%	8%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: -10%

S3M10P.XLS
08/12/1993

KITCHENER-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				184	88	272									
Train	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	1	0.4	1	0	0.2	0	1	100%	0.2	50%	1	86%			
Car	277	117	394	199	77	277	77	28%	40	34%	117	30%			
Total	279	118	397	383	166	549	80	29%	40	34%	120	30%	104	48	152
	70%	30%		70%	30%								37%	41%	38%

LONDON-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				444	197	641									
Train	17	11	28	0	0	0	16	98%	11	98%	27	98%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	21	0	21	16	0	16	4	21%	0	#####	4	21%			
Car	1580	687	2267	1332	618	1950	248	16%	69	10%	317	14%			
Total	1617	698	2315	1792	816	2608	268	17%	80	11%	348	15%	176	118	294
	70%	30%		69%	31%								11%	17%	13%

S3M10P.XLS
14/12/1993

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005
Full Corridor - 300 KPH - Sensitivity Analysis - Fares: -10%

TOTAL 24 O/D PAIRS (both directions)

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				9586	4361	13947									
Train	1190	591	1781	0	0	0	995	84%	487	82%	1482	83%			
Plane	490	2774	3264	47	1935	1982	443	90%	839	30%	1282	39%			
Bus	1431	366	1797	924	280	1204	507	35%	85	23%	591	33%			
Car	41884	11820	53704	36782	10766	47548	5102	12%	1054	9%	6156	11%			
Total	44995	15551	60546	47339	17342	64681	7046	16%	2465	16%	9511	16%	2540	1896	4436
	74%	26%		73%	27%								6%	12%	7%

SENSITIVITY ANALYSIS

300 KPH

2005

FARES : + 20 %

TRAFFIC and REVENUES (both directions)**Full Corridor - 300 KPH - Year 2005****Sensitivity Analysis - Fares: + 20%**S3P20P.XLS
13/12/1993

		Traffic	Revenues	Non-business	Business	Frequency
		000's	000's can \$	Fare	Fare	
Québec	Montréal	1458	128621	81.6	111.6	16
Québec	Ottawa	125	15358	111.6	151.2	14
Québec	Toronto	172	31101	157.2	207.6	14
Trois-Rivières	Montréal	282	9905	34.8	55.2	9
Trois-Rivières	Ottawa	42	3901	87.6	122.4	8
Trois-Rivières	Toronto	28	4370	145.2	192	8
Montréal	Ottawa	815	47703	48	82.8	16
Montréal	Kingston	123	9836	73.2	120	12
Montréal	Toronto	1595	222183	118.8	163.2	20
Montréal	Kitchener	24	3871	139.2	211.2	8
Montréal	London	59	10380	159.6	228	9
Ottawa	Kingston	483	25745	43.2	79.2	12
Ottawa	Toronto	1396	170085	109.2	136.8	18
Ottawa	Kitchener	37	5171	128.4	194.4	8
Ottawa	London	66	10353	140.4	189.6	9
Kingston	Toronto	743	49550	60	88.8	12
Kingston	Kitchener	20	2169	92.4	135.6	8
Kingston	London	23	2595	104.4	153.6	9
Toronto	Kitchener	289	9074	28.8	44.4	10
Toronto	London	1004	48193	43.2	68.4	12
Toronto	Windsor	475	42461	82.8	111.6	12
Kitchener	London	152	4428	25.2	37.2	10
Kitchener	Windsor	207	14111	60	86.4	10
London	Windsor	498	22199	38.4	58.8	12
Total		10114	893362			

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFREMAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: +20%

1

S3P20P.XLS
07/12/1993

QUEBEC-MONTREAL

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				1138	320	1458									
Train	90	50	140	0	0	0	89	99%	49	99%	138	99%			
Plane	8	63	70	4	29	32	4	54%	34	54%	38	54%			
Bus	254	165	419	216	115	331	38	15%	50	30%	88	21%			
Car	6166	2042	8208	5256	1857	7113	910	15%	185	9%	1095	13%			
Total	6518	2319	8837	6614	2321	8935	1041	16%	318	14%	1359	15%	97	2	99
	74%	26%		74%	26%								1%	0%	1%

QUEBEC-OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				89	36	125									
Train	8	1	10	0	0	0	5	67%	1	67%	6	67%			
Plane	7	40	47	5	23	28	2	27%	17	42%	18	40%			
Bus	15	5	20	8	3	11	7	45%	2	32%	8	42%			
Car	300	45	344	240	37	277	60	20%	7	16%	67	19%			
Total	329	91	420	341	100	441	74	22%	26	29%	100	24%	15	10	25
	78%	22%		77%	23%								5%	11%	6%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRRERAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: +20%

S3P20P.XLS
13/12/1993

QUEBEC-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				92	80	172									
Train	19	8	26	0	0	0	11	58%	4	58%	15	58%			
Plane	17	91	108	13	53	66	4	24%	38	42%	42	39%			
Bus	5	0.5	5	2	0.3	2.5	3	53%	0.2	42%	3	52%			
Car	112	26	138	93	19	112	20	17%	6	25%	26	19%			
Total	153	125	278	200	153	353	37	24%	49	39%	86	31%	55	31	86
	55%	45%		57%	43%								36%	25%	31%

TROIS-RIVIERES/MONTREAL

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				279	4	282									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	0.8	0	0.8	0.6	0	0.6	0.2	25%	0	#####	0.2	25%			
Car	3592	627	4219	3314	623	3937	278	8%	4	1%	282	7%			
Total	3593	627	4220	3593	627	4220	279	8%	4	1%	283	7%	0	0	0
	85%	15%		85%	15%								0.0%	0%	0.0%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFREMAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: +20%

S3P20P.XLS
07/12/1993

TROIS-RIVIERES/OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				37	6	42									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	10	2	12	7	1	8	3	29%	0	0%	3	23%			
Car	205	26	230	194	20	214	11	5%	5	20%	16	7%			
Total	214	28	242	237	28	265	14	6%	5	18%	19	8%	23	1	23
	88%	12%		90%	10%								11%	2%	10%

TROIS-RIVIERES/TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				21	7	28									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	8	19	27	6	14	20	2	24%	5	25%	7	25%			
Bus	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Car	74	9	83	61	8	69	13	17%	0.6	7%	14	16%			
Total	84	28	112	89	29	118	17	20%	5	20%	22	20%	5	1	6
	75%	25%		75%	25%								5%	4%	5%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRERAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: +20%

S3P20P.XLS
13/12/1993

MONTREAL-OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				567	247	815									
Train	109	105	215	0	0	0	80	73%	77	73%	157	73%			
Plane	9	44	53	1	24	26	8	86%	19	44%	27	52%			
Bus	326	93	419	250	86	336	76	23%	7	7%	83	20%			
Car	4104	983	5088	3812	914	4726	292	7%	69	7%	362	7%			
Total	4549	1225	5774	4630	1272	5902	457	10%	173	14%	629	11%	111	74	185
	79%	21%		78%	22%								2%	6%	3%

MONTREAL-KINGSTON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				104	18	123									
Train	21	14	35	0	0	0	16	75%	10	75%	26	75%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	32	3	35	20	2	22	13	39%	1	20%	13	37%			
Car	254	22	276	216	19	234	38	15%	4	16%	41	15%			
Total	307	39	346	340	39	379	66	22%	14	37%	81	23%	38	4	42
	89%	11%		90%	10%								12%	10%	12%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRRERAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: +20%

S3P20P.XLS
07/12/1993

MONTREAL-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				858	737	1595									
Train	345	124	470	0	0	0	286	83%	103	83%	389	83%			
Plane	272	1480	1752	102	1178	1280	171	63%	301	20%	472	27%			
Bus	105	13	118	73	12	86	31	30%	1	7%	32	27%			
Car	1225	353	1578	1099	293	1392	125	10%	60	17%	185	12%			
Total	1947	1970	3917	2132	2221	4353	614	32%	465	24%	1078	28%	245	272	517
	50%	50%		49%	51%								13%	14%	13%

MONTREAL-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				17	7	24									
Train	4	2	6	0	0	0	4	89%	1	89%	5	89%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Car	100	33	133	97	28	125	3	3%	5	16%	8	6%			
Total	106	35	141	114	35	149	8	8%	7	19%	15	11%	9	0.2	9
	75%	25%		77%	23%								8%	1%	6%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRETRAIN/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: +20%

S3P20P.XLS
07/12/1993

MONTREAL-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				46	13	59									
Train	12	0	13	0	0	0	10	86%	0	86%	11	86%			
Plane	6	22	28	3	14	17	3	50%	8	34%	11	38%			
Bus	2	0.2	2	0	0.0	0	2	100%	0.2	100%	2	100%			
Car	99	9	107	97	3	100	2	2%	5	61%	7	7%			
Total	118	31	150	145	31	177	17	14%	13	43%	30	20%	29	0.1	29
	79%	21%		82%	18%								24%	0%	19%

OTTAWA-KINGSTON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				347	136	483									
Train	18	14	32	0	0	0	17	95%	13	95%	30	95%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	57	8	65	31	6	37	26	46%	2	22%	28	43%			
Car	894	213	1107	735	163	898	159	18%	50	24%	209	19%			
Total	969	235	1204	1113	305	1418	202	21%	65	28%	267	22%	144	71	216
	81%	19%		78%	22%								15%	30%	18%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: +20%

S3P20P.XLS
07/12/1993

OTTAWA-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				755	640	1396									
Train	125	77	201	0	0	0	90	72%	56	72%	145	72%			
Plane	113	874	986	48	617	665	64	57%	257	29%	321	33%			
Bus	103	20	123	40	17	57	62	61%	3	15%	65	53%			
Car	1738	535	2273	1406	450	1856	332	19%	84	16%	417	18%			
Total	2078	1505	3583	2250	1724	3974	549	26%	400	27%	948	26%	206	241	447
	58%	42%		57%	43%								10%	16%	12%

OTTAWA-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				31	6	37									
Train	3	1	4	0	0	0	3	100%	1	100%	4	100%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	4	1	5	0	0	0	4	100%	0.4	67%	5	100%			
Car	190	27	217	167	22	189	23	12%	5	17%	28	13%			
Total	197	28	225	198	28	226	30	15%	6	20%	36	16%	1	0.4	1
	87%	13%		87%	13%								1%	1%	1%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRETRAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: +20%

S3P20P.XLS
07/12/1993

OTTAWA-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				42	23	66									
Train	9	2	10	0	0	0	7	83%	1	83%	9	83%			
Plane	11	41	51	3	23	26	8	70%	18	44%	26	50%			
Bus	5	0	5	5	0	5	0.0	4%	0	0%	0	0%			
Car	110	25	135	96	21	117	14	13%	4	16%	18	13%			
Total	135	67	202	146	67	213	29	22%	23	35%	52	26%	13	0.3	13
	67%	33%		69%	31%								10%	0%	7%

KINGSTON-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				570	173	743									
Train	133	74	207	0	0	0	104	78%	58	78%	162	78%			
Plane	5	9	14	1	6	6	4	88%	3	35%	8	54%			
Bus	99	8	107	67	6	73	32	32%	1	17%	33	31%			
Car	2105	489	2595	1799	413	2212	306	15%	76	16%	382	15%			
Total	2342	580	2922	2437	598	3035	447	19%	138	24%	585	20%	123	35	158
	80%	20%		80%	20%								5%	6%	5%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRRAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: +20%

S3P20P.XLS
07/12/1993

KINGSTON-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				12	8	20									
Train	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	3	1	4	2	1	3	1	23%	0	0%	1	18%			
Car	59	43	102	58	37	95	2	3%	6	13%	7	7%			
Total	64	44	108	72	46	118	4	7%	6	13%	10	9%	7	2	10
	59%	41%		61%	39%								11%	6%	9%

KINGSTON-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				18	5	23									
Train	6	1	7	0	0	0	5	89%	1	89%	6	89%			
Plane	0	0	0	0	0	0	0	#####	0	100%	0	100%			
Bus	2.1	0	2	1	0	2	1	35%	0	#####	0	12%			
Car	92	20	113	83	18	102	9	10%	2	10%	11	10%			
Total	100	22	122	103	24	126	15	15%	3	14%	18	14%	3	2	5
	82%	18%		81%	19%								3%	8%	4%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: +20%

S3P20P.XLS
13/12/1993

TORONTO-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				241	48	289									
Train	29	4	34	0	0	0	19	63%	3	63%	21	63%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	212	26	238	210	26	236	2	1%	0	1%	2	1%			
Car	11828	3283	15111	11662	3240	14902	166	1%	43	1%	209	1%			
Total	12069	3313	15383	12114	3313	15427	186	2%	46	1%	232	2%	55	2	57
	78%	22%		79%	21%								0%	0%	0%

TORONTO-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				813	191	1004									
Train	142	70	211	0	0	0	108	76%	53	76%	161	76%			
Plane	11	23	34	1	13	14	10	88%	10	45%	20	59%			
Bus	142	13	156	105	13	117	38	26%	1	5%	38	25%			
Car	4068	1433	5501	3598	1366	4964	470	12%	67	5%	537	10%			
Total	4363	1538	5901	4516	1582	6098	625	14%	131	9%	756	13%	187	61	248
	74%	26%		74%	26%								4%	4%	4%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: +20%

S3P20P.XLS
07/12/1993

TORONTO-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				364	110	475									
Train	77	33	111	0	0	0	57	74%	24	74%	81	74%			
Plane	23	70	93	3	42	44	21	89%	28	40%	49	52%			
Bus	20	7	27	14	6	21	6	28%	1	16%	7	25%			
Car	1318	223	1540	1122	204	1326	195	15%	19	8%	214	14%			
Total	1438	333	1771	1503	362	1866	278	19%	72	22%	351	20%	86	38	124
	81%	19%		81%	19%								6%	11%	7%

KITCHENER-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				102	50	152									
Train	19	1	20	0	0	0	10	52%	0	0%	10	48%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	10	0.8	11	8	0.7	9	2	20%	0.1	10%	2	19%			
Car	1395	552	1946	1386	521	1906	9	1%	31	6%	40	2%			
Total	1424	554	1978	1496	572	2067	21	1%	31	6%	52	3%	81	19	100
	72%	28%		72%	28%								6%	3%	5%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRRERAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: +20%

S3P20P.XLS
13/12/1993

KITCHENER-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				144	63	207									
Train	2	0	2	0	0	0	2	94%	0	#####	2	94%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	1	0.4	1	0	0.2	0	1	100%	0.2	50%	1	86%			
Car	277	117	394	218	80	299	58	21%	37	31%	95	24%			
Total	279	118	397	362	144	506	61	22%	37	32%	98	25%	83	26	109
	70%	30%		72%	28%								30%	22%	28%

LONDON-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				346	151	498									
Train	17	11	28	0	0	0	16	95%	10	95%	26	95%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	21	0	21	17	0	17	4	17%	0	#####	4	17%			
Car	1580	687	2267	1375	632	2007	204	13%	55	8%	260	11%			
Total	1617	698	2315	1739	784	2522	224	14%	65	9%	289	12%	122	86	209
	70%	30%		69%	31%								8%	12%	9%

S3P20P.XLS
13/12/1993

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005
Full Corridor - 300 KPH - Sensitivity Analysis - Fares: +20%

TOTAL 24 O/D PAIRS (both directions)

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				7033	3081	10114									
Train	1190	591	1781	0	0	0	941	79%	466	79%	1407	79%			
Plane	490	2774	3264	189	2036	2226	300	61%	738	27%	1038	32%			
Bus	1431	366	1797	1078	297	1375	353	25%	68	19%	421	23%			
Car	41884	11820	53704	38183	10990	49173	3701	9%	830	7%	4531	8%			
Total	44995	15551	60546	46483	16404	62887	5294	12%	2102	14%	7397	12%	1738	979	2717
	74%	26%		74%	26%								4%	6%	4%

SENSITIVITY ANALYSIS

300 KPH

2005

FARES : - 20 %

TRAFFIC and REVENUES (both directions)

Full Corridor - 300 KPH - Year 2005

Sensitivity Analysis - Fares: -20%

S3M20P.XLS
14/12/1993

		Traffic	Revenues	Non-business	Business	Frequency
		000's	000's can \$	Fare	Fare	
Québec	Montréal	2146	126381	54.4	74.4	16
Québec	Ottawa	197	16340	74.4	100.8	14
Québec	Toronto	281	33933	104.8	138.4	14
Trois-Rivières	Montréal	390	9401	23.2	36.8	9
Trois-Rivières	Ottawa	66	4064	58.4	81.6	8
Trois-Rivières	Toronto	46	4817	96.8	128	8
Montréal	Ottawa	1369	53523	32	55.2	16
Montréal	Kingston	166	8989	48.8	80	12
Montréal	Toronto	2375	221344	79.2	108.8	20
Montréal	Kitchener	41	4355	92.8	140.8	8
Montréal	London	96	11015	106.4	152	9
Ottawa	Kingston	731	25930	28.8	52.8	12
Ottawa	Toronto	2092	170730	72.8	91.2	18
Ottawa	Kitchener	53	4878	85.6	129.6	8
Ottawa	London	97	10149	93.6	126.4	9
Kingston	Toronto	1091	48756	40	59.2	12
Kingston	Kitchener	33	2414	61.6	90.4	8
Kingston	London	41	3148	69.6	102.4	9
Toronto	Kitchener	478	9909	19.2	29.6	10
Toronto	London	1431	46010	28.8	45.6	12
Toronto	Windsor	687	41158	55.2	74.4	12
Kitchener	London	270	5266	16.8	24.8	10
Kitchener	Windsor	298	13632	40	57.6	10
London	Windsor	699	20853	25.6	39.2	12
Total		15173	896995			

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRETRAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: -20%

1

S3M20P.XLS
09/12/1993

QUEBEC-MONTREAL

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				1664	482	2146									
Train	90	50	140	0	0	0	89	99%	49	99%	139	99%			
Plane	8	63	70	1	26	27	7	92%	37	58%	44	62%			
Bus	254	165	419	152	106	259	102	40%	58	35%	160	38%			
Car	6166	2042	8208	4817	1790	6607	1349	22%	251	12%	1601	20%			
Total	6518	2319	8837	6634	2405	9039	1548	24%	396	17%	1943	22%	116	86	203
	74%	26%		73%	27%								2%	4%	2%

