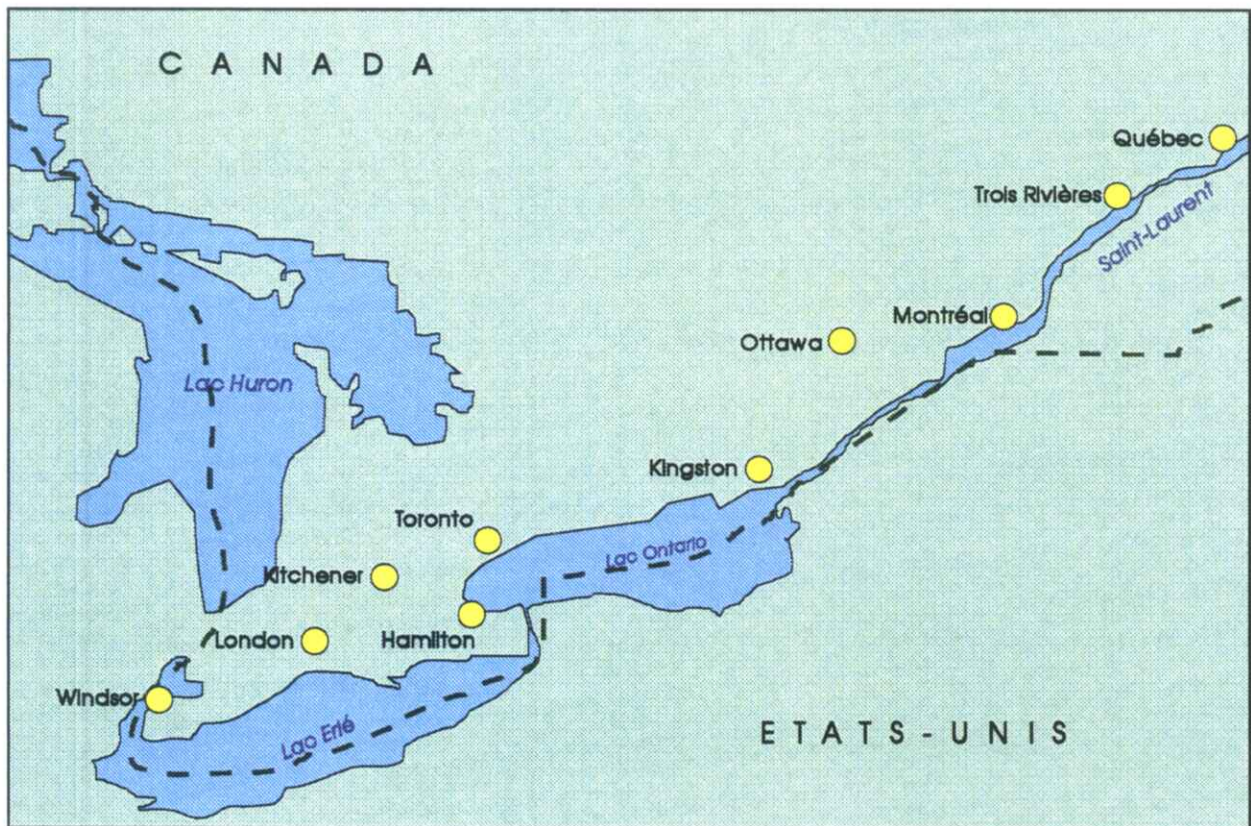


**Prévisions de trafic et de revenus  
pour une liaison à grande vitesse dans le corridor  
QUEBEC - MONTREAL - OTTAWA - TORONTO - WINDSOR**



**RESULTATS PRELIMAIRES  
Volume 4**

Février 1994

Ce rapport contient les prévisions préliminaires réalisées en mai et juin 1993. Les scénarios étudiés sont les suivants:

**Prévisions de juin 1993:**

- \* 300 KPH - Fréquence moyenne - Existing Row option - Année 2005
- \* 300 KPH - Fréquence moyenne - New Row option - Année 2005
- \* 200 KPH - Fréquence moyenne - Année 2005
- \* 300 KPH - Haute fréquence - Existing Row option - Année 2005
- \* 300 KPH - Fréquence moyenne - Existing Row option - Année 2025
- \* 300 KPH - Fréquence moyenne - Existing Row option - Année 2005  
Tarif HSR = 60 % tarif aérien

**Prévisions de mai 1993:**

- \* 300 KPH - Haute fréquence - Existing Row option - Année 2005
- \* 300 KPH - Fréquence moyenne - Existing Row option - Année 2005
- \* 300 KPH - Basse fréquence - Existing Row option - Année 2005
  
- \* 300 KPH - Fréquence moyenne - New Row option - Année 2005
  
- \* 200 KPH - Haute fréquence - Année 2005
- \* 200 KPH - Fréquence moyenne - Année 2005

Sont joints également à ce rapport:

- les données utilisées pour les prévisions,

- les plans d'exploitation.

# **PREVISIONS PRELIMINAIRES**

**JUIN 1993**

**300 KPH**

**Fréquence moyenne**

**Existing Row option**

**Année 2005**

### TRAFFIC AND REVENUES

300 KPH OPTION - MEDIUM FREQUENCY - YEAR 2005

Existing Row option (Total both directions)