QUEBEC-OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				134	63	197									
Train	8	1	10	0	0	0	7	81%	1	81%	8	81%			
Plane	7	40	47	1	20	20	6	88%	20	51%	26	56%			
Bus	15	5	20	5	3	8	10	66%	2	46%	12	61%			
Car	300	45	344	215	36	251	84	28%	9	20%	93	27%			
Total	329	91	420	355	121	476	106	32%	33	36%	139	33%	27	31	58
	78%	22%		75%	25%								8%	34%	14%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: -20%

S3M20P.XLS
09/12/1993

QUEBEC-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				149	133	281									
Train	19	8	26	0	0	0	18	97%	7	97%	26	97%			
Plane	17	91	108	1	50	51	16	95%	41	45%	57	53%			
Bus	5	0.5	5	1	0.2	0.8	4	87%	0.3	69%	5	86%			
Car	112	26	138	82	19	101	30	27%	7	26%	37	27%			
Total	153	125	278	232	202	434	69	45%	56	45%	125	45%	80	77	157
	55%	45%		54%	46%								52%	62%	56%

TROIS-RIVIERES/MONTREAL

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				363	27	390									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	0.8	0	0.8	0.4	0	0.4	0.4	50%	0	#####	0.4	50%			
Car	3592	627	4219	3243	616	3859	349	10%	11	2%	360	9%			
Total	3593	627	4220	3606	643	4249	350	10%	11	2%	361	9%	13	16	29
	85%	15%		85%	15%								0.4%	3%	1%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFREMAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: -20%

S3M20P.XLS
09/12/1993

TROIS-RIVIERES/OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				57	9	66									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	10	2	12	6	1	7	4	42%	0	0%	4	34%			
Car	205	26	230	186	20	206	19	9%	6	22%	24	10%			
Total	214	28	242	249	30	279	23	11%	6	20%	28	12%	35	3	38
	88%	12%		89%	11%								16%	12%	16%

TROIS-RIVIERES/TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				36	10	46									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	8	19	27	0	11	12	8	95%	8	41%	15	57%			
Bus	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Car	74	9	83	56	8	64	18	25%	0.7	8%	19	23%			
Total	84	28	112	92	30	122	28	33%	9	31%	36	33%	8	2	10
	75%	25%		76%	24%								10%	7%	9%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRETRAIN/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: -20%

S3M20P.XLS
09/12/1993

MONTREAL-OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				950	419	1369									
Train	109	105	215	0	0	0	82	75%	79	75%	161	75%			
Plane	9	44	53	0	24	24	9	98%	20	46%	29	55%			
Bus	326	93	419	210	79	288	116	36%	14	15%	130	31%			
Car	4104	983	5088	3550	862	4412	554	13%	122	12%	676	13%			
Total	4549	1225	5774	4711	1382	6093	761	17%	235	19%	996	17%	190	184	373
	79%	21%		77%	23%								4%	15%	6%

MONTREAL-KINGSTON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				136	29	166									
Train	21	14	35	0	0	0	17	82%	11	82%	29	82%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	32	3	35	18	2	20	14	45%	1	26%	15	43%			
Car	254	22	276	202	18	220	52	20%	4	18%	56	20%			
Total	307	39	346	356	50	406	84	27%	16	41%	100	29%	53	13	66
	89%	11%		88%	12%								17%	34%	19%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: -20%

S3M20P.XLS
14/12/1993

MONTREAL-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				1252	1123	2375									
Train	345	124	470	0	0	0	288	83%	104	83%	392	83%			
Plane	272	1480	1752	21	1092	1113	251	92%	388	26%	639	36%			
Bus	105	13	118	48	10	58	57	54%	3	23%	60	51%			
Car	1225	353	1578	999	276	1275	225	18%	77	22%	303	19%			
Total	1947	1970	3917	2321	2500	4821	822	42%	572	29%	1394	36%	431	551	981
	50%	50%		48%	52%								22%	28%	25%

MONTREAL-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				29	12	41									
Train	4	2	6	0	0	0	4	89%	1	89%	5	89%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Car	100	33	133	91	28	119	9	9%	5	17%	15	11%			
Total	106	35	141	120	39	159	15	14%	7	20%	21	15%	15	5	20
	75%	25%		75%	25%								14%	14%	14%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRERAIL/CANARAIL/OIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: -20%

S3M20P.XLS
14/12/1993

MONTREAL-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				80	17	96									
Train	12	0	13	0	0	0	11	94%	0	94%	12	94%			
Plane	6	22	28	0	14	14	6	97%	8	37%	14	50%			
Bus	2	0.2	2	0	0.0	0	2	100%	0.2	100%	2	100%			
Car	99	9	107	88	3	91	11	11%	6	65%	16	15%			
Total	118	31	150	167	34	201	30	25%	14	46%	44	30%	50	2	52
	79%	21%		83%	17%								42%	8%	35%

OTTAWA-KINGSTON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				527	204	731									
Train	18	14	32	0	0	0	17	95%	13	95%	30	95%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	57	8	65	23	6	29	34	59%	2	27%	36	55%			
Car	894	213	1107	659	155	814	235	26%	58	27%	294	27%			
Total	969	235	1204	1209	364	1573	286	30%	73	31%	359	30%	241	131	371
	81%	19%		77%	23%								25%	56%	31%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: -20%

S3M20P.XLS
09/12/1993

OTTAWA-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				1089	1003	2092									
Train	125	77	201	0	0	0	109	87%	67	87%	176	87%			
Plane	113	874	986	11	511	522	102	91%	362	41%	465	47%			
Bus	103	20	123	24	13	37	79	77%	7	33%	85	70%			
Car	1738	535	2273	1243	432	1675	496	29%	103	19%	598	26%			
Total	2078	1505	3583	2366	1960	4325	785	38%	539	36%	1324	37%	303	464	768
	58%	42%		55%	45%								15%	31%	21%

OTTAWA-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				45	8	53									
Train	3	1	4	0	0	0	3	100%	1	100%	4	100%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	4	1	5	0	0	0	4	100%	0.4	67%	5	100%			
Car	190	27	217	157	21	178	33	17%	6	21%	39	18%			
Total	197	28	225	202	29	231	40	20%	7	24%	47	21%	5	1	6
	87%	13%		87%	13%								3%	4%	3%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: -20%

S3M20P.XLS
14/12/1993

OTTAWA-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				65	32	97									
Train	9	2	10	0	0	0	9	100%	2	100%	10	100%			
Plane	11	41	51	1	21	22	10	94%	19	48%	30	58%			
Bus	5	0	5	4	0	5	0.5	15%	0	0%	1	10%			
Car	110	25	135	87	20	107	23	21%	5	20%	28	21%			
Total	135	67	202	157	73	230	42	32%	26	39%	68	34%	23	6	29
	67%	33%		68%	32%								17%	9%	14%

KINGSTON-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				825	266	1091									
Train	133	74	207	0	0	0	111	83%	62	83%	173	83%			
Plane	5	9	14	0	5	5	5	99%	4	42%	9	63%			
Bus	99	8	107	54	5	59	45	46%	2	28%	47	44%			
Car	2105	489	2595	1633	393	2027	472	22%	96	20%	568	22%			
Total	2342	580	2922	2512	670	3182	633	27%	163	28%	797	27%	192	103	295
	80%	20%		79%	21%								8%	18%	10%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRETRAIN/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: -20%

S3M20P.XLS
09/12/1993

KINGSTON-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				18	14	33									
Train	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	3	1	4	0	1	1	3	95%	0	0%	3	74%			
Car	59	43	102	54	37	90	6	9%	6	15%	12	12%			
Total	64	44	108	72	52	124	10	16%	6	14%	16	15%	8	8	16
	59%	41%		58%	42%								13%	18%	15%

KINGSTON-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				31	10	41									
Train	6	1	7	0	0	0	5	96%	1	96%	6	96%			
Plane	0	0	0	0	0	0	0	#####	0	100%	0	100%			
Bus	2.1	0	2	1	0	1	1	56%	0	#####	1	41%			
Car	92	20	113	78	18	96	14	15%	2	12%	17	15%			
Total	100	22	122	110	28	138	21	21%	4	16%	24	20%	10	6	16
	82%	18%		80%	20%								10%	28%	13%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRETRAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: -20%

S3M20P.XLS
14/12/1993

TORONTO-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				407	71	478									
Train	29	4	34	0	0	0	27	93%	4	93%	31	93%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	212	26	238	203	25	229	9	4%	1	3%	10	4%			
Car	11828	3283	15111	11542	3228	14770	286	2%	55	2%	341	2%			
Total	12069	3313	15383	12152	3324	15476	322	3%	60	2%	382	2%	85	11	96
	78%	22%		79%	21%								1%	0.3%	1%

TORONTO-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				1144	286	1431									
Train	142	70	211	0	0	0	124	88%	61	88%	186	88%			
Plane	11	23	34	0	11	11	11	99%	12	53%	23	68%			
Bus	142	13	156	92	12	104	51	36%	1	8%	52	33%			
Car	4068	1433	5501	3465	1309	4774	603	15%	123	9%	727	13%			
Total	4363	1538	5901	4701	1618	6319	789	18%	198	13%	987	17%	355	88	444
	74%	26%		74%	26%								8%	6%	8%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: -20%

S3M20F.XLS
09/12/1993

TORONTO-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				520	168	687									
Train	77	33	111	0	0	0	63	81%	27	81%	90	81%			
Plane	23	70	93	1	40	40	23	98%	30	43%	53	57%			
Bus	20	7	27	10	5	16	10	49%	2	28%	12	43%			
Car	1318	223	1540	1047	195	1242	271	21%	28	13%	299	19%			
Total	1438	333	1771	1578	407	1985	366	25%	87	26%	453	26%	154	80	234
	81%	19%		79%	21%								11%	24%	13%

KITCHENER-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				178	92	270									
Train	19	1	20	0	0	0	18	93%	0	0%	18	87%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	10	0.8	11	8	0.7	9	2	22%	0.1	12%	2	21%			
Car	1395	552	1946	1349	514	1863	46	3%	37	7%	83	4%			
Total	1424	554	1978	1534	607	2141	66	5%	38	7%	103	5%	112	55	166
	72%	28%		72%	28%								8%	10%	8%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Fares: -20%

S3M20P.XLS
09/12/1993

KITCHENER-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				200	98	298									
Train	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	1	0.4	1	0	0.2	0	1	100%	0.2	50%	1	86%			
Car	277	117	394	196	75	271	81	29%	42	36%	123	31%			
Total	279	118	397	396	173	569	84	30%	43	36%	126	32%	116	55	172
	70%	30%		70%	30%								42%	47%	43%

LONDON-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				482	217	699									
Train	17	11	28	0	0	0	16	99%	11	99%	27	99%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	21	0	21	16	0	16	4	21%	0	#####	4	21%			
Car	1580	687	2267	1312	615	1926	268	17%	73	11%	341	15%			
Total	1617	698	2315	1810	832	2642	289	18%	83	12%	372	16%	193	134	327
	70%	30%		69%	31%								12%	19%	14%

S3M20P.XLS
14/12/1993

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005
Full Corridor - 300 KPH - Sensitivity Analysis - Fares: -20%

TOTAL 24 O/D PAIRS (both directions)

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				10382	4791	15173									
Train	1190	591	1781	0	0	0	1024	86%	501	85%	1525	86%			
Plane	490	2774	3264	36	1824	1860	454	93%	950	34%	1404	43%			
Bus	1431	366	1797	875	271	1146	556	39%	94	26%	649	36%			
Car	41884	11820	53704	36349	10687	47035	5535	13%	1133	10%	6668	12%			
Total	44995	15551	60546	47642	17572	65215	7568	17%	2678	17%	10246	17%	2814	2112	4926
	74%	26%		73%	27%								6%	14%	8%

SENSITIVITY ANALYSIS

200 KPH

2005

FARES : + 10 %

TRAFFIC and REVENUES (both directions)**Full Corridor - 200 KPH - Year 2005****Sensitivity Analysis - Fares: +10%**

S2P10P.XLS

22/12/1993

		Traffic	Revenues	Non-business	Business	Frequency
		000's	000's can \$	Fare	Fare	
Québec	Montréal	1298	100060	70.4	99.0	11
Québec	Ottawa	84	9125	96.8	136.4	8
Québec	Toronto	103	15930	134.2	189.2	8
Trois-Rivières	Montréal	277	7696	27.5	44.0	6
Trois-Rivières	Ottawa	42	3288	72.6	108.9	6
Trois-Rivières	Toronto	27	3306	114.4	165.0	6
Montréal	Ottawa	789	41783	44.0	72.6	13
Montréal	Kingston	97	7115	67.1	104.5	10
Montréal	Toronto	1163	142851	105.6	146.3	13
Montréal	Kitchener	18	2677	123.2	188.1	6
Montréal	London	36	5409	138.6	188.1	6
Ottawa	Kingston	427	19125	38.5	62.7	10
Ottawa	Toronto	1066	115701	97.9	124.3	13
Ottawa	Kitchener	27	3386	111.1	174.9	6
Ottawa	London	54	7298	124.3	158.4	6
Kingston	Toronto	670	40134	55.0	81.4	10
Kingston	Kitchener	14	1328	82.5	117.7	5
Kingston	London	14	1357	89.1	125.4	5
Toronto	Kitchener	285	8030	26.4	37.4	8
Toronto	London	911	38348	38.5	60.5	10
Toronto	Windsor	435	34689	74.8	96.8	10
Kitchener	London	133	3552	23.1	34.1	8
Kitchener	Windsor	186	11034	51.7	75.9	8
London	Windsor	398	15735	34.1	50.6	10
Total		8554	638957			

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

Full corridor - 200 KPH - Sensitivity Analysis - Fares: + 10%

SOFRRERAIL/CANARAIL/CIGGT

S2P10P.XLS
10/12/1993

QUEBEC-MONTREAL

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				995	303	1298									
Train	90	50	140	0	0	0	86	95%	47	95%	133	95%			
Plane	8	63	70	6	46	52	1	16%	17	27%	18	26%			
Bus	254	165	419	204	124	327	50	20%	41	25%	92	22%			
Car	6166	2042	8208	5349	1871	7220	817	13%	171	8%	988	12%			
Total	6518	2319	8837	6555	2343	8898	954	15%	276	12%	1231	14%	41	26	67
	74%	26%		74%	26%								1%	1.1%	1%

QUEBEC-OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				59	25	84									
Train	8	1	10	0	0	0	6	71%	1	71%	7	71%			
Plane	6.7	40	47	6.5	28	34	0.2	3%	12	31%	12	27%			
Bus	15	5	20	9	3	12	6	42%	1	31%	8	40%			
Car	300	45	344	257	39	296	43	14%	5	12%	48	14%			
Total	329	91	420	331	95	426	55	17%	20	22%	75	18%	4	5	9
	78%	22%		78%	22%								1%	6%	2%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE RAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: + 10%

S2P10P.XLS
14/12/1993

QUEBEC-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				64	39	103									
Train	19	8	26	0	0	0	11	61%	5	61%	16	61%			
Plane	17	91	108	15	71	86	3	15%	20	22%	22	21%			
Bus	5	0.5	5	3	0.4	4	2	34%	0.1	27%	2	33%			
Car	112	26	138	99	20	119	13	11%	6	22%	19	13%			
Total	153	125	278	181	130	312	28	19%	30	24%	59	21%	36	9	44
	55%	45%		58%	42%								23%	7%	16%

TROIS-RIVIERES/MONTREAL

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				271	6	277									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	0.8	0	0.8	0.6	0	0.6	0.2	20%	0	#####	0.2	20%			
Car	3592	627	4219	3322	624	3946	270	8%	3	1%	273	6%			
Total	3593	627	4220	3593	629	4223	270	8%	3	1%	274	6%	1	2	3
	85%	15%		85%	15%								0.0%	0%	0.1%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE RAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: + 10%

S2P10P.XLS
14/12/1993

TROIS-RIVIERES/OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				35	7	42									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	10	2	12	8	2	10	2	21%	0	0%	2	17%			
Car	205	26	230	191	20	211	14	7%	5	21%	19	8%			
Total	214	28	242	234	29	263	16	7%	5	19%	21	9%	19	1	21
	88%	12%		89%	11%								9%	5%	9%

TROIS-RIVIERES/TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				24	4	27									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	8	19	27	7	16	23	1	13%	3	16%	4	15%			
Bus	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Car	74	9	83	58	8	66	17	22%	0.4	4%	17	20%			
Total	84	28	112	88	28	116	20	23%	3	12%	23	21%	4	0	4
	75%	25%		76%	24%								5%	1%	4%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFREAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: + 10%

S2P10P.XLS
10/12/1993

MONTREAL-OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				541	248	789									
Train	109	105	215	0	0	0	78	71%	75	71%	153	71%			
Plane	9	44	53	3	33	36	7	71%	11	25%	17	33%			
Bus	326	93	419	243	87	330	83	25%	5	6%	88	21%			
Car	4104	983	5088	3819	915	4734	285	7%	69	7%	354	7%			
Total	4549	1225	5774	4606	1282	5888	453	10%	160	13%	613	11%	89	88	176
	79%	21%		78%	22%								2%	7%	3%

MONTREAL-KINGSTON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				82	15	97									
Train	21	14	35	0	0	0	16	73%	10	73%	26	73%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	32	2.9	35	20	2.6	23	12	38%	0.3	10%	12	36%			
Car	254	22	276	224	19	242	30	12%	3	16%	34	12%			
Total	307	39	346	326	37	362	58	19%	14	36%	72	21%	24	2	26
	89%	11%		90%	10%								8%	4%	7%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: + 10%

S2P10P.XLS
10/12/1993

MONTREAL-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				672	492	1163									
Train	345	124	470	0	0	0	266	77%	96	77%	362	77%			
Plane	272	1480	1752	141	1201	1342	131	48%	279	19%	410	23%			
Bus	105	13	118	76	12	88	28	27%	1	9%	30	25%			
Car	1225	353	1578	1156	322	1478	69	6%	31	9%	99	6%			
Total	1947	1970	3917	2045	2026	4072	495	25%	407	21%	901	23%	177	85	262
	50%	50%		50%	50%								9%	4%	7%

MONTREAL-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				12	6	18									
Train	4	2	6	0	0	0	3	64%	1	64%	4	64%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Car	100	33	133	97	28	125	3	3%	5	16%	8	6%			
Total	106	35	141	109	34	143	7	7%	6	18%	13	9%	5	0	5
	75%	25%		76%	24%								5%	0%	4%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: + 10%

S2P10P.XLS
10/12/1993

MONTREAL-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				27	9	36									
Train	12	0	13	0	0	0	10	80%	0	80%	10	80%			
Plane	6	22	28	4	18	22	2	32%	4	20%	6	23%			
Bus	2	0	2	0	0	0	2	100%	0	100%	2	100%			
Car	99	9	107	97	4	102	1	1%	4	49%	5	5%			
Total	118	31	150	128	31	159	15	12%	9	29%	24	16%	12	0.0	12
	79%	21%		80%	20%								10%	0%	8%

OTTAWA-KINGSTON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				317	110	427									
Train	18	14	32	0	0	0	17	92%	12	92%	29	92%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	57	8	65	29	6	35	28	49%	2	24%	30	46%			
Car	894	213	1107	749	168	917	145	16%	45	21%	190	17%			
Total	969	235	1204	1095	285	1380	190	20%	60	25%	249	21%	127	51	178
	81%	19%		79%	21%								13%	22%	15%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRERAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: + 10%

S2P10P.XLS
10/12/1993

OTTAWA-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				636	430	1066									
Train	125	77	201	0	0	0	90	72%	55	72%	145	72%			
Plane	113	874	986	82	699	781	31	27%	175	20%	205	21%			
Bus	103	20	123	48	18	66	55	53%	2	9%	57	46%			
Car	1738	535	2273	1397	484	1881	341	20%	51	9%	392	17%			
Total	2078	1505	3583	2163	1631	3794	516	25%	283	19%	799	22%	120	147	267
	58%	42%		57%	43%								6%	10%	7%

OTTAWA-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				22	5	27									
Train	3	1	4	0	0	0	3	97%	1	100%	4	97%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	4	0.6	5	0	0.2	0	4	100%	0.4	67%	5	100%			
Car	190	27	217	175	22	197	15	8%	5	17%	19	9%			
Total	197	28	225	196	28	224	22	11%	6	20%	28	12%	0	0	0
	87%	13%		87%	13%								0%	0%	0%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

Full corridor - 200 KPH - Sensitivity Analysis - Fares: + 10%

SOFRE RAIL/CANARAIL/CIGGT

S2P10P.XLS
14/12/1993

OTTAWA-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				37	17	54									
Train	9	2	10	0	0	0	7	83%	1	83%	9	83%			
Plane	11	41	51	3	29	31	8	76%	12	29%	20	39%			
Bus	5	0	5	5	0	5	0	0%	0	0%	0	0%			
Car	110	25	135	96	22	118	14	13%	3	11%	17	13%			
Total	135	67	202	141	68	208	30	22%	16	24%	45	23%	7	1	9
	67%	33%		67%	33%								5%	2%	4%

KINGSTON-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				544	125	670									
Train	133	74	207	0	0	0	102	77%	57	77%	159	77%			
Plane	5	9	14	2	8	10	3	55%	1	11%	4	27%			
Bus	99	7.5	107	70	7.3	77	29	30%	0.2	3%	30	28%			
Car	2105	489	2595	1780	454	2235	325	15%	35	7%	360	14%			
Total	2342	580	2922	2397	595	2991	459	20%	93	16%	552	19%	85	32	117
	80%	20%		80%	20%								4%	6%	4%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

Full corridor - 200 KPH - Sensitivity Analysis - Fares: + 10%

SOFRETRAIL/CANARAIL/CIGGT

S2P10P.XLS
10/12/1993

KINGSTON-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				8	6	14									
Train	2	0	2	0	0	0	2	83%	0	#####	2	83%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	3	1	4	1	1	2	1	46%	0	0%	1	35%			
Car	59	43	102	58	38	96	1	2%	5	11%	6	6%			
Total	64	44	108	68	45	112	4	6%	5	11%	9	8%	4	1	5
	59%	41%		60%	40%								6%	2%	4%

KINGSTON-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				11	3	14									
Train	6	1	7	0	0	0	5	89%	1	89%	6	89%			
Plane	0	0.4	0	0	0.0	0	0	#####	0.4	100%	0.4	100%			
Bus	2.1	0	2	1.9	0	2	0.2	9%	0	#####	0.2	9%			
Car	92	20	113	86	19	106	6	6%	1	6%	7	6%			
Total	100	22	122	99	22	121	11	11%	3	12%	14	11%	0	0.3	0.3
	82%	18%		82%	18%								0%	1%	0.3%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: + 10%

S2P10P.XLS
14/12/1993

TORONTO-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				238	47	285									
Train	29	4	34	0	0	0	19	63%	3	63%	21	63%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	212	26	238	210	26	235	3	1%	0	1%	3	1%			
Car	11828	3283	15111	11666	3240	14906	162	1%	43	1%	205	1%			
Total	12069	3313	15383	12113	3313	15426	183	2%	46	1%	229	1%	55	1	56
	78%	22%		79%	21%								0.5%	0.0%	0.4%

TORONTO-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				761	149	911									
Train	142	70	211	0	0	0	105	74%	52	74%	157	74%			
Plane	11	23	34	0	16	16	11	91%	7	31%	18	53%			
Bus	142	13	156	105	13	118	37	26%	0	1%	37	24%			
Car	4068	1433	5501	3636	1372	5009	432	11%	60	4%	492	9%			
Total	4363	1538	5901	4503	1551	6053	585	13%	119	8%	704	12%	177	30	207
	74%	26%		74%	26%								4%	2%	4%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE RAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: + 10%

S2P10P.XLS
14/12/1993

TORONTO-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				339	96	435									
Train	77	33	111	0	0	0	57	74%	25	74%	82	74%			
Plane	23	70	93	3	51	53	21	89%	19	27%	40	43%			
Bus	20	7	27	14	7	21	6	29%	0.8	11%	7	24%			
Car	1318	223	1540	1136	205	1341	182	14%	18	8%	200	13%			
Total	1438	333	1771	1492	359	1850	266	18%	62	19%	328	19%	74	34	108
	81%	19%		81%	19%								5%	10%	6%

KITCHENER-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				90	43	133									
Train	19	1	20	0	0	0	10	52%	0	0%	10	48%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	10	0.8	11	9	0.8	9	2	15%	0.0	6%	2	14%			
Car	1395	552	1946	1390	521	1912	5	0%	30	5%	35	2%			
Total	1424	554	1978	1489	565	2054	16	1%	30	5%	46	2%	74	13	87
	72%	28%		72%	28%								5%	2%	4%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: + 10%

S2P10P.XLS
22/12/1993

KITCHENER-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic			
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total	
HSR				126	59	186										
Train	2	0	2	0	0	0	2	90%	0	#####	2	90%				
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####				
Bus	1	0.4	1	0	0.2	0	0.6	100%	0.2	50%	1	80%				
Car	277	117	394	223	84	306	54	19%	34	29%	88	22%				
Total	279	118	397	349	143	492	56	20%	34	29%	90	23%	70	25	95	
	70%	30%		71%	29%								25%	22%	24%	

LONDON-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic			
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total	
HSR				266	131	398										
Train	17	11	28	0	0	0	16	99%	11	99%	27	99%				
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####				
Bus	21	0	21	18	0	18	3	13%	0	#####	3	13%				
Car	1580	687	2267	1408	637	2045	172	11%	50	7%	222	10%				
Total	1617	698	2315	1692	769	2461	191	12%	61	9%	252	11%	75	71	146	
	70%	30%		69%	31%								5%	10%	6%	

S2P10P.XLS
22/12/1993

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005
Full corridor - 200 KPH - Sensitivity Analysis - Fares: + 10%

TOTAL 24 O/D PAIRS (both directions)

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				6178	2376	8554									
Train	1190	591	1781	0	0	0	910	76%	453	77%	1363	77%			
Plane	490	2774	3264	272	2214	2486	218	44%	560	20%	778	24%			
Bus	1431	366	1797	1074	311	1385	357	25%	56	15%	413	23%			
Car	41884	11820	53704	38470	11138	49607	3414	8%	682	6%	4096	8%			
Total	44995	15551	60546	45993	16038	62032	4899	11%	1751	11%	6650	11%	1279	625	1904
	74%	26%		74%	26%								3%	4%	3%

SENSITIVITY ANALYSIS

200 KPH

2005

FARES : - 10 %

TRAFFIC and REVENUES (both directions)
Full Corridor - 200 KPH - Year 2005
Sensitivity Analysis - Fares: -10%

		Traffic	Revenues	Non-business	Business	Frequency
		000's	000's can \$	Fare	Fare	
Québec	Montréal	1613	101050	57.6	81.0	11
Québec	Ottawa	103	9148	79.2	111.6	8
Québec	Toronto	131	16576	109.8	154.8	8
Trois-Rivières	Montréal	324	7565	22.5	36.0	6
Trois-Rivières	Ottawa	59	3699	59.4	89.1	6
Trois-Rivières	Toronto	33	3313	93.6	135.0	6
Montréal	Ottawa	1041	44326	36.0	59.4	13
Montréal	Kingston	126	7494	54.9	85.5	10
Montréal	Toronto	1446	144947	86.4	119.7	13
Montréal	Kitchener	29	3387	100.8	153.9	6
Montréal	London	44	5371	113.4	153.9	6
Ottawa	Kingston	520	19151	31.5	51.3	10
Ottawa	Toronto	1318	117191	80.1	101.7	13
Ottawa	Kitchener	40	4018	90.9	143.1	6
Ottawa	London	66	7284	101.7	129.6	6
Kingston	Toronto	813	39846	45.0	66.6	10
Kingston	Kitchener	18	1467	67.5	96.3	5
Kingston	London	17	1371	72.9	102.6	5
Toronto	Kitchener	368	8427	21.6	30.6	8
Toronto	London	1086	37740	31.5	49.5	10
Toronto	Windsor	522	34058	61.2	79.2	10
Kitchener	London	180	3953	18.9	27.9	8
Kitchener	Windsor	222	10822	42.3	62.1	8
London	Windsor	471	15378	27.9	41.4	10
Total		10591	647580			

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRRAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: -10%

S2M10P.XLS
14/12/1993

QUEBEC-MONTREAL

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				1264	349	1613									
Train	90	50	140	0	0	0	87	96%	48	96%	135	96%			
Plane	8	63	70	2	42	44	6	76%	20	32%	26	37%			
Bus	254	165	419	179	119	298	76	30%	45	28%	121	29%			
Car	6166	2042	8208	5138	1839	6977	1028	17%	203	10%	1231	15%			
Total	6518	2319	8837	6583	2350	8933	1196	18%	316	14%	1512	17%	68	32	100
	74%	26%		74%	26%								1%	1.4%	1%

QUEBEC-OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				73	30	103									
Train	8	1	10	0	0	0	7	81%	1	81%	8	81%			
Plane	6.7	40	47	6.1	26	33	0.6	9%	13	34%	14	30%			
Bus	15	5	20	8	3	11	7	45%	2	32%	8	42%			
Car	300	45	344	246	39	285	54	18%	6	12%	59	17%			
Total	329	91	420	333	99	432	68	21%	22	24%	89	21%	5	9	14
	78%	22%		77%	23%								2%	10%	3%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: -10%

2

S2M10P.XLS
14/12/1993

QUEBEC-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				83	48	131									
Train	19	8	26	0	0	0	17	93%	7	93%	25	93%			
Plane	17	91	108	11	69	79	7	38%	22	25%	29	27%			
Bus	5	0.5	5	3	0.4	4	2	34%	0.1	27%	2	33%			
Car	112	26	138	95	20	115	17	15%	6	23%	23	17%			
Total	153	125	278	191	137	328	43	28%	36	29%	78	28%	40	13	53
	55%	45%		58%	42%								26%	10%	19%

TROIS-RIVIERES/MONTREAL

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				304	20	324									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	0.8	0	0.8	0.6	0	0.6	0.2	25%	0	#####	0.2	25%			
Car	3592	627	4219	3291	621	3912	301	8%	6	1%	307	7%			
Total	3593	627	4220	3596	641	4237	301	8%	6	1%	307	7%	3	14	17
	85%	15%		85%	15%								0.1%	2%	0.4%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRETRAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: -10%

3

S2M10P.XLS
14/12/1993

TROIS-RIVIERES/OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic			Induced Traffic					
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				52	7	59									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	10	2	12	7	2	9	3	29%	0	0%	3	23%			
Car	205	26	230	187	20	207	18	9%	5	21%	23	10%			
Total	214	28	242	245	30	275	21	10%	5	20%	26	11%	31	2	32
	88%	12%		89%	11%								14%	6%	13%

TROIS-RIVIERES/TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic			Induced Traffic					
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				29	5	33									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	8	19	27	7	16	23	1	15%	3	16%	4	16%			
Bus	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Car	74	9	83	57	8	65	17	23%	0.4	4%	18	21%			
Total	84	28	112	92	29	121	21	24%	3	12%	24	21%	8	1	9
	75%	25%		76%	24%								10%	4%	8%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFREMAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: -10%

S2M10P.XLS
14/12/1993

MONTREAL-OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				748	293	1041									
Train	109	105	215	0	0	0	79	72%	76	72%	154	72%			
Plane	9	44	53	0	31	31	9	99%	12	28%	21	41%			
Bus	326	93	419	218	86	304	107	33%	7	8%	115	27%			
Car	4104	983	5088	3664	909	4573	440	11%	75	8%	515	10%			
Total	4549	1225	5774	4630	1319	5949	636	14%	170	14%	805	14%	112	123	235
	79%	21%		78%	22%								2%	10%	4%

MONTREAL-KINGSTON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				106	19	126									
Train	21	14	35	0	0	0	16	77%	11	77%	27	77%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	32	2.9	35	20	2.6	23	12	38%	0.3	10%	12	36%			
Car	254	22	276	213	19	232	40	16%	4	16%	44	16%			
Total	307	39	346	340	41	380	69	22%	14	37%	83	24%	37	5	42
	89%	11%		89%	11%								12%	13%	12%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFREMAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: -10%

S2M10P.XLS
14/12/1993

MONTREAL-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				847	600	1446									
Train	345	124	470	0	0	0	270	78%	97	78%	367	78%			
Plane	272	1480	1752	64	1157	1221	209	77%	322	22%	531	30%			
Bus	105	13	118	63	12	74	42	40%	2	14%	44	37%			
Car	1225	353	1578	1110	315	1425	114	9%	38	11%	152	10%			
Total	1947	1970	3917	2083	2084	4167	635	33%	459	23%	1094	28%	212	141	353
	50%	50%		50%	50%								11%	7%	9%

MONTREAL-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				21	8	29									
Train	4	2	6	0	0	0	3	79%	1	79%	5	79%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Car	100	33	133	95	27	121	5	5%	6	19%	12	9%			
Total	106	35	141	115	35	151	10	10%	7	22%	18	13%	11	1	11
	75%	25%		77%	23%								10%	3%	8%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRERAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: -10%

S2M10P.XLS
14/12/1993

MONTREAL-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				34	10	44									
Train	12	0	13	0	0	0	11	94%	0	94%	12	94%			
Plane	6	22	28	2	17	19	4	70%	5	22%	9	32%			
Bus	2	0	2	0	0	0	2	100%	0	100%	2	100%			
Car	99	9	107	94	4	98	4	5%	4	50%	9	8%			
Total	118	31	150	130	31	161	22	18%	10	31%	32	21%	12	0.2	12
	79%	21%		81%	19%								10%	1%	8%

OTTAWA-KINGSTON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				381	140	520									
Train	18	14	32	0	0	0	17	93%	13	93%	29	93%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	57	8	65	27	6	33	30	52%	2	25%	32	49%			
Car	894	213	1107	710	166	875	184	21%	48	22%	232	21%			
Total	969	235	1204	1117	311	1428	231	24%	62	27%	293	24%	150	77	227
	81%	19%		78%	22%								15%	33%	19%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE RAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: -10%

S2M10P.XLS
14/12/1993

OTTAWA-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				782	536	1318									
Train	125	77	201	0	0	0	93	75%	57	75%	151	75%			
Plane	113	874	986	53	686	738	60	53%	188	22%	248	25%			
Bus	103	20	123	39	17	55	64	62%	3	16%	67	55%			
Car	1738	535	2273	1320	470	1791	418	24%	64	12%	482	21%			
Total	2078	1505	3583	2194	1709	3903	635	31%	313	21%	948	26%	147	224	371
	58%	42%		56%	44%								7%	15%	10%

OTTAWA-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				33	7	40									
Train	3	1	4	0	0	0	3	97%	1	100%	4	97%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	4	0.6	5	0	0.2	0	4	100%	0.4	67%	5	100%			
Car	190	27	217	167	21	188	23	12%	5	20%	28	13%			
Total	197	28	225	199	29	228	30	15%	6	23%	37	16%	3	1	3
	87%	13%		87%	13%								1%	3%	2%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

Full corridor - 200 KPH - Sensitivity Analysis - Fares: -10%

SOFRE/RAIL/CANARAIL/CIGGT

S2M10P.XLS
14/12/1993

7283.5

OTTAWA-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				46	20	66									
Train	9	2	10	0	0	0	8	94%	1	94%	10	94%			
Plane	11	41	51	2	28	30	9	84%	12	30%	21	42%			
Bus	5	0	5	5	0	5	0.2	0%	0	0%	0	0%			
Car	110	25	135	92	22	114	18	16%	3	12%	21	15%			
Total	135	67	202	145	70	215	35	26%	17	25%	52	26%	10	4	14
	67%	33%		67%	33%								8%	6%	7%

KINGSTON-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				661	151	813									
Train	133	74	207	0	0	0	107	81%	60	81%	167	81%			
Plane	5	9	14	2	7	9	3	67%	1	15%	5	34%			
Bus	99	7.5	107	63	6.9	70	36	36%	0.6	8%	37	34%			
Car	2105	489	2595	1705	447	2152	400	19%	43	9%	443	17%			
Total	2342	580	2922	2431	613	3044	547	23%	104	18%	651	22%	115	47	162
	80%	20%		80%	20%								5%	8%	6%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