| Traffic<br>(thousands of travellers) | Québec | Trois Rivières | Montréal | Ottawa | Kingston | Toronto | Hamilton | London | Windsor | Revenues<br>(millions of 1992 Can \$) |
|--------------------------------------|--------|----------------|----------|--------|----------|---------|----------|--------|---------|---------------------------------------|
| 1866                                 | 12     |                |          |        |          |         |          |        |         | 129.2                                 |
| 124                                  | 6      |                |          |        |          |         |          |        |         | 10.4                                  |
| 225                                  | 6      |                |          |        |          |         |          |        |         | 30.5                                  |
| 588                                  |        | 8              |          |        |          |         |          |        |         | 15.1                                  |
| 137                                  |        | 6              |          |        |          |         |          |        |         | 5.8                                   |
| 53                                   |        | 6              |          |        |          |         |          |        |         | 5.2                                   |
| 891                                  |        |                | 15       |        |          |         |          |        |         | 48.5                                  |
| 206                                  |        |                | 12       |        |          |         |          |        |         | 7.8                                   |
| 2103                                 |        |                | 18       |        |          |         |          |        |         | 248.7                                 |
| 88                                   |        |                | 6        |        |          |         |          |        |         | 9.5                                   |
| 63                                   |        |                | 6        |        |          |         |          |        |         | 6.6                                   |
| 531                                  |        |                |          | 12     |          |         |          |        |         | 22.3                                  |
| 1811                                 |        |                |          | 15     |          |         |          |        |         | 207.0                                 |
| 109                                  |        |                |          | 6      |          |         |          |        |         | 9.1                                   |
| 121                                  |        |                |          | 6      |          |         |          |        |         | 10.5                                  |
| 914                                  |        |                |          |        | 12       |         |          |        |         | 49.3                                  |
| 47                                   |        |                |          |        | 6        |         |          |        |         | 3.3                                   |
| 35                                   |        |                |          |        | 6        |         |          |        |         | 2.6                                   |
| 41                                   |        |                |          |        |          | 8       |          |        |         | 0.9                                   |
| 1228                                 |        |                |          |        |          | 12      |          |        |         | 48.9                                  |
| 706                                  |        |                |          |        |          | 12      |          |        |         | 56.5                                  |
| 276                                  |        |                |          |        |          |         | 8        |        |         | 5.7                                   |
| 285                                  |        |                |          |        |          |         | 8        |        |         | 11.5                                  |
| 631                                  |        |                |          |        |          |         |          | 12     |         | 26.4                                  |
| 13080                                | 2216   | 2994           | 4480     | 5310   | 5569     | 2437    | 2714     | 1621   |         | 971.4                                 |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005**  
**300 KPH - Existing Row option - Medium Frequency**

7 TOTAL (both directions)

| Mode  | Base<br>1992 | Référence 2005 |       |       | Project situation in 2005 |       |       | DIVERTED TRAFFIC |     |      |     | INDUCED TRAFFIC |     |         |      |       |
|-------|--------------|----------------|-------|-------|---------------------------|-------|-------|------------------|-----|------|-----|-----------------|-----|---------|------|-------|
|       |              | Non-Bus        | Bus   | Total | Non-Bus                   | Bus   | Total | Non-Bus          | %   | Bus  | %   | Total           | %   | Non-Bus | Bus  | Total |
| Train | 1767         | 1185           | 583   | 1768  | 8624                      | 4455  | 13079 | 1000             | 84% | 499  | 86% | 1499            | 85% |         |      |       |
| Plane | 2213         | 489            | 2789  | 3278  | 217                       | 1448  | 1665  | 272              | 56% | 1341 | 48% | 1613            | 49% |         |      |       |
| Bus   | 1732         | 1383           | 349   | 1732  | 901                       | 261   | 1162  | 482              | 35% | 88   | 25% | 570             | 33% |         |      |       |
| Total | 41787        | 44474          | 11624 | 56098 | 39837                     | 10339 | 50176 | 4636             | 10% | 1285 | 11% | 5921            | 11% | 2235    | 1241 | 3445  |
|       | 47499        | 47531          | 15345 | 62876 | 49580                     | 16503 | 66082 | 6390             | 13% | 3213 | 21% | 9603            | 15% | 5%      | 8%   | 5%    |
|       |              | 76%            | 24%   |       | 75%                       | 25%   |       |                  |     |      |     |                 |     |         |      |       |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005**  
**300 KPH - Existing Row option - Medium Frequency**

**QUEBEC-MONTREAL**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |           |           |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|-----------|-----------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus   | Bus       | Total      |
| Train        | 121          | 77             | 44          | 121         | 1362                      | 504         | 1866        | 60               | 78%        | 31         | 70%        | 91              | 75%        |           |           |            |
| Plane        | 53           | 5              | 71          | 77          | 0                         | 0           | 0           | 5                | 100%       | 71         | 100%       | 77              | 100%       |           |           |            |
| Bus          | 397          | 236            | 161         | 397         | 146                       | 115         | 261         | 90               | 38%        | 46         | 29%        | 136             | 34%        |           |           |            |
| Car          | 6230         | 6291           | 2074        | 8364        | 5136                      | 1804        | 6940        | 1155             | 18%        | 269        | 13%        | 1425            | 17%        |           |           |            |
| <b>Total</b> | <b>6801</b>  | <b>6609</b>    | <b>2350</b> | <b>8959</b> | <b>6643</b>               | <b>2423</b> | <b>9066</b> | <b>1310</b>      | <b>20%</b> | <b>418</b> | <b>18%</b> | <b>1728</b>     | <b>19%</b> | <b>52</b> | <b>86</b> | <b>138</b> |
|              |              | <b>74%</b>     | <b>26%</b>  |             | <b>73%</b>                | <b>27%</b>  |             |                  |            |            |            |                 |            | <b>1%</b> | <b>4%</b> | <b>2%</b>  |