Full corridor - 200 KPH - Sensitivity Analysis - Fares: -10%

SOFRETRAIL/CANARAIL/CIGGT

S2M10P.XLS
14/12/1993

KINGSTON-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				10	8	18.27									
Train	2	0	2	0	0	0	2	93%	0	#####	2	93%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	3	1	4	1	1	2	1	53%	0	0%	1	41%			
Car	59	43	102	57	37	94	2	4%	6	13%	8	8%			
Total	64	44	108	69	46	115	5	9%	6	13%	11	10%	5	2	7
	59%	41%		60%	40%								7%	5%	7%

KINGSTON-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				14	4	17									
Train	6	1	7	0	0	0	5	89%	1	89%	6	89%			
Plane	0	0.4	0	0	0.0	0	0	#####	0.4	100%	0.4	100%			
Bus	2.1	0	2	1.5	0	2	0.6	27%	0	#####	0.6	27%			
Car	92	20	113	84	19	103	8	9%	2	8%	10	9%			
Total	100	22	122	99	22	122	14	14%	3	14%	17	14%	0	0.5	0.5
	82%	18%		82%	18%								0%	2%	0.4%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

Full corridor - 200 KPH - Sensitivity Analysis - Fares: -10%

SOFRRERAIL/CANARAIL/CIGGT

S2M10P.XLS
14/12/1993

TORONTO-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				314	53	368									
Train	29	4	34	0	0	0	19	63%	3	63%	21	63%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	212	26	238	207	26	233	5	3%	0	0%	5	2%			
Car	11828	3283	15111	11605	3236	14841	223	2%	47	1%	270	2%			
Total	12069	3313	15383	12126	3315	15442	247	2%	50	2%	296	2%	68	4	72
	78%	22%		79%	21%								0.6%	0.1%	0.5%

TORONTO-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				889	197	1086									
Train	142	70	211	0	0	0	109	77%	54	77%	163	77%			
Plane	11	23	34	0	15	15	11	96%	7	32%	19	55%			
Bus	142	13	156	99	13	112	43	30%	0	3%	43	28%			
Car	4068	1433	5501	3552	1358	4910	516	13%	75	5%	591	11%			
Total	4363	1538	5901	4539	1583	6123	679	16%	136	9%	815	14%	209	61	270
	74%	26%		74%	26%								5%	4%	5%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: -10%

S2M10P.XLS
14/12/1993

TORONTO-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				404	118	522									
Train	77	33	111	0	0	0	60	78%	26	78%	86	78%			
Plane	23	70	93	0	50	50	23	98%	20	29%	43	46%			
Bus	20	7	27	14	7	20	6	32%	0.9	12%	7	26%			
Car	1318	223	1540	1097	202	1299	221	17%	21	9%	242	16%			
Total	1438	333	1771	1515	376	1891	310	22%	68	20%	378	21%	94	50	144
	81%	19%		80%	20%								7%	15%	8%

KITCHENER-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				119	61	180									
Train	19	1	20	0	0	0	10	52%	0	0%	10	48%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	10	0.8	11	8	0.7	9	2	23%	0.1	13%	2	23%			
Car	1395	552	1946	1376	519	1895	19	1%	33	6%	51	3%			
Total	1424	554	1978	1503	580	2084	31	2%	33	6%	64	3%	88	28	116
	72%	28%		72%	28%								6%	5%	6%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: -10%

S2M10P.XLS
22/12/1993

KITCHENER-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				150	72	222									
Train	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	1	0.4	1	0	0.2	0	0.6	100%	0.2	50%	0.8	80%			
Car	277	117	394	207	82	290	69	25%	35	30%	104	26%			
Total	279	118	397	357	155	512	72	26%	35	30%	107	27%	78	37	115
	70%	30%		70%	30%								28%	31%	29%

LONDON-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				306	165	471									
Train	17	11	28	0	0	0	16	99%	11	99%	27	99%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	21	0	21	18	0	18	3	13%	0	#####	3	13%			
Car	1580	687	2267	1377	632	2009	203	13%	55	8%	258	11%			
Total	1617	698	2315	1700	798	2498	222	14%	66	9%	288	12%	84	99	183
	70%	30%		68%	32%								5%	14%	8%

S2M10P.XLS
22/12/1993

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005
Full corridor - 200 KPH - Sensitivity Analysis - Fares: -10%

TOTAL 24 O/D PAIRS (both directions)

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				7668	2923	10591									
Train	1190	591	1781	0	0	0	942	79%	467	79%	1409	79%			
Plane	490	2774	3264	147	2146	2293	342	70%	628	23%	971	30%			
Bus	1431	366	1797	980	302	1283	450	31%	64	17%	514	29%			
Car	41884	11820	53704	37539	11032	48571	4345	10%	788	7%	5133	10%			
Total	44995	15551	60546	46335	16403	62737	6079	14%	1948	13%	8027	13%	1588	975	2564
	74%	26%		74%	26%								4%	6%	4%

SENSITIVITY ANALYSIS

200 KPH

2005

FARES : + 20 %

TRAFFIC and REVENUES (both directions)

Full Corridor - 200 KPH - Year 2005

Sensitivity Analysis - Fares: +20%

S2P20P.XLS

22/12/1993

		Traffic	Revenues	Non-business	Business	Frequency
		000's	000's can \$	Fare	Fare	
Québec	Montréal	1165	97606	76.8	108.0	11
Québec	Ottawa	76	8980	105.6	148.8	8
Québec	Toronto	90	15083	146.4	206.4	8
Trois-Rivières	Montréal	252	7718	30.0	48.0	6
Trois-Rivières	Ottawa	32	2741	79.2	118.8	6
Trois-Rivières	Toronto	23	2967	124.8	180.0	6
Montréal	Ottawa	681	39265	48.0	79.2	13
Montréal	Kingston	95	7544	73.2	114.0	10
Montréal	Toronto	1037	138930	115.2	159.6	13
Montréal	Kitchener	15	2498	134.4	205.2	6
Montréal	London	33	5446	151.2	205.2	6
Ottawa	Kingston	383	18627	42.0	68.4	10
Ottawa	Toronto	950	112396	106.8	135.6	13
Ottawa	Kitchener	24	3334	121.2	190.8	6
Ottawa	London	45	6733	135.6	172.8	6
Kingston	Toronto	610	39920	60.0	88.8	10
Kingston	Kitchener	10	1075	90.0	128.4	5
Kingston	London	11	1175	97.2	136.8	5
Toronto	Kitchener	246	7626	28.8	40.8	8
Toronto	London	834	38347	42.0	66.0	10
Toronto	Windsor	402	34785	81.6	105.6	10
Kitchener	London	111	3233	25.2	37.2	8
Kitchener	Windsor	165	10638	56.4	82.8	8
London	Windsor	367	15736	37.2	55.2	10
Total		7656	622400			

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRRERAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: + 20%

S2P20P.XLS
15/12/1993

QUEBEC-MONTREAL

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				904	261	1165									
Train	90	50	140	0	0	0	85	94%	47	94%	132	94%			
Plane	8	63	70	7	47	55	0	3%	15	25%	16	22%			
Bus	254	165	419	214	125	339	41	16%	40	24%	80	19%			
Car	6166	2042	8208	5440	1885	7325	726	12%	157	8%	883	11%			
Total	6518	2319	8837	6566	2318	8884	852	13%	259	11%	1111	13%	52	2	54
	74%	26%		74%	26%								1%	0.1%	1%

QUEBEC-OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				53	23	76									
Train	8	1	10	0	0	0	6	71%	1	71%	7	71%			
Plane	6.7	40	47	6.6	29	36	0.1	2%	11	27%	11	23%			
Bus	15	5	20	9	3	12	6	42%	1	31%	8	40%			
Car	300	45	344	262	39	301	38	13%	5	12%	43	12%			
Total	329	91	420	330	94	424	50	15%	18	20%	68	16%	3	4	8
	78%	22%		78%	22%								1%	5%	2%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFREMAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: + 20%

S2P20P.XLS
15/12/1993

QUEBEC-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				57	32	90									
Train	19	8	26	0	0	0	11	58%	4	58%	15	58%			
Plane	17	91	108	17	72	89	0	2%	19	21%	19	18%			
Bus	5	0.5	5	3	0.4	4	2	34%	0.1	27%	2	33%			
Car	112	26	138	103	20	123	10	9%	6	22%	15	11%			
Total	153	125	278	180	125	305	22	15%	29	23%	51	18%	35	3	38
	55%	45%		59%	41%								23%	3%	14%

TROIS-RIVIERES/MONTREAL

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				242	10	252									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	0.8	0	0.8	0.7	0	0.7	0.1	15%	0	#####	0.1	15%			
Car	3592	627	4219	3351	618	3969	241	7%	9	1%	250	6%			
Total	3593	627	4220	3594	628	4222	241	7%	9	1%	250	6%	1	1	2
	85%	15%		85%	15%								0.0%	0%	0.0%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRRERAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: + 20%

S2P20P.XLS
15/12/1993

TROIS-RIVIERES/OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				26	6	32									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	10	2	12	8	2	10	2	21%	0	0%	2	17%			
Car	205	26	230	193	20	213	12	6%	5	20%	17	7%			
Total	214	28	242	226	29	255	14	7%	5	19%	19	8%	12	1	13
	88%	12%		89%	11%								6%	2%	5%

TROIS-RIVIERES/TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				20	3	23									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	8	19	27	7	17	24	1	8%	2	11%	3	10%			
Bus	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Car	74	9	83	59	8	67	15	21%	0.3	4%	16	19%			
Total	84	28	112	86	28	114	18	21%	3	9%	20	18%	2.2	0	2.2
	75%	25%		76%	24%								3%	0%	2%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE RAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: + 20%

S2P20P.XLS
15/12/1993

MONTREAL-OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				471	211	681									
Train	109	105	215	0	0	0	77	70%	74	70%	151	70%			
Plane	9	44	53	4	33	37	5	57%	10	24%	16	29%			
Bus	326	93	419	250	88	338	76	23%	4	5%	80	19%			
Car	4104	983	5088	3877	920	4797	227	6%	63	6%	290	6%			
Total	4549	1225	5774	4602	1252	5854	385	8%	152	12%	537	9%	86	58	144
	79%	21%		79%	21%								2%	5%	2%

MONTREAL-KINGSTON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				80	15	95									
Train	21	14	35	0	0	0	16	73%	10	73%	26	73%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	32	2.9	35	21	2.7	24	11	35%	0.2	8%	12	33%			
Car	254	22	276	224	19	242	30	12%	3	16%	34	12%			
Total	307	39	346	324	36	361	57	19%	14	36%	71	20%	23	1	24
	89%	11%		90%	10%								7%	3%	7%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/OIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: + 20%

S2P20P.XLS
10/12/1993

MONTREAL-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				599	438	1037									
Train	345	124	470	0	0	0	266	77%	96	77%	362	77%			
Plane	272	1480	1752	167	1215	1383	105	39%	264	18%	369	21%			
Bus	105	13	118	82	12	94	23	22%	1	8%	24	20%			
Car	1225	353	1578	1179	326	1505	45	4%	27	8%	72	5%			
Total	1947	1970	3917	2028	1992	4019	440	23%	388	20%	828	21%	159	50	209
	50%	50%		50%	50%								8%	3%	5%

MONTREAL-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				9	6	15									
Train	4	2	6	0	0	0	3	64%	1	64%	4	64%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Car	100	33	133	99	28	127	1	1%	5	16%	6	5%			
Total	106	35	141	108	34	142	5	5%	6	18%	12	8%	3	0	3
	75%	25%		76%	24%								3%	0%	2%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRETRAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: + 20%

S2P20P.XLS
14/12/1993

MONTREAL-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				24	9	33									
Train	12	0	13	0	0	0	10	78%	0	78%	10	78%			
Plane	6	22	28	4	18	22	2	32%	4	20%	6	23%			
Bus	2	0	2	0	0	0	2	100%	0	100%	2	100%			
Car	99	9	107	99	5	104	0	0%	4	42%	3	3%			
Total	118	31	150	127	31	158	13	11%	9	27%	21	14%	11	0	11
	79%	21%		80%	20%								10%	0%	8%

OTTAWA-KINGSTON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				286	96	383									
Train	18	14	32	0	0	0	17	92%	12	92%	29	92%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	57	8	65	32	6	38	25	44%	2	22%	27	42%			
Car	894	213	1107	766	169	935	128	14%	44	21%	172	16%			
Total	969	235	1204	1084	272	1356	170	18%	58	25%	228	19%	116	38	155
	81%	19%		80%	20%								12%	16%	13%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: + 20%

S2P20P.XLS
10/12/1993

OTTAWA-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				568	381	950									
Train	125	77	201	0	0	0	90	72%	55	72%	145	72%			
Plane	113	874	986	98	707	805	14	13%	167	19%	181	18%			
Bus	103	20	123	51	19	70	51	50%	1	6%	53	43%			
Car	1738	535	2273	1437	488	1925	302	17%	47	9%	348	15%			
Total	2078	1505	3583	2154	1595	3749	457	22%	270	18%	728	20%	111	111	222
	58%	42%		57%	43%								5%	7%	6%

OTTAWA-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				22	6	28									
Train	3	1	4	0	0	0	3	97%	1	100%	4	97%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	4	0.6	5	0	0.2	0	4	100%	0.4	67%	5	100%			
Car	190	27	217	175	22	197	15	8%	5	17%	19	9%			
Total	197	28	225	196	28	225	22	11%	6	20%	28	12%	0	0	0
	87%	13%		87%	13%								0%	0%	0%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

Full corridor - 200 KPH - Sensitivity Analysis - Fares: + 20%

SOFRE/RAIL/CANARAIL/CIGGT

S2P20P.XLS
15/12/1993

OTTAWA-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				30	16	45									
Train	9	2	10	0	0	0	7	83%	1	83%	9	83%			
Plane	11	41	51	4	29	33	7	68%	11	28%	19	36%			
Bus	5	0	5	5	0	5	0	0%	0	0%	0	0%			
Car	110	25	135	98	22	120	12	11%	3	11%	15	11%			
Total	135	67	202	137	67	204	27	20%	15	23%	42	21%	3	0	4
	67%	33%		67%	33%								2%	1%	2%

KINGSTON-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				495	115	610									
Train	133	74	207	0	0	0	100	76%	56	76%	157	76%			
Plane	5	9	14	3	8	11	2	47%	1	8%	3	23%			
Bus	99	7.5	107	71	7.4	78	28	28%	0.1	2%	28	27%			
Car	2105	489	2595	1815	458	2273	291	14%	31	6%	322	12%			
Total	2342	580	2922	2384	588	2972	422	18%	88	15%	510	17%	74	27	100
	80%	20%		80%	20%								3%	5%	3%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

Full corridor - 200 KPH - Sensitivity Analysis - Fares: + 20%

SOFRE/RAIL/CANARAIL/CIGGT

S2P20P.XLS
10/12/1993

KINGSTON-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				5	5	10									
Train	2	0	2	0	0	0	2	83%	0	#####	2	83%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	3	1	4	1	1	2	1	46%	0	0%	1	35%			
Car	59	43	102	59	38	97	1	1%	5	11%	5	5%			
Total	64	44	108	65	44	109	4	6%	5	11%	8	8%	1.5	0.0	1.5
	59%	41%		60%	40%								2%	0%	1%

KINGSTON-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				8	3	11									
Train	6	1	7	0	0	0	4	80%	1	80%	5	80%			
Plane	0	0.4	0	0	0.0	0	0	#####	0.4	100%	0.4	100%			
Bus	2.1	0	2	2.1	0	2	0.0	0%	0	#####	0.0	0%			
Car	92	20	113	88	19	107	4	4%	1	6%	5	5%			
Total	100	22	122	99	22	121	8	8%	3	11%	11	9%	0	0.0	0.0
	82%	18%		82%	18%								0%	0%	0.0%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE RAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: + 20%

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S2P20P.XLS
14/12/1993

TORONTO-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic			
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total	
HSR				202	44	246										
Train	29	4	34	0	0	0	19	63%	3	63%	21	63%				
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####				
Bus	212	26	238	210	26	235	3	1%	0	1%	3	1%				
Car	11828	3283	15111	11690	3242	14932	138	1%	41	1%	178	1%				
Total	12069	3313	15383	12102	3312	15414	159	1%	44	1%	203	1%	43	1	44	
	78%	22%		79%	21%								0.4%	0.0%	0.3%	

TORONTO-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic			
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total	
HSR				696	138	834										
Train	142	70	211	0	0	0	103	73%	51	73%	153	73%				
Plane	11	23	34	2	16	18	9	78%	6	27%	15	46%				
Bus	142	13	156	106	13	119	36	26%	0	1%	37	23%				
Car	4068	1433	5501	3673	1378	5051	395	10%	54	4%	450	8%				
Total	4363	1538	5901	4476	1546	6022	544	12%	111	7%	655	11%	152	27	179	
	74%	26%		74%	26%								3%	2%	3%	

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRRERAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: + 20%

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S2P20P.XLS
15/12/1993

TORONTO-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				318	84	402									
Train	77	33	111	0	0	0	57	74%	25	74%	82	74%			
Plane	23	70	93	4	51	55	20	84%	19	27%	38	41%			
Bus	20	7	27	15	7	21	5	25%	0.7	9%	6	21%			
Car	1318	223	1540	1152	206	1359	165	13%	16	7%	182	12%			
Total	1438	333	1771	1489	348	1837	247	17%	60	18%	307	17%	71	23	94
	81%	19%		81%	19%								5%	7%	5%

KITCHENER-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				75	36	111									
Train	19	1	20	0	0	0	10	52%	0	0%	10	48%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	10	0.8	11	9	0.8	10	1	13%	0.0	5%	1	12%			
Car	1395	552	1946	1391	527	1918	4	0%	24	4%	28	1%			
Total	1424	554	1978	1475	564	2039	15	1%	24	4%	39	2%	60	12	72
	72%	28%		72%	28%								4%	2%	4%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRETRAIN/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: + 20%

S2P20P.XLS
22/12/1993

KITCHENER-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				115	50	165									
Train	2	0	2	0	0	0	2	90%	0	#####	2	90%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	1	0.4	1	0	0.2	0	0.5	83%	0.2	50%	1	70%			
Car	277	117	394	229	84	313	47	17%	33	28%	81	20%			
Total	279	118	397	344	135	479	50	18%	33	28%	83	21%	65	17	82
	70%	30%		72%	28%								23%	14%	21%

LONDON-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				250	116	367									
Train	17	11	28	0	0	0	16	95%	10	95%	26	95%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	21	0	21	19	0	19	2	10%	0	#####	2	10%			
Car	1580	687	2267	1421	640	2061	158	10%	48	7%	206	9%			
Total	1617	698	2315	1690	756	2446	176	11%	58	8%	234	10%	74	58	132
	70%	30%		69%	31%								5%	8%	6%

S2P20P.XLS
22/12/1993

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005
Full corridor - 200 KPH - Sensivity Analysis - Fares: + 20%

TOTAL 24 O/D PAIRS (both directions)

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				5553	2102	7656									
Train	1190	591	1781	0	0	0	902	76%	448	76%	1350	76%			
Plane	490	2774	3264	323	2244	2567	166	34%	530	19%	697	21%			
Bus	1431	366	1797	1110	315	1425	320	22%	52	14%	372	21%			
Car	41884	11820	53704	38879	11184	50063	3005	7%	636	5%	3641	7%			
Total	44995	15551	60546	45866	15844	61710	4394	10%	1667	11%	6060	10%	1160	435	1595
	74%	26%		74%	26%								3%	3%	3%

SENSITIVITY ANALYSIS

200 KPH

2005

FARES : - 20 %

TRAFFIC and REVENUES (both directions)**Full Corridor - 200 KPH - Year 2005****Sensitivity Analysis - Fares: - 20%**

S2M20P.XLS

22/12/1993

		Traffic	Revenues	Non-business	Business	Frequency
		000's	000's can \$	Fare	Fare	
Québec	Montréal	1779	98946	51.2	72.0	11
Québec	Ottawa	113	8875	70.4	99.2	8
Québec	Toronto	143	16033	97.6	137.6	8
Trois-Rivières	Montréal	350	7265	20.0	32.0	6
Trois-Rivières	Ottawa	61	3405	52.8	79.2	6
Trois-Rivières	Toronto	36	3202	83.2	120.0	6
Montréal	Ottawa	1137	43034	32.0	52.8	13
Montréal	Kingston	137	7254	48.8	76.0	10
Montréal	Toronto	1582	141076	76.8	106.4	13
Montréal	Kitchener	31	3182	89.6	136.8	6
Montréal	London	46	5042	100.8	136.8	6
Ottawa	Kingston	579	18993	28.0	45.6	10
Ottawa	Toronto	1454	114973	71.2	90.4	13
Ottawa	Kitchener	43	3874	80.8	127.2	6
Ottawa	London	71	6975	90.4	115.2	6
Kingston	Toronto	893	38841	40.0	59.2	10
Kingston	Kitchener	19	1337	60.0	85.6	5
Kingston	London	17	1213	64.8	91.2	5
Toronto	Kitchener	401	8186	19.2	27.2	8
Toronto	London	1181	36475	28.0	44.0	10
Toronto	Windsor	573	33282	54.4	70.4	10
Kitchener	London	191	3732	16.8	24.8	8
Kitchener	Windsor	246	10628	37.6	55.2	8
London	Windsor	515	14966	24.8	36.8	10
Total		11597	630787			

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRETRAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: -20%

S2M20P.XLS
15/12/1993

QUEBEC-MONTREAL

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				1400	379	1779									
Train	90	50	140	0	0	0	88	97%	48	97%	136	97%			
Plane	8	63	70	1	42	43	7	88%	21	33%	28	39%			
Bus	254	165	419	164	117	281	90	35%	48	29%	138	33%			
Car	6166	2042	8208	5030	1823	6853	1136	18%	219	11%	1356	17%			
Total	6518	2319	8837	6595	2361	8955	1321	20%	336	14%	1657	19%	79	43	121
	74%	26%		74%	26%								1%	1.8%	1%

QUEBEC-OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				80	33	113									
Train	8	1	10	0	0	0	7	81%	1	81%	8	81%			
Plane	6.7	40	47	5.4	26	32	1.3	19%	14	34%	15	32%			
Bus	15	5	20	7	3	10	8	54%	2	38%	10	50%			
Car	300	45	344	242	37	279	58	19%	7	16%	65	19%			
Total	329	91	420	334	99	433	74	22%	24	26%	98	23%	6	9	15
	78%	22%		77%	23%								2%	10%	4%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRETRAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: -20%

S2M20P.XLS
15/12/1993

QUEBEC-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				90	52	143									
Train	19	8	26	0	0	0	17	93%	7	93%	25	93%			
Plane	17	91	108	8	68	76	9	52%	23	26%	32	30%			
Bus	5	0.5	5	3	0.4	4	2	34%	0.1	27%	2	33%			
Car	112	26	138	91	20	111	21	19%	6	24%	27	19%			
Total	153	125	278	193	140	333	49	32%	37	29%	85	31%	42	16	58
	55%	45%		58%	42%								27%	13%	21%

TROIS-RIVIERES/MONTREAL

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				328	22	350									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	0.8	0	0.8	0.6	0	0.6	0.2	30%	0	#####	0.2	30%			
Car	3592	627	4219	3269	619	3888	323	9%	8	1%	332	8%			
Total	3593	627	4220	3597	641	4238	324	9%	8	1%	332	8%	4	14	18
	85%	15%		85%	15%								0.1%	2%	0.4%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: -20%

S2M20P.XLS
15/12/1993

TROIS-RIVIERES/OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				54	7	61									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	10	2	12	8	2	10	2	21%	0	0%	2	17%			
Car	205	26	230	185	20	205	19	9%	6	22%	25	11%			
Total	214	28	242	247	30	276	21	10%	6	20%	27	11%	32	2	34
	88%	12%		89%	11%								15%	6%	14%

TROIS-RIVIERES/TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				30	6	36									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	8	19	27	7	16	23	1	15%	3	16%	4	16%			
Bus	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Car	74	9	83	56	8	63	19	25%	0.7	8%	19	24%			
Total	84	28	112	92	30	122	22	26%	4	14%	26	23%	8	2	10
	75%	25%		76%	24%								10%	7%	9%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRETRAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: -20%

S2M20P.XLS
15/12/1993

MONTREAL-OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				819	319	1137									
Train	109	105	215	0	0	0	79	72%	76	72%	154	72%			
Plane	9	44	53	0	32	32	9	99%	12	28%	21	40%			
Bus	326	93	419	213	85	298	112	35%	8	8%	120	29%			
Car	4104	983	5088	3642	887	4529	462	11%	97	10%	558	11%			
Total	4549	1225	5774	4674	1322	5997	662	15%	192	16%	854	15%	156	127	283
	79%	21%		78%	22%								3%	10%	5%

MONTREAL-KINGSTON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				115	22	137									
Train	21	14	35	0	0	0	16	77%	11	77%	27	77%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	32	2.9	35	19	2.5	21	13	41%	0.4	12%	14	39%			
Car	254	22	276	210	19	228	44	17%	4	16%	48	17%			
Total	307	39	346	343	43	386	74	24%	15	38%	88	26%	41	7	48
	89%	11%		89%	11%								13%	18%	14%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFREMAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: -20%

S2M20P.XLS
15/12/1993

MONTREAL-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				920	662	1582									
Train	345	124	470	0	0	0	270	78%	97	78%	367	78%			
Plane	272	1480	1752	45	1147	1192	227	84%	333	22%	560	32%			
Bus	105	13	118	59	11	70	46	44%	2	15%	48	41%			
Car	1225	353	1578	1097	308	1405	128	10%	45	13%	173	11%			
Total	1947	1970	3917	2120	2128	4249	671	34%	477	24%	1148	29%	248	185	434
	50%	50%		50%	50%								13%	9%	11%

MONTREAL-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				22	9	31									
Train	4	2	6	0	0	0	3	79%	1	79%	5	79%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Car	100	33	133	94	27	121	6	6%	6	19%	12	9%			
Total	106	35	141	116	36	152	11	10%	7	22%	18	13%	11	2	12
	75%	25%		76%	24%								10%	5%	9%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRETRAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: -20%

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S2M20P.XLS
15/12/1993

MONTREAL-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				34	12	46									
Train	12	0	13	0	0	0	11	94%	0	94%	12	94%			
Plane	6	22	28	1	16	17	5	79%	6	29%	11	40%			
Bus	2	0	2	0	0	0	2	100%	0	100%	2	100%			
Car	99	9	107	94	4	98	4	5%	4	50%	9	8%			
Total	118	31	150	129	32	161	22	19%	11	36%	34	22%	12	0.6	12
	79%	21%		80%	20%								10%	2%	8%

OTTAWA-KINGSTON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				421	158	579									
Train	18	14	32	0	0	0	17	93%	13	93%	29	93%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	57	8	65	24	6	30	33	58%	2	26%	35	54%			
Car	894	213	1107	689	164	853	205	23%	49	23%	254	23%			
Total	969	235	1204	1133	328	1462	255	26%	64	27%	319	26%	165	95	260
	81%	19%		78%	22%								17%	40%	22%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRERAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: -20%

S2M20P.XLS
15/12/1993

OTTAWA-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				858	596	1454									
Train	125	77	201	0	0	0	93	75%	57	75%	151	75%			
Plane	113	874	986	51	675	725	62	55%	199	23%	261	26%			
Bus	103	20	123	35	16	51	68	66%	4	19%	72	58%			
Car	1738	535	2273	1290	457	1747	448	26%	78	15%	526	23%			
Total	2078	1505	3583	2234	1744	3977	671	32%	338	22%	1009	28%	187	258	445
	58%	42%		56%	44%								9%	17%	12%

OTTAWA-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				35	8	43									
Train	3	1	4	0	0	0	3	97%	1	100%	4	97%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	4	0.6	5	0	0.2	0	4	100%	0.4	67%	5	100%			
Car	190	27	217	164	21	186	25	13%	6	21%	31	14%			
Total	197	28	225	200	29	229	32	16%	7	23%	39	17%	3	1	4
	87%	13%		87%	13%								2%	5%	2%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE RAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: -20%

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S2M20P.XLS
15/12/1993

OTTAWA-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				49	22	71									
Train	9	2	10	0	0	0	8	94%	1	94%	10	94%			
Plane	11	41	51	1	27	28	10	88%	14	34%	23	45%			
Bus	5	0	5	5	0	5	0.4	0%	0	0%	0	0%			
Car	110	25	135	92	21	113	19	17%	3	14%	22	16%			
Total	135	67	202	146	71	217	37	27%	18	28%	55	27%	12	4	16
	67%	33%		67%	33%								9%	6%	8%

KINGSTON-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				730	163	893									
Train	133	74	207	0	0	0	107	81%	60	81%	167	81%			
Plane	5	9	14	1	7	8	4	82%	2	20%	6	43%			
Bus	99	7.5	107	61	6.8	68	38	38%	0.7	9%	39	36%			
Car	2105	489	2595	1667	439	2106	438	21%	51	10%	489	19%			
Total	2342	580	2922	2459	616	3075	587	25%	113	19%	700	24%	143	50	193
	80%	20%		80%	20%								6%	9%	7%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: -20%

S2M20P.XLS
15/12/1993

KINGSTON-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				11	8	19.04									
Train	2	0	2	0	0	0	2	93%	0	#####	2	93%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	3	1	4	1	1	2	2	61%	0	0%	2	47%			
Car	59	43	102	56	37	93	3	5%	6	14%	9	9%			
Total	64	44	108	69	45	114	7	10%	6	13%	13	12%	5	2	7
	59%	41%		60%	40%								7%	4%	6%

KINGSTON-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				13	4	17									
Train	6	1	7	0	0	0	5	89%	1	89%	6	89%			
Plane	0	0.4	0	0	0.0	0	0	#####	0.4	100%	0.4	100%			
Bus	2.1	0	2	1.3	0	1	0.8	36%	0	#####	0.8	36%			
Car	92	20	113	85	19	103	8	8%	2	8%	9	8%			
Total	100	22	122	99	22	122	13	13%	3	14%	17	14%	0	0.7	0.7
	82%	18%		82%	18%								0%	3%	0.5%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRERAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: -20%

S2M20F.XLS
15/12/1993

TORONTO-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				340	61	401									
Train	29	4	34	0	0	0	19	63%	3	63%	21	63%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	212	26	238	203	26	229	10	4%	0	1%	10	4%			
Car	11828	3283	15111	11588	3234	14822	239	2%	49	1%	288	2%			
Total	12069	3313	15383	12131	3321	15452	267	2%	52	2%	319	2%	73	9	82
	78%	22%		79%	21%								0,6%	0,3%	0,5%

TORONTO-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				967	214	1181									
Train	142	70	211	0	0	0	109	77%	54	77%	163	77%			
Plane	11	23	34	0	15	15	11	96%	7	32%	19	55%			
Bus	142	13	156	99	13	112	44	31%	0	3%	44	28%			
Car	4068	1433	5501	3504	1350	4854	564	14%	83	6%	647	12%			
Total	4363	1538	5901	4569	1592	6161	728	17%	144	9%	872	15%	239	69	308
	74%	26%		74%	26%								5%	5%	5%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRERAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: -20%

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S2M20P.XLS
15/12/1993

TORONTO-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				442	131	573									
Train	77	33	111	0	0	0	60	78%	26	78%	86	78%			
Plane	23	70	93	1	49	50	23	98%	21	30%	44	47%			
Bus	20	7	27	12	6	18	8	41%	1.2	16%	9	34%			
Car	1318	223	1540	1077	200	1277	241	18%	22	10%	263	17%			
Total	1438	333	1771	1531	387	1918	332	23%	70	21%	402	23%	110	61	171
	81%	19%		80%	20%								8%	18%	10%

KITCHENER-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				126	65	191									
Train	19	1	20	0	0	0	10	52%	0	0%	10	48%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	10	0.8	11	7	0.7	8	3	27%	0.1	16%	3	26%			
Car	1395	552	1946	1374	519	1892	21	2%	33	6%	54	3%			
Total	1424	554	1978	1507	584	2092	34	2%	33	6%	67	3%	92	32	124
	72%	28%		72%	28%								6%	6%	6%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRETRAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Fares: -20%

S2M20P.XLS
22/12/1993

KITCHENER-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				166	79	246									
Train	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	1	0.4	1	0	0.2	0	0.6	100%	0.2	50%	0.8	80%			
Car	277	117	394	199	82	281	77	28%	36	31%	113	29%			
Total	279	118	397	366	161	527	80	29%	36	31%	116	29%	87	43	130
	70%	30%		69%	31%								31%	37%	33%

LONDON-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				333	182	515									
Train	17	11	28	0	0	0	16	99%	11	99%	27	99%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	21	0	21	18	0	18	3	13%	0	#####	3	13%			
Car	1580	687	2267	1359	629	1988	221	14%	58	8%	279	12%			
Total	1617	698	2315	1710	811	2521	240	15%	69	10%	309	13%	93	113	206
	70%	30%		68%	32%								6%	16%	9%

S2M20P.XLS
22/12/1993

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005
Full corridor - 200 KPH - Sensitivity Analysis - Fares: -20%

TOTAL 24 O/D PAIRS (both directions)

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				8383	3213	11597									
Train	1190	591	1781	0	0	0	943	79%	468	79%	1410	79%			
Plane	490	2774	3264	121	2119	2240	369	75%	655	24%	1024	31%			
Bus	1431	366	1797	939	297	1236	492	34%	69	19%	561	31%			
Car	41884	11820	53704	37154	10942	48096	4730	11%	878	7%	5608	10%			
Total	44995	15551	60546	46596	16572	63168	6534	15%	2069	13%	8604	14%	1849	1144	2993
	74%	26%		74%	26%								4%	7%	5%

SENSITIVITY ANALYSES

TO FREQUENCY

SENSITIVITY ANALYSIS

300 KPH

2005

FREQUENCY : + 3

TRAFFIC and REVENUES (both directions)**Full Corridor - 300 KPH - Year 2005****Sensitivity Analysis - Frequency: +3 trains/day on each section**

S3P3F.XLS

16/12/1993

		Traffic	Revenues	Non-business	Business	Frequency
		000's	000's can \$	Fare	Fare	
Québec	Montréal	2013	149485	68	93	19
Québec	Ottawa	188	19456	93	126	17
Québec	Toronto	266	40388	131	173	17
Trois-Rivières	Montréal	383	11693	29	46	12
Trois-Rivières	Ottawa	72	5533	73	102	11
Trois-Rivières	Toronto	46	6013	121	160	11
Montréal	Ottawa	1229	60494	40	69	19
Montréal	Kingston	167	11250	61	100	15
Montréal	Toronto	2093	243219	99	136	23
Montréal	Kitchener	46	6137	116	176	11
Montréal	London	91	13040	133	190	12
Ottawa	Kingston	684	30680	36	66	15
Ottawa	Toronto	1879	191490	91	114	21
Ottawa	Kitchener	49	5778	107	162	11
Ottawa	London	97	12741	117	158	12
Kingston	Toronto	1004	55952	50	74	15
Kingston	Kitchener	31	2860	77	113	11
Kingston	London	38	3663	87	128	12
Toronto	Kitchener	410	10716	24	37	13
Toronto	London	1430	57089	36	57	15
Toronto	Windsor	693	51871	69	93	15
Kitchener	London	283	6970	21	31	13
Kitchener	Windsor	282	16109	50	72	13
London	Windsor	691	25722	32	49	15
Total		14165	1038349			

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRERAIL/CANARAIL/OIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Frequency: +3

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S3P3F.XLS
16/12/1993

QUEBEC-MONTREAL

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				1510	503	2013									
Train	90	50	140	0	0	0	89	99%	49	99%	138	99%			
Plane	8	63	70	2	27	29	6	76%	35	56%	41	58%			
Bus	254	165	419	175	104	279	80	31%	60	37%	140	33%			
Car	6166	2042	8208	4949	1762	6711	1217	20%	280	14%	1497	18%			
Total	6518	2319	8837	6636	2397	9033	1392	21%	424	18%	1816	21%	119	79	197
	74%	26%		73%	27%								2%	3%	2%

QUEBEC-OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				127	61	188									
Train	8	1	10	0	0	0	6	79%	1	79%	8	79%			
Plane	7	40	47	2	21	23	4	63%	19	47%	23	50%			
Bus	15	5	20	7	3	9	8	56%	2	43%	10	53%			
Car	300	45	344	221	36	257	78	26%	9	20%	87	25%			
Total	329	91	420	357	120	477	97	30%	31	34%	128	31%	29	30	59
	78%	22%		75%	25%								9%	33%	14%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Frequency: +3