**QUEBEC-OTTAWA**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| SR           |              |                |            |            | 100                       | 25         | 124        |                  |            |           |            |                 |            |           |           |           |
| Train        | 9            | 7              | 2          | 9          | 0                         | 0          | 0          | 7                | 100%       | 2         | 100%       | 9               | 100%       |           |           |           |
| Plane        | 29           | 4              | 39         | 43         | 0                         | 34         | 34         | 4                | 100%       | 5         | 14%        | 9               | 21%        |           |           |           |
| Bus          | 23           | 17             | 6          | 23         | 14                        | 0          | 14         | 3                | 16%        | 6         | 100%       | 9               | 38%        |           |           |           |
| Car          | 260          | 330            | 18         | 348        | 266                       | 10         | 276        | 64               | 19%        | 7         | 41%        | 71              | 21%        |           |           |           |
| <b>Total</b> | <b>321</b>   | <b>357</b>     | <b>65</b>  | <b>422</b> | <b>380</b>                | <b>69</b>  | <b>449</b> | <b>77</b>        | <b>22%</b> | <b>21</b> | <b>32%</b> | <b>98</b>       | <b>23%</b> | <b>22</b> | <b>4</b>  | <b>26</b> |
|              |              | <b>85%</b>     | <b>15%</b> |            | <b>85%</b>                | <b>15%</b> |            |                  |            |           |            |                 |            | <b>6%</b> | <b>6%</b> | <b>6%</b> |

**QUEBEC-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| SR           |              |                |            |            | 95                        | 131        | 225        |                  |            |           |            |                 |            |            |            |            |
| Train        | 28           | 24             | 4          | 28         | 0                         | 0          | 0          | 24               | 100%       | 4         | 100%       | 28              | 100%       |            |            |            |
| Plane        | 89           | 19             | 112        | 131        | 7                         | 67         | 74         | 12               | 65%        | 45        | 40%        | 57              | 44%        |            |            |            |
| Bus          | 5            | 4              | 1          | 5          | 0                         | 0          | 0          | 4                | 100%       | 1         | 100%       | 5               | 100%       |            |            |            |
| Car          | 87           | 92             | 25         | 117        | 81                        | 11         | 92         | 11               | 12%        | 14        | 57%        | 25              | 22%        |            |            |            |
| <b>Total</b> | <b>209</b>   | <b>140</b>     | <b>142</b> | <b>281</b> | <b>182</b>                | <b>209</b> | <b>391</b> | <b>52</b>        | <b>37%</b> | <b>64</b> | <b>45%</b> | <b>116</b>      | <b>41%</b> | <b>42</b>  | <b>67</b>  | <b>109</b> |
|              |              | <b>50%</b>     | <b>50%</b> |            | <b>47%</b>                | <b>53%</b> |            |                  |            |           |            |                 |            | <b>30%</b> | <b>47%</b> | <b>39%</b> |



**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005  
300 KPH - Existing Row option - Medium Frequency**

**TROIS-RIVIERES/MONTREAL**

| Mode         | Base 1992   | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |           |           |           | INDUCED TRAFFIC |           |            |           |            |
|--------------|-------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|-----------|-----------|-----------|-----------------|-----------|------------|-----------|------------|
|              |             | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %         | Bus       | %         | Total           | %         | Non-Bus    | Bus       | Total      |
| Train        | 0           | 0              | 0          | 0           | 500                       | 88         | 588         | 0                |           | 0         |           | 0               |           |            |           |            |
| Plane        | 0           | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |           | 0         |           | 0               |           |            |           |            |
| Bus          | 10          | 9              | 2          | 10          | 3                         | 1          | 3           | 6                | 68%       | 1         | 60%       | 7               | 67%       |            |           |            |
| Car          | 3175        | 3664           | 596        | 4260        | 3399                      | 553        | 3952        | 265              | 7%        | 43        | 7%        | 309             | 7%        |            |           |            |
| <b>Total</b> | <b>3185</b> | <b>3673</b>    | <b>598</b> | <b>4271</b> | <b>3901</b>               | <b>642</b> | <b>4543</b> | <b>271</b>       | <b>7%</b> | <b>44</b> | <b>7%</b> | <b>315</b>      | <b>7%</b> | <b>228</b> | <b>44</b> | <b>272</b> |
|              |             | <b>86%</b>     | <b>14%</b> |             | <b>86%</b>                | <b>14%</b> |             |                  |           |           |           |                 |           | <b>6%</b>  | <b>7%</b> | <b>6%</b>  |

**TROIS-RIVIERES/OTTAWA**

| Mode         | Base 1992  | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |          |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|----------|------------|-----------------|------------|------------|------------|------------|
|              |            | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus      | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSP          |            |                |            |            | 119                       | 18         | 137        |                  |            |          |            |                 |            |            |            |            |
| Train        | 0          | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |            | 0        |            | 0               |            |            |            |            |
| Plane        | 0          | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |            | 0        |            | 0               |            |            |            |            |
| Bus          | 12         | 12             | 0          | 12         | 4                         | 2          | 6          | 8                | 65%        | -2       |            | 6               | 50%        |            |            |            |
| Car          | 174        | 198            | 35         | 233        | 165                       | 25         | 190        | 33               | 17%        | 11       | 30%        | 44              | 19%        |            |            |            |
| <b>Total</b> | <b>186</b> | <b>210</b>     | <b>35</b>  | <b>245</b> | <b>288</b>                | <b>44</b>  | <b>332</b> | <b>41</b>        | <b>19%</b> | <b>9</b> | <b>25%</b> | <b>49</b>       | <b>20%</b> | <b>78</b>  | <b>9</b>   | <b>87</b>  |
|              |            | <b>86%</b>     | <b>14%</b> |            | <b>87%</b>                | <b>13%</b> |            |                  |            |          |            |                 |            | <b>37%</b> | <b>25%</b> | <b>36%</b> |

**TROIS-RIVIERES/TORONTO**

| Mode         | Base 1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |          |            | INDUCED TRAFFIC |            |           |            |            |
|--------------|-----------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|----------|------------|-----------------|------------|-----------|------------|------------|
|              |           | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus      | %          | Total           | %          | Non-Bus   | Bus        | Total      |
| HSR          |           |                |            |            | 43                        | 11         | 53         |                  |            |          |            |                 |            |           |            |            |
| Train        | 6         | 4              | 2          | 6          | 0                         | 0          | 0          | 4                | 100%       | 2        | 100%       | 6               | 100%       |           |            |            |
| Plane        | 17        | 6              | 19         | 26         | 0                         | 19         | 19         | 6                | 100%       | 0        | 0%         | 6               | 25%        |           |            |            |
| Bus          | 2         | 2              | 0          | 2          | 0                         | 0          | 0          | 2                | 100%       | 0        | 0%         | 2               | 100%       |           |            |            |
| Car          | 60        | 77             | 2          | 79         | 55                        | 1          | 56         | 22               | 29%        | 2        | 74%        | 24              | 30%        |           |            |            |
| <b>Total</b> | <b>85</b> | <b>90</b>      | <b>24</b>  | <b>113</b> | <b>98</b>                 | <b>30</b>  | <b>128</b> | <b>35</b>        | <b>39%</b> | <b>4</b> | <b>16%</b> | <b>38</b>       | <b>34%</b> | <b>8</b>  | <b>7</b>   | <b>15</b>  |
|              |           | <b>79%</b>     | <b>21%</b> |            | <b>76%</b>                | <b>24%</b> |            |                  |            |          |            |                 |            | <b>9%</b> | <b>30%</b> | <b>13%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005  
300 KPH - Existing Row option - Medium Frequency**

**MONTREAL-OTTAWA**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| ISR          |              |                |             |             | 731                       | 160         | 891         |                  |            |            |            |                 |            |           |           |           |
| Train        | 195          | 100            | 95          | 195         | 0                         | 0           | 0           | 79               | 79%        | 73         | 76%        | 151             | 78%        |           |           |           |
| Plane        | 33           | 11             | 38          | 49          | 2                         | 3           | 5           | 9                | 81%        | 35         | 91%        | 44              | 89%        |           |           |           |
| Bus          | 374          | 286            | 88          | 374         | 207                       | 73          | 279         | 80               | 28%        | 15         | 17%        | 95              | 25%        |           |           |           |
| Car          | 3905         | 4389           | 854         | 5242        | 3881                      | 823         | 4704        | 508              | 12%        | 30         | 4%         | 538             | 10%        |           |           |           |
| <b>Total</b> | <b>4507</b>  | <b>4786</b>    | <b>1074</b> | <b>5861</b> | <b>4820</b>               | <b>1060</b> | <b>5880</b> | <b>675</b>       | <b>14%</b> | <b>153</b> | <b>14%</b> | <b>828</b>      | <b>14%</b> | <b>55</b> | <b>8</b>  | <b>63</b> |
|              |              | <b>82%</b>     | <b>18%</b>  |             | <b>82%</b>                | <b>18%</b>  |             |                  |            |            |            |                 |            | <b>1%</b> | <b>1%</b> | <b>1%</b> |

**MONTREAL-KINGSTON**

| Mode         | Base<br>1992 | Référence 2005 |           |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|-----------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus       | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| ISR          |              |                |           |            | 171                       | 35         | 206        |                  |            |           |            |                 |            |            |            |            |
| Train        | 41           | 24             | 17        | 41         | 0                         | 0          | 0          | 22               | 91%        | 17        | 100%       | 39              | 95%        |            |            |            |
| Plane        | 0            | 0              | 0         | 0          | 0                         | 0          | 0          | 0                |            | 0         |            | 0               |            |            |            |            |
| Bus          | 24           | 20             | 4         | 24         | 11                        | 5          | 16         | 9                | 44%        | -1        | 0%         | 8               | 32%        |            |            |            |
| Car          | 211          | 274            | 11        | 285        | 218                       | 2          | 220        | 57               | 21%        | 9         | 80%        | 65              | 23%        |            |            |            |
| <b>Total</b> | <b>277</b>   | <b>318</b>     | <b>33</b> | <b>351</b> | <b>400</b>                | <b>43</b>  | <b>443</b> | <b>87</b>        | <b>27%</b> | <b>25</b> | <b>77%</b> | <b>112</b>      | <b>32%</b> | <b>84</b>  | <b>10</b>  | <b>94</b>  |
|              |              | <b>91%</b>     | <b>9%</b> |            | <b>90%</b>                | <b>10%</b> |            |                  |            |           |            |                 |            | <b>26%</b> | <b>31%</b> | <b>27%</b> |

**MONTREAL-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| ISR          |              |                |             |             | 862                       | 1241        | 2103        |                  |            |            |            |                 |            |            |            |            |
| Train        | 448          | 331            | 117         | 448         | 0                         | 0           | 0           | 301              | 91%        | 117        | 100%       | 418             | 93%        |            |            |            |
| Plane        | 1147         | 249            | 1454        | 1703        | 146                       | 899         | 1045        | 102              | 41%        | 555        | 38%        | 657             | 39%        |            |            |            |
| Bus          | 109          | 100            | 9           | 109         | 46                        | 3           | 49          | 54               | 54%        | 6          | 64%        | 60              | 55%        |            |            |            |
| Car          | 1273         | 1271           | 439         | 1710        | 1047                      | 295         | 1343        | 224              | 18%        | 143        | 33%        | 367             | 21%        |            |            |            |
| <b>Total</b> | <b>2978</b>  | <b>1951</b>    | <b>2019</b> | <b>3970</b> | <b>2102</b>               | <b>2439</b> | <b>4540</b> | <b>682</b>       | <b>35%</b> | <b>821</b> | <b>41%</b> | <b>1503</b>     | <b>38%</b> | <b>181</b> | <b>420</b> | <b>600</b> |
|              |              | <b>49%</b>     | <b>51%</b>  |             | <b>46%</b>                | <b>54%</b>  |             |                  |            |            |            |                 |            | <b>9%</b>  | <b>21%</b> | <b>15%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005**  
**300 KPH - Existing Row option - Medium Frequency**