S3P3F.XLS
16/12/1993

QUEBEC-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				134	132	266									
Train	19	8	26	0	0	0	17	88%	7	88%	23	88%			
Plane	17	91	108	2	52	54	15	86%	39	43%	54	50%			
Bus	5	0.5	5	1	0.2	1.5	3	72%	0.3	60%	4	71%			
Car	112	26	138	84	19	103	28	25%	7	26%	34	25%			
Total	153	125	278	222	203	425	63	41%	53	42%	115	42%	72	79	151
	55%	45%		52%	48%								47%	63%	54%

TROIS-RIVIERES/MONTREAL

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				348	35	383									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	0.8	0	0.8	0.5	0	0.5	0.3	35%	0	#####	0.3	35%			
Car	3592	627	4219	3256	612	3868	336	9%	15	2%	351	8%			
Total	3593	627	4220	3604	647	4251	337	9%	15	2%	352	8%	12	20	31
	85%	15%		85%	15%								0.3%	3%	1%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Frequency: +3

S3P3F.XLS
16/12/1993

TROIS-RIVIERES/OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				62	10	72									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	10	2	12	6	1	7	4	40%	0	0%	4	32%			
Car	205	26	230	185	20	205	19	9%	6	22%	25	11%			
Total	214	28	242	253	31	284	23	11%	6	20%	29	12%	39	4	43
	88%	12%		89%	11%								18%	15%	18%

TROIS-RIVIERES/TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				36	11	46									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	8	19	27	2	13	14	6	79%	7	34%	13	47%			
Bus	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Car	74	9	83	58	8	66	16	22%	0.8	10%	17	21%			
Total	84	28	112	95	31	126	25	29%	7	27%	32	29%	11	3	14
	75%	25%		75%	25%								13%	12%	13%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Frequency: +3

S3P3F.XLS
20/12/1993

MONTREAL-OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				838	391	1229									
Train	109	105	215	0	0	0	82	75%	79	75%	161	75%			
Plane	9	44	53	0	24	24	9	97%	20	45%	29	54%			
Bus	326	93	419	220	82	302	105	32%	11	12%	116	28%			
Car	4104	983	5088	3598	895	4492	506	12%	89	9%	595	12%			
Total	4549	1225	5774	4657	1391	6048	703	15%	198	16%	901	16%	136	192	328
	79%	21%		77%	23%								3%	16%	6%

MONTREAL-KINGSTON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				139	28	167									
Train	21	14	35	0	0	0	16	76%	10	76%	26	76%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	32	3	35	15	2	17	17	52%	1	29%	18	50%			
Car	254	22	276	205	18	223	49	19%	4	17%	53	19%			
Total	307	39	346	359	48	407	82	27%	15	39%	97	28%	57	13	70
	89%	11%		88%	12%								19%	33%	20%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Frequency: +3

S3P3F.XLS
16/12/1993

MONTREAL-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic			
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total	
HSR				1120	973	2093										
Train	345	124	470	0	0	0	287	83%	103	83%	391	83%				
Plane	272	1480	1752	30	1133	1163	242	89%	346	23%	588	34%				
Bus	105	13	118	34	11	45	71	68%	3	21%	73	62%				
Car	1225	353	1578	1026	274	1300	199	16%	79	22%	278	18%				
Total	1947	1970	3917	2210	2390	4601	799	41%	532	27%	1331	34%	321	441	763	
	50%	50%		48%	52%								16%	22%	19%	

MONTREAL-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic			
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total	
HSR				32	14	46										
Train	4	2	6	0	0	0	4	89%	1	89%	5	89%				
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####				
Bus	2	0	2	0	0	0	2	100%	0	#####	2	100%				
Car	100	33	133	92	27	119	8	8%	6	18%	14	10%				
Total	106	35	141	124	41	165	13	13%	7	21%	21	15%	19	7	25	
	75%	25%		75%	25%								18%	19%	18%	

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFREMAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Frequency: +3

S3P3F.XLS
16/12/1993

MONTREAL-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				74	17	91									
Train	12	0	13	0	0	0	12	100%	0	100%	13	100%			
Plane	6	22	28	1	14	15	5	80%	8	37%	13	46%			
Bus	2	0.2	2	0	0.0	0	2	100%	0.2	100%	2	100%			
Car	99	9	107	89	3	92	9	10%	6	65%	15	14%			
Total	118	31	150	164	34	198	28	24%	14	46%	42	28%	46	2.3	48
	79%	21%		83%	17%								39%	8%	32%

OTTAWA-KINGSTON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				483	201	684									
Train	18	14	32	0	0	0	17	95%	13	95%	30	95%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	57	8	65	21	6	27	36	62%	2	28%	38	58%			
Car	894	213	1107	688	153	841	206	23%	60	28%	266	24%			
Total	969	235	1204	1193	360	1553	259	27%	75	32%	334	28%	224	126	350
	81%	19%		77%	23%								23%	54%	29%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRETRAIN/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Frequency: +3

S3P3F.XLS
16/12/1993

OTTAWA-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				988	891	1879									
Train	125	77	201	0	0	0	96	77%	59	77%	156	77%			
Plane	113	874	986	13	592	605	100	89%	281	32%	381	39%			
Bus	103	20	123	33	16	48	70	68%	4	21%	74	60%			
Car	1738	535	2273	1296	431	1727	442	25%	103	19%	546	24%			
Total	2078	1505	3583	2329	1930	4260	708	34%	448	30%	1157	32%	280	443	723
	58%	42%		55%	45%								13%	29%	20%

OTTAWA-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				40	9	49									
Train	3	1	4	0	0	0	3	100%	1	100%	4	100%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	4	1	5	0	0	0	4	100%	0.4	67%	5	100%			
Car	190	27	217	160	21	181	30	16%	6	21%	35	16%			
Total	197	28	225	200	30	231	37	19%	7	23%	44	19%	4	2	6
	87%	13%		87%	13%								2%	8%	3%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRRERAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Frequency: +3

S3P3F.XLS
16/12/1993

OTTAWA-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				63	34	97									
Train	9	2	10	0	0	0	8	90%	1	90%	9	90%			
Plane	11	41	51	1	22	22	10	92%	19	47%	29	56%			
Bus	5	0	5	4	0	4	0.7	18%	0	0%	1	14%			
Car	110	25	135	91	20	111	19	18%	4	18%	24	18%			
Total	135	67	202	159	76	235	38	28%	25	37%	63	31%	25	9	34
	67%	33%		68%	32%								19%	14%	17%

KINGSTON-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				766	239	1004									
Train	133	74	207	0	0	0	106	80%	59	80%	166	80%			
Plane	5	9	14	0	5	5	5	98%	4	42%	9	62%			
Bus	99	8	107	58	6	64	41	41%	2	27%	43	40%			
Car	2105	489	2595	1692	392	2084	413	20%	98	20%	511	20%			
Total	2342	580	2922	2516	641	3157	565	24%	163	28%	728	25%	200	76	276
	80%	20%		80%	20%								9%	13%	9%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRRAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Frequency: +3

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S3P3F.XLS
16/12/1993

KINGSTON-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				17	14	31									
Train	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	3	1	4	0	1	1	3	95%	0	0%	3	74%			
Car	59	43	102	55	37	92	4	7%	6	15%	10	10%			
Total	64	44	108	73	51	124	9	14%	6	15%	15	14%	8	7	16
	59%	41%		59%	41%								13%	16%	15%

KINGSTON-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				29	9	38									
Train	6	1	7	0	0	0	5	89%	1	89%	6	89%			
Plane	0	0	0	0	0	0	0	#####	0	100%	0	100%			
Bus	2.1	0	2	1	0	1	1	56%	0	#####	1	41%			
Car	92	20	113	79	18	97	13	14%	2	11%	16	14%			
Total	100	22	122	109	27	136	20	20%	3	16%	23	19%	10	5	15
	82%	18%		80%	20%								10%	24%	12%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRRERAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Frequency: +3

S3P3F.XLS
16/12/1993

TORONTO-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				342	68	410									
Train	29	4	34	0	0	0	26	90%	4	90%	30	90%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	212	26	238	204	26	229	8	4%	1	3%	9	4%			
Car	11828	3283	15111	11591	3232	14823	237	2%	51	2%	287	2%			
Total	12069	3313	15383	12137	3326	15463	272	2%	55	2%	327	2%	70	13	83
	78%	22%		78%	22%								1%	0.4%	1%

TORONTO-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				1164	266	1430									
Train	142	70	211	0	0	0	114	80%	56	80%	170	80%			
Plane	11	23	34	0	12	12	11	99%	11	48%	22	65%			
Bus	142	13	156	94	12	106	48	34%	2	11%	49	32%			
Car	4068	1433	5501	3444	1323	4766	624	15%	110	8%	734	13%			
Total	4363	1538	5901	4702	1612	6315	797	18%	179	12%	975	17%	367	88	455
	74%	26%		74%	26%								8%	6%	8%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Frequency: +3

S3P3F.XLS
16/12/1993

TORONTO-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				523	170	693									
Train	77	33	111	0	0	0	62	81%	27	81%	89	81%			
Plane	23	70	93	1	40	40	23	98%	30	43%	53	57%			
Bus	20	7	27	11	5	16	9	44%	2	28%	11	39%			
Car	1318	223	1540	1052	195	1247	265	20%	28	12%	293	19%			
Total	1438	333	1771	1587	410	1997	359	25%	87	26%	446	25%	164	83	247
	81%	19%		79%	21%								11%	25%	14%

KITCHENER-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				182	102	283									
Train	19	1	20	0	0	0	16	82%	0	0%	16	78%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	10	0.8	11	8	0.7	9	2	22%	0.1	12%	2	21%			
Car	1395	552	1946	1358	516	1874	37	3%	36	6%	73	4%			
Total	1424	554	1978	1548	618	2166	55	4%	36	6%	91	5%	127	66	193
	72%	28%		71%	29%								9%	12%	10%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Frequency: +3

S3P3F.XLS
16/12/1993

KITCHENER-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				189	92	282									
Train	2	0	2	0	0	0	2	95%	0	#####	2	95%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	1	0.4	1	0	0.2	0	1	100%	0.2	50%	1	86%			
Car	277	117	394	200	78	278	76	28%	40	34%	116	30%			
Total	279	118	397	389	170	559	79	28%	40	34%	119	30%	110	52	162
	70%	30%		70%	30%								39%	44%	41%

LONDON-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				478	213	691									
Train	17	11	28	0	0	0	16	98%	11	98%	27	98%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	21	0	21	16	0	16	4	21%	0	#####	4	21%			
Car	1580	687	2267	1331	611	1943	248	16%	76	11%	325	14%			
Total	1617	698	2315	1825	824	2650	269	17%	87	12%	355	15%	209	127	335
	70%	30%		69%	31%								13%	18%	14%

S3P3F.XLS
16/12/1993

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005
Full Corridor - 300 KPH - Sensitivity Analysis - Frequency: +3

TOTAL 24 O/D PAIRS (both directions)

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				9686	4480	14165									
Train	1190	591	1781	0	0	0	988	83%	483	82%	1471	83%			
Plane	490	2774	3264	54	1954	2009	435	89%	820	30%	1255	38%			
Bus	1431	366	1797	910	275	1185	521	36%	90	25%	611	34%			
Car	41884	11820	53704	36800	10700	47501	5084	12%	1120	9%	6203	12%			
Total	44995	15551	60546	47450	17410	64859	7028	16%	2512	16%	9540	16%	2658	1967	4625
	74%	26%		73%	27%								6%	13%	8%

SENSITIVITY ANALYSIS

300 KPH

2005

FREQUENCY : - 3

TRAFFIC and REVENUES
Full Corridor - 300 KPH - Year 2005

S3M3F.XLS
 20/12/1993

Sensitivity Analysis - Frequency: -3 trains/day on each section

		Traffic	Revenues	Non-business	Business	Frequency
		000's	000's can \$	Fare	Fare	
Québec	Montréal	1573	115649	68	93	13
Québec	Ottawa	142	14607	93	126	11
Québec	Toronto	200	30112	131	173	11
Trois-Rivières	Montréal	281	8231	29	46	6
Trois-Rivières	Ottawa	39	2998	73	102	5
Trois-Rivières	Toronto	33	4268	121	160	5
Montréal	Ottawa	960	46970	40	69	13
Montréal	Kingston	124	8331	61	100	9
Montréal	Toronto	1876	217950	99	136	17
Montréal	Kitchener	26	3462	116	176	5
Montréal	London	61	8835	133	190	6
Ottawa	Kingston	523	23298	36	66	9
Ottawa	Toronto	1591	161988	91	114	15
Ottawa	Kitchener	39	4466	107	162	5
Ottawa	London	65	8516	117	158	6
Kingston	Toronto	785	43689	50	74	9
Kingston	Kitchener	25	2348	77	113	5
Kingston	London	29	2726	87	128	6
Toronto	Kitchener	338	8786	24	37	7
Toronto	London	1010	40375	36	57	9
Toronto	Windsor	475	35400	69	93	9
Kitchener	London	180	4392	21	31	7
Kitchener	Windsor	224	12722	50	72	7
London	Windsor	486	18037	32	49	9
Total		11084	828157			

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Frequency: - 3

S3M3F.XLS
20/12/1993

QUEBEC-MONTREAL

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				1225	348	1573									
Train	90	50	140	0	0	0	89	99%	49	99%	138	99%			
Plane	8	63	70	2	28	30	6	74%	34	55%	40	57%			
Bus	254	165	419	204	113	317	50	20%	52	31%	102	24%			
Car	6166	2042	8208	5178	1845	7023	989	16%	197	10%	1185	14%			
Total	6518	2319	8837	6608	2335	8943	1134	17%	332	14%	1465	17%	91	16	108
	74%	26%		74%	26%								1%	1%	1%

QUEBEC-OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				98	43	142									
Train	8	1	10	0	0	0	6	75%	1	75%	7	75%			
Plane	7	40	47	3	23	27	4	53%	17	41%	20	43%			
Bus	15	5	20	8	4	11	7	49%	1	27%	9	44%			
Car	300	45	344	233	37	271	66	22%	7	16%	73	21%			
Total	329	91	420	342	108	450	83	25%	26	29%	109	26%	15	17	32
	78%	22%		76%	24%								5%	19%	8%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Frequency: - 3

S3M3F.XLS
20/12/1993

QUEBEC-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				105	94	200									
Train	19	8	26	0	0	0	15	80%	6	80%	21	80%			
Plane	17	91	108	6	52	58	11	66%	38	42%	50	46%			
Bus	5	0.5	5	2	0.3	2.5	3	53%	0.2	42%	3	52%			
Car	112	26	138	90	19	110	22	19%	6	25%	28	21%			
Total	153	125	278	204	166	370	51	33%	51	41%	102	37%	55	43	98
	55%	45%		55%	45%								36%	34%	35%

TROIS-RIVIERES/MONTREAL

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				277	4	281									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	0.8	0	0.8	0.7	0	0.7	0.1	15%	0	#####	0.1	15%			
Car	3592	627	4219	3320	624	3943	272	8%	3	1%	276	7%			
Total	3593	627	4220	3598	628	4225	272	8%	3	1%	276	7%	5	1	5
	85%	15%		85%	15%								0.1%	0%	0%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Frequency: - 3

S3M3F.XLS
20/12/1993

TROIS-RIVIERES/OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				33	6	39									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	10	2	12	8	1	9	2	21%	0	0%	2	17%			
Car	205	26	230	192	20	212	13	6%	5	20%	18	8%			
Total	214	28	242	233	27	260	15	7%	5	19%	20	8%	18	0.3	19
	88%	12%		89%	11%								9%	1%	8%

TROIS-RIVIERES/TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				28	6	33									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	8	19	27	3	15	18	5	63%	4	22%	9	34%			
Bus	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Car	74	9	83	59	8	67	15	21%	0.7	8%	16	19%			
Total	84	28	112	89	29	118	22	27%	5	18%	27	24%	5	1	6
	75%	25%		76%	24%								6%	3%	5%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Frequency: - 3

S3M3F.XLS
20/12/1993

MONTREAL-OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				664	296	960									
Train	109	105	215	0	0	0	80	74%	78	74%	158	74%			
Plane	9	44	53	0	24	24	9	95%	20	45%	29	54%			
Bus	326	93	419	233	84	317	93	28%	9	10%	102	24%			
Car	4104	983	5088	3733	907	4640	371	9%	77	8%	448	9%			
Total	4549	1225	5774	4631	1310	5941	553	12%	183	15%	736	13%	111	113	224
	79%	21%		78%	22%								2%	9%	4%

MONTREAL-KINGSTON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				105	19	124									
Train	21	14	35	0	0	0	16	75%	10	75%	26	75%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	32	3	35	20	2	22	13	39%	1	20%	13	37%			
Car	254	22	276	214	19	233	40	16%	3	14%	43	15%			
Total	307	39	346	339	40	379	68	22%	14	36%	82	24%	37	5	42
	89%	11%		89%	11%								12%	13%	12%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Frequency: - 3

S3M3F.XLS
20/12/1993

MONTREAL-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				1006	871	1876									
Train	345	124	470	0	0	0	287	83%	103	83%	390	83%			
Plane	272	1480	1752	56	1153	1209	216	79%	326	22%	543	31%			
Bus	105	13	118	61	12	73	43	41%	1	11%	45	38%			
Car	1225	353	1578	1059	288	1347	165	14%	65	19%	231	15%			
Total	1947	1970	3917	2182	2323	4505	712	37%	497	25%	1208	31%	294	374	668
	50%	50%		48%	52%								15%	19%	17%

MONTREAL-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				20	7	26									
Train	4	2	6	0	0	0	4	89%	1	89%	5	89%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Car	100	33	133	96	29	124	4	4%	4	13%	9	7%			
Total	106	35	141	115	35	151	10	9%	6	17%	16	11%	10	1	11
	75%	25%		76%	24%								9%	3%	8%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRETRAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Frequency: - 3

S3M3F.XLS
20/12/1993

MONTREAL-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				47	14	61									
Train	12	0	13	0	0	0	11	90%	0	90%	11	90%			
Plane	6	22	28	2	14	16	4	69%	8	35%	12	42%			
Bus	2	0.2	2	0	0.0	0	2	100%	0.2	100%	2	100%			
Car	99	9	107	96	4	99	3	3%	5	58%	8	7%			
Total	118	31	150	144	31	176	20	17%	13	42%	33	22%	27	0.3	28
	79%	21%		82%	18%								23%	1%	19%