**MONTREAL-HAMILTON**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |           |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|-----------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus       | Total      |
| HSR          |              |                |            |            | 57                        | 31         | 88         |                  |            |           |            |                 |            |            |           |            |
| Train        | 13           | 7              | 7          | 13         | 0                         | 0          | 0          | 7                | 100%       | 7         | 100%       | 13              | 100%       |            |           |            |
| Plane        | 21           | 2              | 29         | 31         | 0                         | 26         | 26         | 2                | 100%       | 3         | 12%        | 6               | 18%        |            |           |            |
| Bus          | 3            | 3              | 0          | 3          | 0                         | 0          | 0          | 3                | 100%       | 0         |            | 3               | 100%       |            |           |            |
| Car          | 60           | 69             | 12         | 82         | 48                        | 3          | 50         | 22               | 31%        | 10        | 80%        | 31              | 38%        |            |           |            |
| <b>Total</b> | <b>98</b>    | <b>82</b>      | <b>48</b>  | <b>130</b> | <b>105</b>                | <b>59</b>  | <b>164</b> | <b>34</b>        | <b>41%</b> | <b>20</b> | <b>41%</b> | <b>54</b>       | <b>41%</b> | <b>23</b>  | <b>0</b>  | <b>23</b>  |
|              |              | <b>63%</b>     | <b>37%</b> |            | <b>64%</b>                | <b>36%</b> |            |                  |            |           |            |                 |            | <b>28%</b> | <b>0%</b> | <b>18%</b> |

**MONTREAL-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |   | INDUCED TRAFFIC |            |            |             |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|---|-----------------|------------|------------|-------------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | % | Total           | %          | Non-Bus    | Bus         | Total     |
| HSR          |              |                |            |            | 48                        | 15         | 63         |                  |            |           |   |                 |            |            |             |           |
| Train        | 22           | 22             | 0          | 22         | 0                         | 0          | 0          | 22               | 100%       | 0         |   | 22              | 100%       |            |             |           |
| Plane        | 28           | 16             | 25         | 41         | 14                        | 14         | 28         | 2                | 10%        | 11        |   | 13              | 31%        |            |             |           |
| Bus          | 3            | 3              | 0          | 3          | 0                         | 0          | 0          | 3                | 100%       | 0         |   | 3               | 100%       |            |             |           |
| Car          | 60           | 57             | 25         | 82         | 54                        | 9          | 63         | 3                | 4%         | 16        |   | 19              | 23%        |            |             |           |
| <b>Total</b> | <b>114</b>   | <b>98</b>      | <b>51</b>  | <b>149</b> | <b>117</b>                | <b>38</b>  | <b>155</b> | <b>29</b>        | <b>30%</b> | <b>28</b> |   | <b>57</b>       | <b>38%</b> | <b>19</b>  | <b>-12</b>  | <b>6</b>  |
|              |              | <b>66%</b>     | <b>34%</b> |            | <b>75%</b>                | <b>25%</b> |            |                  |            |           |   |                 |            | <b>19%</b> | <b>-24%</b> | <b>4%</b> |

**OTTAWA-KINGSTON**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |             | 366                       | 165        | 531         |                  |            |           |            |                 |            |            |            |            |
| Train        | 42           | 22             | 20         | 42          | 0                         | 0          | 0           | 19               | 87%        | 18        | 90%        | 37              | 88%        |            |            |            |
| Plane        | 0            | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |            | 0         |            | 0               |            |            |            |            |
| Bus          | 70           | 63             | 7          | 70          | 25                        | 3          | 28          | 38               | 60%        | 4         |            | 42              | 60%        |            |            |            |
| Car          | 820          | 849            | 251        | 1101        | 668                       | 188        | 857         | 181              | 21%        | 63        | 25%        | 244             | 22%        |            |            |            |
| <b>Total</b> | <b>932</b>   | <b>934</b>     | <b>278</b> | <b>1213</b> | <b>1060</b>               | <b>356</b> | <b>1416</b> | <b>238</b>       | <b>25%</b> | <b>84</b> | <b>30%</b> | <b>323</b>      | <b>27%</b> | <b>128</b> | <b>80</b>  | <b>208</b> |
|              |              | <b>77%</b>     | <b>23%</b> |             | <b>75%</b>                | <b>25%</b> |             |                  |            |           |            |                 |            | <b>14%</b> | <b>29%</b> | <b>17%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005**  
**300 KPH - Existing Row option - Medium Frequency**

**OTTAWA-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |             |             | 978                       | 833         | 1811        |                  |            |            |            |                 |            |            |            |            |
| Train        | 221          | 132            | 89          | 221         | 0                         | 0           | 0           | 114              | 86%        | 73         | 82%        | 187             | 85%        |            |            |            |
| Plane        | 647          | 128            | 832         | 959         | 37                        | 333         | 370         | 91               | 71%        | 498        | 60%        | 589             | 61%        |            |            |            |
| Bus          | 126          | 107            | 19          | 126         | 45                        | 13          | 57          | 62               | 58%        | 7          | 35%        | 69              | 55%        |            |            |            |
| Car          | 1721         | 1869           | 442         | 2310        | 1475                      | 324         | 1799        | 394              | 21%        | 118        | 27%        | 512             | 22%        |            |            |            |
| <b>Total</b> | <b>2716</b>  | <b>2235</b>    | <b>1382</b> | <b>3617</b> | <b>2534</b>               | <b>1502</b> | <b>4037</b> | <b>660</b>       | <b>30%</b> | <b>696</b> | <b>50%</b> | <b>1357</b>     | <b>38%</b> | <b>318</b> | <b>137</b> | <b>454</b> |
|              |              | <b>62%</b>     | <b>38%</b>  |             | <b>63%</b>                | <b>37%</b>  |             |                  |            |            |            |                 |            | <b>14%</b> | <b>10%</b> | <b>13%</b> |

**OTTAWA-HAMILTON**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |           |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|-----------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus       | Total      |
| HSR          |              |                |            |            | 85                        | 24         | 109        |                  |            |           |            |                 |            |            |           |            |
| Train        | 7            | 5              | 2          | 7          | 0                         | 0          | 0          | 5                | 100%       | 2         | 100%       | 7               | 100%       |            |           |            |
| Plane        | 8            | 0              | 12         | 12         | 0                         | 0          | 0          | 0                |            | 12        | 100%       | 12              | 100%       |            |           |            |
| Bus          | 8            | 8              | 0          | 8          | 2                         | 0          | 2          | 7                | 80%        | 0         |            | 7               | 80%        |            |           |            |
| Car          | 96           | 116            | 15         | 131        | 91                        | 5          | 96         | 26               | 22%        | 10        | 68%        | 36              | 27%        |            |           |            |
| <b>Total</b> | <b>121</b>   | <b>130</b>     | <b>28</b>  | <b>158</b> | <b>177</b>                | <b>29</b>  | <b>206</b> | <b>37</b>        | <b>29%</b> | <b>23</b> | <b>83%</b> | <b>61</b>       | <b>38%</b> | <b>48</b>  | <b>0</b>  | <b>48</b>  |
|              |              | <b>82%</b>     | <b>18%</b> |            | <b>86%</b>                | <b>14%</b> |            |                  |            |           |            |                 |            | <b>37%</b> | <b>2%</b> | <b>31%</b> |

**OTTAWA-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |           |            |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|-----------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus   | Bus        | Total      |
| HSR          |              |                |            |            | 63                        | 58         | 121        |                  |            |           |            |                 |            |           |            |            |
| Train        | 10           | 8              | 2          | 10         | 0                         | 0          | 0          | 8                | 100%       | 2         | 100%       | 10              | 100%       |           |            |            |
| Plane        | 40           | 12             | 48         | 60         | 2                         | 16         | 18         | 10               | 82%        | 32        | 67%        | 42              | 70%        |           |            |            |
| Bus          | 6            | 6              | 0          | 6          | 0                         | 0          | 0          | 6                | 100%       | 0         |            | 6               | 100%       |           |            |            |
| Car          | 97           | 117            | 12         | 129        | 83                        | 11         | 95         | 34               | 29%        | 1         | 6%         | 34              | 27%        |           |            |            |
| <b>Total</b> | <b>153</b>   | <b>143</b>     | <b>62</b>  | <b>205</b> | <b>148</b>                | <b>85</b>  | <b>234</b> | <b>58</b>        | <b>40%</b> | <b>35</b> | <b>56%</b> | <b>93</b>       | <b>45%</b> | <b>5</b>  | <b>23</b>  | <b>28</b>  |
|              |              | <b>70%</b>     | <b>30%</b> |            | <b>63%</b>                | <b>37%</b> |            |                  |            |           |            |                 |            | <b>4%</b> | <b>37%</b> | <b>14%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005  
300 KPH - Existing Row option - Medium Frequency**

**KINGSTON-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |         |     |       |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|------------|------------|------------|-----------------|------------|---------|-----|-------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus | Bus | Total |
| HSR          |              |                |            |             | 741                       | 174        | 914         |                  |            |            |            |                 |            |         |     |       |
| Train        | 165          | 106            | 59         | 165         | 0                         | 0          | 0           | 101              | 95%        | 55         | 93%        | 156             | 94%        |         |     |       |
| Plane        | 11           | 7              | 9          | 16          | 0                         | 0          | 0           | 7                | 100%       | 9          | 100%       | 16              | 100%       |         |     |       |
| Bus          | 110          | 102            | 7          | 110         | 48                        | 4          | 52          | 54               | 53%        | 3          | 44%        | 58              | 53%        |         |     |       |
| Car          | 1995         | 2220           | 457        | 2677        | 1692                      | 371        | 2063        | 528              | 24%        | 86         | 19%        | 614             | 23%        |         |     |       |
| <b>Total</b> | <b>2281</b>  | <b>2435</b>    | <b>533</b> | <b>2968</b> | <b>2480</b>               | <b>549</b> | <b>3029</b> | <b>690</b>       | <b>28%</b> | <b>154</b> | <b>29%</b> | <b>844</b>      | <b>28%</b> | 50      | 0   | 50    |
|              |              | 82%            | 18%        |             | 82%                       | 18%        |             |                  |            |            |            |                 |            | 2%      | 0%  | 2%    |

**KINGSTON-HAMILTON**

| Mode         | Base<br>1992 | Référence 2005 |          |            | Project situation in 2005 |          |            | DIVERTED TRAFFIC |            |          |   | INDUCED TRAFFIC |            |         |     |       |
|--------------|--------------|----------------|----------|------------|---------------------------|----------|------------|------------------|------------|----------|---|-----------------|------------|---------|-----|-------|
|              |              | Non-Bus        | Bus      | Total      | Non-Bus                   | Bus      | Total      | Non-Bus          | %          | Bus      | % | Total           | %          | Non-Bus | Bus | Total |
| HSP          |              |                |          |            | 47                        | 0        | 47         |                  |            |          |   |                 |            |         |     |       |
| Train        | 2            | 2              | 0        | 2          | 0                         | 0        | 0          | 2                | 100%       | 0        |   | 2               | 100%       |         |     |       |
| Plane        | 0            | 0              | 0        | 0          | 0                         | 0        | 0          | 0                |            | 0        |   | 0               |            |         |     |       |
| Bus          | 2            | 2              | 0        | 2          | 0                         | 0        | 0          | 2                | 100%       | 0        |   | 2               | 100%       |         |     |       |
| Car          | 88           | 119            | 0        | 119        | 105                       | 0        | 105        | 14               | 12%        | 0        |   | 14              | 12%        |         |     |       |
| <b>Total</b> | <b>93</b>    | <b>123</b>     | <b>0</b> | <b>123</b> | <b>152</b>                | <b>0</b> | <b>152</b> | <b>19</b>        | <b>15%</b> | <b>0</b> |   | <b>19</b>       | <b>15%</b> | 28      | 0   | 28    |
|              |              | 100%           | 0%       |            | 100%                      | 0%       |            |                  |            |          |   |                 |            | 23%     |     | 23%   |