OTTAWA-KINGSTON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				373	149	523									
Train	18	14	32	0	0	0	17	95%	13	95%	30	95%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	57	8	65	29	6	35	28	49%	2	23%	30	46%			
Car	894	213	1107	719	162	882	175	20%	51	24%	226	20%			
Total	969	235	1204	1122	318	1440	220	23%	66	28%	285	24%	154	84	238
	81%	19%		78%	22%								16%	36%	20%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRRRAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Frequency: - 3

S3M3F.XLS
20/12/1993

OTTAWA-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				845	746	1591									
Train	125	77	201	0	0	0	91	73%	56	73%	148	73%			
Plane	113	874	986	37	612	649	76	67%	261	30%	337	34%			
Bus	103	20	123	35	16	51	68	66%	4	19%	72	58%			
Car	1738	535	2273	1319	454	1773	419	24%	81	15%	500	22%			
Total	2078	1505	3583	2236	1829	4065	654	31%	402	27%	1056	29%	191	344	535
	58%	42%		55%	45%								9%	23%	15%

OTTAWA-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				33	6	39									
Train	3	1	4	0	0	0	3	100%	1	100%	4	100%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	4	1	5	0	0	0	4	100%	0.4	67%	5	100%			
Car	190	27	217	166	22	188	24	13%	5	17%	28	13%			
Total	197	28	225	198	28	227	31	16%	6	20%	37	16%	2	0.3	2
	87%	13%		87%	13%								1%	1%	1%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Frequency: - 3

S3M3F.XLS
20/12/1993

OTTAWA-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				42	23	65									
Train	9	2	10	0	0	0	7	81%	1	81%	8	81%			
Plane	11	41	51	3	23	26	8	70%	18	44%	26	50%			
Bus	5	0	5	5	0	5	0.0	4%	0	0%	0	0%			
Car	110	25	135	95	21	116	16	14%	3	14%	19	14%			
Total	135	67	202	145	67	212	30	22%	23	34%	53	26%	11	0.5	12
	67%	33%		68%	32%								8%	1%	6%

KINGSTON-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				601	184	785									
Train	133	74	207	0	0	0	105	79%	59	79%	164	79%			
Plane	5	9	14	0	6	6	5	98%	3	37%	8	60%			
Bus	99	8	107	66	6	72	33	34%	1	17%	35	32%			
Car	2105	489	2595	1775	411	2186	330	16%	78	16%	408	16%			
Total	2342	580	2922	2442	608	3049	474	20%	141	24%	615	21%	127	43	170
	80%	20%		80%	20%								5%	7%	6%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFREMAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Frequency: - 3

S3M3F.XLS
20/12/1993

KINGSTON-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				14	11	25									
Train	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	3	1	4	0	1	1	2	84%	0	0%	2	65%			
Car	59	43	102	57	37	94	3	4%	6	14%	8	8%			
Total	64	44	108	72	49	120	7	11%	6	13%	13	12%	7	5	13
	59%	41%		59%	41%								12%	12%	12%

KINGSTON-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				23	6	29									
Train	6	1	7	0	0	0	5	89%	1	89%	6	89%			
Plane	0	0	0	0	0	0	0	#####	0	100%	0	100%			
Bus	2.1	0	2	1	0	2	1	35%	0	#####	0	12%			
Car	92	20	113	82	18	100	11	12%	2	10%	13	11%			
Total	100	22	122	106	25	130	16	16%	3	14%	19	16%	6	3	9
	82%	18%		81%	19%								6%	13%	8%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/OIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Frequency: - 3

S3M3F.XLS
20/12/1993

TORONTO-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				287	52	338									
Train	29	4	34	0	0	0	22	75%	3	75%	25	75%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	212	26	238	208	26	234	4	2%	0	2%	4	2%			
Car	11828	3283	15111	11631	3236	14867	197	2%	47	1%	244	2%			
Total	12069	3313	15383	12126	3314	15439	223	2%	50	2%	273	2%	64	1	65
	78%	22%		79%	21%								1%	0.0%	0%

TORONTO-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				818	192	1010									
Train	142	70	211	0	0	0	111	79%	55	79%	166	79%			
Plane	11	23	34	1	12	13	10	93%	10	45%	20	61%			
Bus	142	13	156	104	12	116	39	27%	1	6%	39	25%			
Car	4068	1433	5501	3591	1365	4955	478	12%	68	5%	546	10%			
Total	4363	1538	5901	4513	1581	6094	638	15%	134	9%	772	13%	180	58	238
	74%	26%		74%	26%								4%	4%	4%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Frequency: - 3

S3M3F.XLS
20/12/1993

TORONTO-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				365	110	475									
Train	77	33	111	0	0	0	59	76%	25	76%	84	76%			
Plane	23	70	93	3	42	45	20	86%	28	40%	48	51%			
Bus	20	7	27	14	6	20	6	29%	1	16%	7	25%			
Car	1318	223	1540	1116	203	1319	202	15%	19	9%	221	14%			
Total	1438	333	1771	1498	362	1860	286	20%	73	22%	359	20%	79	37	116
	81%	19%		81%	19%								6%	11%	7%

KITCHENER-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				119	61	180									
Train	19	1	20	0	0	0	15	80%	0	0%	15	76%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	10	0.8	11	8	0.7	9	2	20%	0.1	10%	2	19%			
Car	1395	552	1946	1378	519	1898	17	1%	32	6%	49	3%			
Total	1424	554	1978	1506	581	2087	34	2%	32	6%	66	3%	85	29	114
	72%	28%		72%	28%								6%	5%	6%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full Corridor - 300 KPH - Sensitivity Analysis - Frequency: - 3

S3M3F.XLS
20/12/1993

KITCHENER-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				154	70	224									
Train	2	0	2	0	0	0	2	90%	0	#####	2	90%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	1	0.4	1	0	0.2	0	1	100%	0.2	50%	1	86%			
Car	277	117	394	211	80	291	66	24%	38	32%	103	26%			
Total	279	118	397	365	150	515	68	24%	38	32%	106	27%	86	32	118
	70%	30%		71%	29%								31%	27%	30%

LONDON-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				339	147	486									
Train	17	11	28	0	0	0	16	96%	11	96%	26	96%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	21	0	21	17	0	17	4	17%	0	#####	4	17%			
Car	1580	687	2267	1377	632	2009	203	13%	55	8%	258	11%			
Total	1617	698	2315	1732	779	2512	223	14%	65	9%	288	12%	116	82	198
	70%	30%		69%	31%								7%	12%	9%

S3M3F.XLS
20/12/1993

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005
Full Corridor - 300 KPH - Sensitivity Analysis - Frequency: - 3

TOTAL 24 O/D PAIRS (both directions)

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				7621	3463	11084									
Train	1190	591	1781	0	0	0	964	81%	473	80%	1437	81%			
Plane	490	2774	3264	117	2005	2122	373	76%	769	28%	1142	35%			
Bus	1431	366	1797	1024	291	1315	407	28%	73	20%	480	27%			
Car	41884	11820	53704	37785	10961	48746	4099	10%	859	7%	4958	9%			
Total	44995	15551	60546	46546	16721	63267	5843	13%	2174	14%	8017	13%	1778	1289	3067
	74%	26%		74%	26%								4%	8%	5%

SENSITIVITY ANALYSIS

200 KPH

2005

FREQUENCY : + 3

TRAFFIC and REVENUES (both directions)**Full Corridor - 200 KPH - Year 2005****Sensitivity Analysis - Frequency: +3 trains/day on each section**

S2P3F.XLS

22/12/1993

		Traffic	Revenues	Non-business	Business	Frequency
		000's	000's can \$	Fare	Fare	
Québec	Montréal	1597	111622	64	90	14
Québec	Ottawa	111	10981	88	124	11
Québec	Toronto	147	20696	122	172	11
Trois-Rivières	Montréal	323	8359	25	40	9
Trois-Rivières	Ottawa	58	4068	66	99	9
Trois-Rivières	Toronto	37	4158	104	150	9
Montréal	Ottawa	1098	52924	40	66	16
Montréal	Kingston	147	9756	61	95	13
Montréal	Toronto	1376	153238	96	133	16
Montréal	Kitchener	32	4139	112	171	9
Montréal	London	52	7094	126	171	9
Ottawa	Kingston	534	21807	35	57	13
Ottawa	Toronto	1288	127485	89	113	16
Ottawa	Kitchener	40	4414	101	159	9
Ottawa	London	75	9138	113	144	9
Kingston	Toronto	787	43975	50	74	13
Kingston	Kitchener	19	1658	75	107	8
Kingston	London	18	1569	81	114	8
Toronto	Kitchener	366	9380	24	34	11
Toronto	London	1159	44781	35	55	13
Toronto	Windsor	561	40738	68	88	13
Kitchener	London	206	5031	21	31	11
Kitchener	Windsor	234	12704	47	69	11
London	Windsor	496	17982	31	46	13
Total		10761	727698			

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Frequency: + 3

S2P3F.XLS
21/12/1993

QUEBEC-MONTREAL

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				1234	363	1597									
Train	90	50	140	0	0	0	87	96%	48	96%	134	96%			
Plane	8	63	70	3	42	45	5	63%	20	32%	25	36%			
Bus	254	165	419	187	117	304	67	26%	48	29%	115	27%			
Car	6166	2042	8208	5163	1828	6990	1003	16%	214	10%	1218	15%			
Total	6518	2319	8837	6587	2349	8936	1162	18%	330	14%	1492	17%	72	32	105
	74%	26%		74%	26%								1%	1.4%	1%

QUEBEC-OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				77	34	111									
Train	8	1	10	0	0	0	6	73%	1	73%	7	73%			
Plane	6.7	40	47	3.4	26	30	3.3	50%	14	34%	17	36%			
Bus	15	5	20	8	4	12	7	44%	1	25%	8	40%			
Car	300	45	344	244	38	282	56	19%	7	15%	62	18%			
Total	329	91	420	333	101	434	71	22%	22	25%	94	22%	6	11	17
	78%	22%		77%	23%								2%	13%	4%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Frequency: + 3

2

S2P3F.XLS
21/12/1993

QUEBEC-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				93	55	147									
Train	19	8	26	0	0	0	18	96%	7	96%	25	96%			
Plane	17	91	108	7	67	75	10	57%	23	26%	33	31%			
Bus	5	0.5	5	3	0.4	4	2	34%	0.1	27%	2	33%			
Car	112	26	138	95	19	114	17	15%	6	25%	24	17%			
Total	153	125	278	198	142	340	47	30%	37	30%	84	30%	46	17	63
	55%	45%		58%	42%								30%	14%	23%

TROIS-RIVIERES/MONTREAL

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				303	20	323									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	0.8	0	0.8	0.6	0	0.6	0.2	25%	0	#####	0.2	25%			
Car	3592	627	4219	3294	621	3916	298	8%	6	1%	304	7%			
Total	3593	627	4220	3598	641	4239	298	8%	6	1%	304	7%	5	14	19
	85%	15%		85%	15%								0.1%	2%	0.4%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRRERAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Frequency: + 3

S2P3F.XLS
21/12/1993

TROIS-RIVIERES/OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				52	7	58									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	10	2	12	7	2	9	3	29%	0	0%	3	23%			
Car	205	26	230	188	20	208	17	8%	6	23%	22	10%			
Total	214	28	242	246	29	275	19	9%	6	21%	25	10%	32	1	33
	88%	12%		90%	10%								15%	3%	14%

TROIS-RIVIERES/TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				31	6	37									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	8	19	27	3	15	18	5	62%	5	23%	9	35%			
Bus	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Car	74	9	83	58	8	66	17	22%	0.7	8%	17	21%			
Total	84	28	112	92	29	120	24	28%	5	19%	29	26%	8	1	8
	75%	25%		76%	24%								9%	3%	8%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRETRAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Frequency: + 3

S2P3F.XLS
21/12/1993

MONTREAL-OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				753	346	1098									
Train	109	105	215	0	0	0	81	74%	78	74%	158	74%			
Plane	9	44	53	0	24	24	9	98%	20	45%	29	54%			
Bus	326	93	419	229	83	312	97	30%	10	10%	106	25%			
Car	4104	983	5088	3670	901	4571	434	11%	82	8%	516	10%			
Total	4549	1225	5774	4652	1354	6006	621	14%	189	15%	810	14%	132	156	289
	79%	21%		77%	23%								3%	13%	5%

MONTREAL-KINGSTON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				123	24	147									
Train	21	14	35	0	0	0	16	76%	10	76%	26	76%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	32	2.9	35	17	2.4	19	16	48%	0.5	18%	16	46%			
Car	254	22	276	209	19	228	44	18%	4	16%	48	17%			
Total	307	39	346	349	45	394	76	25%	14	37%	91	26%	47	9	56
	89%	11%		89%	11%								15%	24%	16%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRETRAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Frequency: + 3

S2P3F.XLS
21/12/1993

MONTREAL-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				805	571	1376									
Train	345	124	470	0	0	0	272	79%	98	79%	370	79%			
Plane	272	1480	1752	107	1181	1288	166	61%	298	20%	464	26%			
Bus	105	13	118	68	12	80	37	35%	2	12%	38	32%			
Car	1225	353	1578	1108	315	1423	116	9%	38	11%	154	10%			
Total	1947	1970	3917	2088	2079	4167	591	30%	436	22%	1026	26%	214	136	350
	50%	50%		50%	50%								11%	7%	9%

MONTREAL-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				24	9	32									
Train	4	2	6	0	0	0	3	79%	1	79%	5	79%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Car	100	33	133	93	28	121	7	7%	5	16%	12	9%			
Total	106	35	141	116	36	153	12	11%	7	19%	19	13%	12	2	14
	75%	25%		76%	24%								11%	6%	10%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Frequency: + 3

S2P3F.XLS
21/12/1993

MONTREAL-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				42	11	52									
Train	12	0	13	0	0	0	11	90%	0	90%	11	90%			
Plane	6	22	28	2	17	18	4	70%	5	25%	10	34%			
Bus	2	0	2	0	0	0	2	100%	0	100%	2	100%			
Car	99	9	107	93	4	97	6	6%	4	52%	10	10%			
Total	118	31	150	136	31	168	23	19%	10	33%	33	22%	19	0.2	20
	79%	21%		81%	19%								16%	1%	13%

OTTAWA-KINGSTON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				391	142	534									
Train	18	14	32	0	0	0	17	93%	13	93%	29	93%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	57	8	65	27	6	33	30	52%	2	25%	32	49%			
Car	894	213	1107	718	162	880	176	20%	51	24%	228	21%			
Total	969	235	1204	1136	310	1447	223	23%	66	28%	289	24%	169	77	245
	81%	19%		79%	21%								17%	33%	20%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Frequency: + 3

S2P3F.XLS
21/12/1993

OTTAWA-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				752	536	1288									
Train	125	77	201	0	0	0	90	72%	55	72%	145	72%			
Plane	113	874	986	59	668	726	54	48%	206	24%	260	26%			
Bus	103	20	123	43	17	61	59	58%	2	13%	62	50%			
Car	1738	535	2273	1353	479	1833	385	22%	55	10%	440	19%			
Total	2078	1505	3583	2207	1700	3908	588	28%	319	21%	907	25%	164	217	381
	58%	42%		56%	44%								8%	14%	11%

OTTAWA-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				33	7	40									
Train	3	1	4	0	0	0	3	97%	1	100%	4	97%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	4	0.6	5	0	0.2	0	4	100%	0.4	67%	5	100%			
Car	190	27	217	166	22	188	23	12%	5	18%	28	13%			
Total	197	28	225	199	29	228	31	16%	6	21%	36	16%	2	1	3
	87%	13%		87%	13%								1%	3%	2%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Frequency: + 3

S2P3F.XLS
21/12/1993

OTTAWA-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				53	22	75									
Train	9	2	10	0	0	0	8	92%	1	92%	9	92%			
Plane	11	41	51	1	27	28	10	91%	14	34%	24	46%			
Bus	5	0	5	5	0	5	0	0%	0	0%	0	0%			
Car	110	25	135	92	21	113	19	17%	3	14%	22	16%			
Total	135	67	202	151	70	221	36	27%	19	28%	55	27%	17	3	20
	67%	33%		68%	32%								12%	5%	10%

KINGSTON-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				594	193	787									
Train	133	74	207	0	0	0	106	80%	59	80%	165	80%			
Plane	5	9	14	1	7	8	4	76%	2	18%	6	40%			
Bus	99	7.5	107	63	6.9	70	36	36%	0.6	8%	37	34%			
Car	2105	489	2595	1779	408	2186	326	16%	82	17%	408	16%			
Total	2342	580	2922	2437	614	3052	472	20%	143	25%	615	21%	122	50	172
	80%	20%		80%	20%								5%	9%	6%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE RAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Frequency: + 3

S2P3F.XLS
21/12/1993

KINGSTON-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				11	8	19									
Train	2	0	2	0	0	0	2	92%	0	#####	2	92%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	3	1	4	1	1	2	1	53%	0	0%	1	41%			
Car	59	43	102	57	37	94	3	4%	6	14%	8	8%			
Total	64	44	108	69	46	115	6	9%	6	13%	12	11%	5	2	7
	59%	41%		60%	40%							7%	5%	6%	

KINGSTON-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				14	4	18									
Train	6	1	7	0	0	0	5	89%	1	89%	6	89%			
Plane	0	0.4	0	0	0.0	0	0	#####	0.4	100%	0.4	100%			
Bus	2.1	0	2	1.7	0	2	0.4	18%	0	#####	0.4	18%			
Car	92	20	113	84	19	103	8	9%	2	8%	10	9%			
Total	100	22	122	99	23	122	14	14%	3	14%	17	14%	0	1.1	1.1
	82%	18%		81%	19%							0%	5%	0.9%	

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE RAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Frequency: + 3

S2P3F.XLS
21/12/1993

TORONTO-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				308	59	366									
Train	29	4	34	0	0	0	26	90%	4	90%	30	90%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	212	26	238	207	26	232	5	3%	1	2%	6	2%			
Car	11828	3283	15111	11614	3235	14849	214	2%	48	1%	262	2%			
Total	12069	3313	15383	12128	3319	15448	246	2%	53	2%	298	2%	62	6	68
	78%	22%		79%	21%								0.5%	0.2%	0.4%