**KINGSTON-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |          |            | Project situation in 2005 |           |            | DIVERTED TRAFFIC |            |          |            | INDUCED TRAFFIC |            |         |     |       |
|--------------|--------------|----------------|----------|------------|---------------------------|-----------|------------|------------------|------------|----------|------------|-----------------|------------|---------|-----|-------|
|              |              | Non-Bus        | Bus      | Total      | Non-Bus                   | Bus       | Total      | Non-Bus          | %          | Bus      | %          | Total           | %          | Non-Bus | Bus | Total |
| HSR          |              |                |          |            | 28                        | 7         | 35         |                  |            |          |            |                 |            |         |     |       |
| Train        | 10           | 8              | 2        | 10         | 0                         | 0         | 0          | 8                | 100%       | 2        | 100%       | 10              | 100%       |         |     |       |
| Plane        | 0            | 0              | 0        | 0          | 0                         | 0         | 0          | 0                |            | 0        |            | 0               |            |         |     |       |
| Bus          | 5            | 5              | 0        | 5          | 3                         | 2         | 6          | 1                | 29%        | -2       |            | -1              |            |         |     |       |
| Car          | 81           | 104            | 6        | 109        | 88                        | 2         | 90         | 15               | 15%        | 4        | 68%        | 19              | 18%        |         |     |       |
| <b>Total</b> | <b>96</b>    | <b>116</b>     | <b>8</b> | <b>124</b> | <b>120</b>                | <b>11</b> | <b>131</b> | <b>25</b>        | <b>21%</b> | <b>4</b> | <b>46%</b> | <b>28</b>       | <b>23%</b> | 4       | 3   | 7     |
|              |              | 94%            | 6%       |            | 92%                       | 8%        |            |                  |            |          |            |                 |            | 3%      | 38% | 5%    |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005**  
**300 KPH - Existing Row option - Medium Frequency**

**TORONTO-HAMILTON**

| Mode         | Base<br>1992 | Référence 2005 |           |            | Project situation in 2005 |           |            | DIVERTED TRAFFIC |            |          |   | INDUCED TRAFFIC |            |           |          |           |
|--------------|--------------|----------------|-----------|------------|---------------------------|-----------|------------|------------------|------------|----------|---|-----------------|------------|-----------|----------|-----------|
|              |              | Non-Bus        | Bus       | Total      | Non-Bus                   | Bus       | Total      | Non-Bus          | %          | Bus      | % | Total           | %          | Non-Bus   | Bus      | Total     |
| HSR          |              |                |           |            | 41                        | 0         | 41         |                  |            |          |   |                 |            |           |          |           |
| Train        | 7            | 7              | 0         | 7          | 0                         | 0         | 0          | 7                | 100%       | 0        |   | 7               | 100%       |           |          |           |
| Plane        | 0            | 0              | 0         | 0          | 0                         | 0         | 0          | 0                |            | 0        |   | 0               |            |           |          |           |
| Bus          | 0            | 0              | 0         | 0          | 0                         | 0         | 0          | 0                |            | 0        |   | 0               |            |           |          |           |
| Car          | 154          | 209            | 0         | 209        | 183                       | 0         | 183        | 26               | 13%        | 0        |   | 26              | 13%        |           |          |           |
| <b>Total</b> | <b>161</b>   | <b>215</b>     | <b>0</b>  | <b>215</b> | <b>223</b>                | <b>0</b>  | <b>223</b> | <b>33</b>        | <b>15%</b> | <b>0</b> |   | <b>33</b>       | <b>15%</b> | <b>8</b>  | <b>0</b> | <b>8</b>  |
|              |              | <b>100%</b>    | <b>0%</b> |            | <b>100%</b>               | <b>0%</b> |            |                  |            |          |   |                 |            | <b>4%</b> |          | <b>4%</b> |

**TC ONTO-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |           |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|-----------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus       | Total      |
| HSR          |              |                |             |             | 934                       | 295         | 1228        |                  |            |            |            |                 |            |            |           |            |
| Train        | 207          | 141            | 66          | 207         | 0                         | 0           | 0           | 122              | 87%        | 56         | 84%        | 178             | 86%        |            |           |            |
| Plane        | 21           | 6              | 25          | 31          | 0                         | 0           | 0           | 6                | 100%       | 25         | 100%       | 31              | 100%       |            |           |            |
| Bus          | 129          | 121            | 8           | 129         | 94                        | 7           | 101         | 28               | 23%        | 1          | 10%        | 28              | 22%        |            |           |            |
| Car          | 4184         | 4060           | 1555        | 5615        | 3504                      | 1363        | 4867        | 556              | 14%        | 192        | 12%        | 748             | 13%        |            |           |            |
| <b>Total</b> | <b>4541</b>  | <b>4328</b>    | <b>1654</b> | <b>5982</b> | <b>4532</b>               | <b>1665</b> | <b>6196</b> | <b>711</b>       | <b>16%</b> | <b>274</b> | <b>17%</b> | <b>985</b>      | <b>16%</b> | <b>222</b> | <b>21</b> | <b>243</b> |
|              |              | <b>72%</b>     | <b>28%</b>  |             | <b>73%</b>                | <b>27%</b>  |             |                  |            |            |            |                 |            | <b>5%</b>  | <b>1%</b> | <b>4%</b>  |