TORONTO-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				948	211	1159									
Train	142	70	211	0	0	0	107	75%	53	75%	159	75%			
Plane	11	23	34	0	15	15	11	96%	7	32%	19	55%			
Bus	142	13	156	101	12	113	42	29%	1	6%	43	27%			
Car	4068	1433	5501	3525	1354	4879	543	13%	79	6%	622	11%			
Total	4363	1538	5901	4573	1592	6166	703	16%	140	9%	842	14%	246	71	317
	74%	26%		74%	26%								6%	5%	5%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE RAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Frequency: + 3

S2P3F.XLS
21/12/1993

TORONTO-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				431	130	561									
Train	77	33	111	0	0	0	60	78%	26	78%	86	78%			
Plane	23	70	93	1	48	49	22	96%	22	31%	44	47%			
Bus	20	7	27	13	6	19	7	37%	1	14%	8	31%			
Car	1318	223	1540	1088	201	1289	230	17%	22	10%	252	16%			
Total	1438	333	1771	1532	385	1918	320	22%	71	21%	390	22%	111	59	171
	81%	19%		80%	20%								8%	18%	10%

KITCHENER-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				134	71	206									
Train	19	1	20	0	0	0	10	52%	0	0%	10	48%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	10	0.8	11	7	0.7	8	3	27%	0.1	16%	3	26%			
Car	1395	552	1946	1373	518	1892	22	2%	33	6%	55	3%			
Total	1424	554	1978	1515	590	2105	34	2%	33	6%	67	3%	100	38	138
	72%	28%		72%	28%								7%	7%	7%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Frequency: + 3

S2P3F.XLS
22/12/1993

KITCHENER-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				156	78	234									
Train	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	1	0.4	1	0	0.2	0	1	100%	0.2	50%	1	80%			
Car	277	117	394	207	82	290	69	25%	35	30%	104	26%			
Total	279	118	397	364	160	524	72	26%	35	30%	107	27%	84	42	127
	70%	30%		69%	31%								30%	36%	32%

LONDON-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				323	173	496									
Train	17	11	28	0	0	0	17	100%	11	100%	28	100%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	21	0	21	18	0	18	3	13%	0	#####	3	13%			
Car	1580	687	2267	1381	626	2007	199	13%	61	9%	261	11%			
Total	1617	698	2315	1721	799	2521	218	14%	72	10%	291	13%	104	101	205
	70%	30%		68%	32%								6%	14%	9%

S2P3F.XLS
22/12/1993

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005
Full corridor - 200 KPH - Sensitivity Analysis - Frequency: + 3

TOTAL 24 O/D PAIRS (both directions)

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				7683	3078	10761									
Train	1190	591	1781	0	0	0	946	79%	467	79%	1413	79%			
Plane	490	2774	3264	186	2138	2324	303	62%	636	23%	940	29%			
Bus	1431	366	1797	1007	297	1304	424	30%	69	19%	493	27%			
Car	41884	11820	53704	37652	10964	48616	4232	10%	856	7%	5088	9%			
Total	44995	15551	60546	46529	16476	63005	5904	13%	2029	13%	7933	13%	1779	1049	2828
	74%	26%		74%	26%								4%	7%	5%

SENSITIVITY ANALYSIS

200 KPH

2005

FREQUENCY : - 3

TRAFFIC and REVENUES

Full Corridor - 200 KPH - Year 2005

Sensitivity Analysis - Frequency: -3 trains/day on each section

S2M3F.XLS

22/12/1993

		Traffic	Revenues	Non-business	Business	Frequency
		000's	000's can \$	Fare	Fare	
Québec	Montréal	1323	92336	64	90	8
Québec	Ottawa	85	8420	88	124	5
Québec	Toronto	102	14361	122	172	5
Trois-Rivières	Montréal	249	6262	25	40	3
Trois-Rivières	Ottawa	38	2685	66	99	3
Trois-Rivières	Toronto	27	2985	104	150	3
Montréal	Ottawa	828	39894	40	66	10
Montréal	Kingston	100	6559	61	95	7
Montréal	Toronto	1209	134752	96	133	10
Montréal	Kitchener	22	2810	112	171	3
Montréal	London	28	3885	126	171	3
Ottawa	Kingston	409	16672	35	57	7
Ottawa	Toronto	1098	108429	89	113	10
Ottawa	Kitchener	32	3578	101	159	3
Ottawa	London	42	5225	113	144	3
Kingston	Toronto	660	35786	50	74	7
Kingston	Kitchener	12	1103	75	107	2
Kingston	London	12	1070	81	114	2
Toronto	Kitchener	301	7732	24	34	5
Toronto	London	821	31317	35	55	7
Toronto	Windsor	394	28487	68	88	7
Kitchener	London	126	3067	21	31	5
Kitchener	Windsor	174	9350	47	69	5
London	Windsor	366	13250	31	46	7
Total		8458	580017			

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE RAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Frequency: -3

S2M3F.XLS
21/12/1993

QUEBEC-MONTREAL

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				1028	295	1323									
Train	90	50	140	0	0	0	87	96%	48	96%	134	96%			
Plane	8	63	70	6	46	52	1	16%	17	27%	18	26%			
Bus	254	165	419	203	123	326	52	20%	41	25%	93	22%			
Car	6166	2042	8208	5329	1868	7196	838	14%	174	9%	1012	12%			
Total	6518	2319	8837	6565	2332	8897	977	15%	280	12%	1257	14%	51	15	66
	74%	26%		74%	26%								1%	0.6%	1%

QUEBEC-OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				59	26	85									
Train	8	1	10	0	0	0	6	73%	1	73%	7	73%			
Plane	6.7	40	47	6.4	29	35	0.3	4%	11	28%	11	24%			
Bus	15	5	20	9	3	12	6	42%	1	31%	8	40%			
Car	300	45	344	257	40	297	43	14%	5	10%	47	14%			
Total	329	91	420	331	98	429	55	17%	18	20%	73	17%	4	8	12
	78%	22%		77%	23%								1%	9%	3%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Frequency: -3

S2M3F.XLS
21/12/1993

QUEBEC-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic			
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total	
HSR				64	38	102										
Train	19	8	26	0	0	0	17	93%	7	93%	25	93%				
Plane	17	91	108	13	72	86	4	22%	19	21%	22	21%				
Bus	5	0.5	5	3	0.4	4	2	34%	0.1	27%	2	33%				
Car	112	26	138	99	20	119	13	11%	6	22%	19	13%				
Total	153	125	278	180	131	311	36	23%	32	25%	67	24%	29	6	35	
	55%	45%		58%	42%								19%	5%	13%	

TROIS-RIVIERES/MONTREAL

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic			
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total	
HSR				245	3	249										
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####				
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####				
Bus	0.8	0	0.8	0.6	0	0.6	0.2	20%	0	#####	0.2	20%				
Car	3592	627	4219	3347	623	3970	245	7%	4	1%	249	6%				
Total	3593	627	4220	3593	627	4220	245	7%	4	1%	249	6%	0	0	0	
	85%	15%		85%	15%								0%	0%	0%	

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE RAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Frequency: -3

S2M3F.XLS
21/12/1993

TROIS-RIVIERES/OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				32	6	38									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	10	2	12	8	2	10	2	21%	0	0%	2	17%			
Car	205	26	230	191	20	211	14	7%	5	21%	19	8%			
Total	214	28	242	231	28	259	16	7%	5	19%	21	9%	16	0.4	17
	88%	12%		89%	11%								8%	1%	7%

TROIS-RIVIERES/TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				24	4	27									
Train	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Plane	8	19	27	7	16	24	1	8%	3	15%	4	13%			
Bus	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Car	74	9	83	59	8	67	15	21%	0.3	4%	16	19%			
Total	84	28	112	90	28	118	18	21%	3	12%	21	19%	6	0.3	6
	75%	25%		76%	24%								7%	1%	5%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Frequency: -3

S2M3F.XLS
21/12/1993

MONTREAL-OTTAWA

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic			
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total	
HSR				567	261	828										
Train	109	105	215	0	0	0	79	72%	76	72%	154	72%				
Plane	9	44	53	2	33	35	7	78%	11	25%	18	35%				
Bus	326	93	419	241	87	328	85	26%	6	6%	91	22%				
Car	4104	983	5088	3797	913	4710	307	7%	71	7%	378	7%				
Total	4549	1225	5774	4607	1293	5900	478	11%	163	13%	642	11%	89	97	186	
	79%	21%		78%	22%								2%	8%	3%	

MONTREAL-KINGSTON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic			
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total	
HSR				86	14	100										
Train	21	14	35	0	0	0	16	74%	10	74%	26	74%				
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####				
Bus	32	2.9	35	21	2.7	24	11	34%	0.2	7%	11	32%				
Car	254	22	276	222	19	241	32	13%	3	14%	35	13%				
Total	307	39	346	329	36	364	58	19%	13	35%	72	21%	27	1	28	
	89%	11%		90%	10%								9%	2%	8%	

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE RAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Frequency: -3

S2M3F.XLS
21/12/1993

MONTREAL-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				703	506	1209									
Train	345	124	470	0	0	0	266	77%	96	77%	362	77%			
Plane	272	1480	1752	143	1201	1344	130	48%	278	19%	408	23%			
Bus	105	13	118	74	12	86	31	29%	1	10%	32	27%			
Car	1225	353	1578	1141	325	1466	84	7%	28	8%	111	7%			
Total	1947	1970	3917	2061	2044	4106	510	26%	403	20%	913	23%	193	103	296
	50%	50%		50%	50%								10%	5%	8%

MONTREAL-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				15	6	22									
Train	4	2	6	0	0	0	3	78%	1	78%	5	78%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Car	100	33	133	96	28	124	4	4%	5	15%	9	7%			
Total	106	35	141	111	35	146	9	9%	6	18%	15	11%	6	0.3	7
	75%	25%		76%	24%								6%	1%	5%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Frequency: -3

S2M3F.XLS
21/12/1993

MONTREAL-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				19	9	28									
Train	12	0	13	0	0	0	11	90%	0	90%	11	90%			
Plane	6	22	28	3	17	21	3	43%	5	21%	7	26%			
Bus	2	0	2	0	0	0	2	100%	0	100%	2	100%			
Car	99	9	107	97	5	102	2	2%	3	40%	5	5%			
Total	118	31	150	119	31	151	17	14%	9	27%	25	17%	2	0	2
	79%	21%		79%	21%								2%	0%	2%

OTTAWA-KINGSTON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				302	107	409									
Train	18	14	32	0	0	0	17	93%	13	93%	29	93%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	57	8	65	31	6	37	26	46%	2	21%	28	43%			
Car	894	213	1107	747	172	919	147	16%	41	19%	189	17%			
Total	969	235	1204	1080	285	1365	190	20%	55	24%	246	20%	112	52	163
	81%	19%		79%	21%								12%	22%	14%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRRERAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Frequency: -3

S2M3F.XLS
21/12/1993

OTTAWA-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				654	444	1098									
Train	125	77	201	0	0	0	90	72%	55	72%	145	72%			
Plane	113	874	986	71	702	773	41	37%	172	20%	213	22%			
Bus	103	20	123	46	18	64	57	55%	2	8%	58	48%			
Car	1738	535	2273	1375	487	1862	363	21%	47	9%	411	18%			
Total	2078	1505	3583	2146	1652	3798	551	27%	276	18%	827	23%	103	168	271
	58%	42%		57%	43%								5%	11%	8%

OTTAWA-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				27	5	32									
Train	3	1	4	0	0	0	3	97%	1	100%	4	97%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	4	0.6	5	0	0.2	0	4	100%	0.4	67%	5	100%			
Car	190	27	217	170	23	193	20	10%	4	16%	24	11%			
Total	197	28	225	197	28	225	27	14%	5	19%	32	14%	0	0	0
	87%	13%		87%	13%								0%	0%	0%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

Full corridor - 200 KPH - Sensitivity Analysis - Frequency: -3

SOFREMAIL/CANARAIL/CIGGT

S2M3F.XLS
21/12/1993

OTTAWA-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				28	14	42									
Train	9	2	10	0	0	0	8	90%	1	90%	9	90%			
Plane	11	41	51	3	30	34	8	71%	10	25%	18	35%			
Bus	5	0	5	5	0	5	0	0%	0	0%	0	0%			
Car	110	25	135	99	23	122	11	10%	2	8%	13	10%			
Total	135	67	202	136	67	203	26	20%	13	20%	40	20%	2	1	3
	67%	33%		67%	33%								2%	1%	1%

KINGSTON-TORONTO

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				545	116	660									
Train	133	74	207	0	0	0	102	76%	57	76%	158	76%			
Plane	5	9	14	3	8	11	2	47%	1	8%	3	23%			
Bus	99	7.5	107	68	7.2	75	31	32%	0.3	4%	32	30%			
Car	2105	489	2595	1781	462	2243	324	15%	27	6%	352	14%			
Total	2342	580	2922	2396	593	2989	460	20%	85	15%	545	19%	85	31	115
	80%	20%		80%	20%								4%	5%	4%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRETRAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Frequency: -3

S2M3F.XLS
21/12/1993

KINGSTON-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				7	5	12									
Train	2	0	2	0	0	0	2	92%	0	#####	2	92%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	3	1	4	1	1	2	1	46%	0	0%	1	35%			
Car	59	43	102	58	38	96	2	3%	5	11%	6	6%			
Total	64	44	108	66	44	111	5	8%	5	10%	9	9%	2	1	3
	59%	41%		60%	40%								3%	2%	3%

KINGSTON-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				9	3	12									
Train	6	1	7	0	0	0	4	71%	1	71%	5	71%			
Plane	0	0.4	0	0	0.0	0	0	#####	0.4	100%	0.4	100%			
Bus	2.1	0	2	2.0	0	2	0.1	5%	0	#####	0.1	5%			
Car	92	20	113	87	19	106	5	5%	1	7%	6	6%			
Total	100	22	122	98	22	120	9	9%	3	12%	12	10%	0	0.3	0.3
	82%	18%		82%	18%								0%	1%	0.2%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE RAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Frequency: -3

S2M3F.XLS
21/12/1993

TORONTO-KITCHENER

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				250	51	301									
Train	29	4	34	0	0	0	19	63%	3	63%	21	63%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	212	26	238	210	26	235	3	1%	0	1%	3	1%			
Car	11828	3283	15111	11655	3239	14894	173	1%	44	1%	217	1%			
Total	12069	3313	15383	12114	3316	15430	194	2%	47	1%	241	2%	56	4	60
	78%	22%		79%	21%								0.5%	0.1%	0.4%

TORONTO-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				692	129	821									
Train	142	70	211	0	0	0	102	72%	50	72%	152	72%			
Plane	11	23	34	0	16	15	11	93%	7	32%	18	54%			
Bus	142	13	156	103	13	116	39	27%	0	2%	39	25%			
Car	4068	1433	5501	3663	1395	5059	405	10%	37	3%	442	8%			
Total	4363	1538	5901	4458	1553	6011	556	13%	95	6%	651	11%	135	34	169
	74%	26%		74%	26%								3%	2%	3%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE RAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Frequency: -3

S2M3F.XLS
21/12/1993

TORONTO-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				308	86	394									
Train	77	33	111	0	0	0	59	77%	26	77%	85	77%			
Plane	23	70	93	4	52	56	20	85%	18	26%	38	40%			
Bus	20	7	27	15	7	21	5	25%	0.7	9%	6	21%			
Car	1318	223	1540	1152	206	1359	165	13%	16	7%	182	12%			
Total	1438	333	1771	1478	351	1829	249	17%	61	18%	310	17%	58	25	84
	81%	19%		81%	19%								4%	8%	5%

KITCHENER-LONDON

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				84	42	126									
Train	19	1	20	0	0	0	9	48%	0	0%	9	46%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	10	0.8	11	9	0.8	9	2	15%	0	6%	2	14%			
Car	1395	552	1946	1383	528	1910	12	1%	24	4%	36	2%			
Total	1424	554	1978	1475	570	2046	23	2%	24	4%	47	2%	61	18	79
	72%	28%		72%	28%								4%	3%	4%

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005

SOFRE/RAIL/CANARAIL/CIGGT

Full corridor - 200 KPH - Sensitivity Analysis - Frequency: -3

S2M3F.XLS
22/12/1993

KITCHENER-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				120	54	174									
Train	2	0	2	0	0	0	2	100%	0	#####	2	100%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	1	0.4	1	0	0.2	1	0.3	44%	0.2	50%	0.5	47%			
Car	277	117	394	225	84	309	52	19%	34	29%	85	22%			
Total	279	118	397	346	138	483	54	19%	34	29%	88	22%	66	20	86
	70%	30%		72%	28%								24%	17%	22%

LONDON-WINDSOR

Mode	Référence 2005			Project situation in 2005			Diverted Traffic						Induced Traffic		
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				240	126	366									
Train	17	11	28	0	0	0	16	99%	11	99%	27	99%			
Plane	0	0	0	0	0	0	0	#####	0	#####	0	#####			
Bus	21	0	21	18	0	18	2	11%	0	#####	2	11%			
Car	1580	687	2267	1421	640	2061	158	10%	48	7%	206	9%			
Total	1617	698	2315	1680	766	2446	177	11%	59	8%	236	10%	63	67	131
	70%	30%		69%	31%								4%	10%	6%

S2M3F.XLS
22/12/1993

TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005
Full corridor - 200 KPH - Sensitivity Analysis - Frequency: -3

TOTAL 24 O/D PAIRS (both directions)

Mode	Référence 2005			Project situation in 2005			Diverted Traffic				Induced Traffic				
	NonB	Bus	Total	NonB	Bus	Total	NonB	%	Bus	%	Total	%	NonB	Bus	Total
HSR				6108	2350	8458									
Train	1190	591	1781	0	0	0	917	77%	456	77%	1373	77%			
Plane	490	2774	3264	262	2223	2485	227	46%	552	20%	779	24%			
Bus	1431	366	1797	1067	310	1377	364	25%	56	15%	420	23%			
Car	41884	11820	53704	38451	11185	49636	3433	8%	635	5%	4068	8%			
Total	44995	15551	60546	45888	16068	61956	4942	11%	1698	11%	6639	11%	1167	652	1819
	74%	26%		74%	26%								3%	4%	3%