**TC ONTO-WINDSOR**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |             | 550                       | 155        | 706         |                  |            |            |            |                 |            |            |            |            |
| Train        | 110          | 78             | 32         | 110         | 0                         | 0          | 0           | 70               | 90%        | 27         | 86%        | 98              | 89%        |            |            |            |
| Plane        | 64           | 24             | 70         | 94          | 8                         | 32         | 40          | 16               | 65%        | 38         | 55%        | 54              | 57%        |            |            |            |
| Bus          | 28           | 20             | 8          | 28          | 9                         | 3          | 12          | 11               | 57%        | 5          | 57%        | 16              | 57%        |            |            |            |
| Car          | 1162         | 1334           | 226        | 1560        | 1028                      | 181        | 1210        | 306              | 23%        | 45         | 20%        | 350             | 22%        |            |            |            |
| <b>Total</b> | <b>1364</b>  | <b>1456</b>    | <b>336</b> | <b>1792</b> | <b>1595</b>               | <b>372</b> | <b>1967</b> | <b>403</b>       | <b>28%</b> | <b>115</b> | <b>34%</b> | <b>518</b>      | <b>29%</b> | <b>147</b> | <b>40</b>  | <b>187</b> |
|              |              | <b>81%</b>     | <b>19%</b> |             | <b>81%</b>                | <b>19%</b> |             |                  |            |            |            |                 |            | <b>10%</b> | <b>12%</b> | <b>10%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005**  
**300 KPH - Existing Row option - Medium Frequency**

**HAMILTON-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |            | 133                       | 144        | 276        |                  |            |           |            |                 |            |            |            |            |
| Train        | 2            | 1              | 1          | 2          | 0                         | 0          | 0          | 1                | 100%       | 1         |            | 2               | 100%       |            |            |            |
| Plane        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |            | 0         |            | 0               |            |            |            |            |
| Bus          | 13           | 13             | 0          | 13         | 7                         | 1          | 8          | 6                | 49%        | -1        |            | 5               | 40%        |            |            |            |
| Car          | 476          | 342            | 296        | 639        | 311                       | 265        | 575        | 32               | 9%         | 32        | 11%        | 64              | 10%        |            |            |            |
| <b>Total</b> | <b>491</b>   | <b>356</b>     | <b>297</b> | <b>654</b> | <b>450</b>                | <b>410</b> | <b>860</b> | <b>39</b>        | <b>11%</b> | <b>32</b> | <b>11%</b> | <b>71</b>       | <b>11%</b> | <b>94</b>  | <b>112</b> | <b>206</b> |
|              |              | <b>55%</b>     | <b>45%</b> |            | <b>52%</b>                | <b>48%</b> |            |                  |            |           |            |                 |            | <b>26%</b> | <b>38%</b> | <b>31%</b> |

**HAMILTON-WINDSOR**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |           |            | DIVERTED TRAFFIC |            |          |            | INDUCED TRAFFIC |            |             |           |            |
|--------------|--------------|----------------|------------|------------|---------------------------|-----------|------------|------------------|------------|----------|------------|-----------------|------------|-------------|-----------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus       | Total      | Non-Bus          | %          | Bus      | %          | Total           | %          | Non-Bus     | Bus       | Total      |
| HSR          |              |                |            |            | 276                       | 9         | 285        |                  |            |          |            |                 |            |             |           |            |
| Train        | 2            | 2              | 0          | 2          | 0                         | 0         | 0          | 2                | 100%       | 0        |            | 2               | 100%       |             |           |            |
| Plane        | 0            | 0              | 0          | 0          | 0                         | 0         | 0          | 0                |            | 0        |            | 0               |            |             |           |            |
| Bus          | 2            | 2              | 0          | 2          | 0                         | 0         | 0          | 2                | 100%       | 0        |            | 2               | 100%       |             |           |            |
| Car          | 190          | 220            | 34         | 254        | 174                       | 28        | 202        | 46               | 21%        | 6        | 17%        | 52              | 20%        |             |           |            |
| <b>Total</b> | <b>194</b>   | <b>224</b>     | <b>34</b>  | <b>258</b> | <b>450</b>                | <b>37</b> | <b>487</b> | <b>50</b>        | <b>22%</b> | <b>6</b> | <b>17%</b> | <b>56</b>       | <b>22%</b> | <b>226</b>  | <b>3</b>  | <b>229</b> |
|              |              | <b>87%</b>     | <b>13%</b> |            | <b>92%</b>                | <b>8%</b> |            |                  |            |          |            |                 |            | <b>101%</b> | <b>8%</b> | <b>89%</b> |

**LONDON-WINDSOR**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |           |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|-----------|------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %         | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |             | 296                       | 334        | 631         |                  |           |            |            |                 |            |            |            |            |
| Train        | 28           | 16             | 12         | 28          | 0                         | 0          | 0           | 15               | 96%       | 11         | 89%        | 26              | 93%        |            |            |            |
| Plane        | 0            | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |           | 0          |            | 0               |            |            |            |            |
| Bus          | 20           | 20             | 0          | 20          | 18                        | 0          | 18          | 2                | 10%       | 0          |            | 2               | 10%        |            |            |            |
| Car          | 1710         | 1600           | 696        | 2296        | 1484                      | 522        | 2006        | 116              | 7%        | 174        | 25%        | 290             | 13%        |            |            |            |
| <b>Total</b> | <b>1758</b>  | <b>1636</b>    | <b>708</b> | <b>2344</b> | <b>1799</b>               | <b>856</b> | <b>2655</b> | <b>133</b>       | <b>8%</b> | <b>185</b> | <b>26%</b> | <b>318</b>      | <b>14%</b> | <b>164</b> | <b>149</b> | <b>313</b> |
|              |              | <b>70%</b>     | <b>30%</b> |             | <b>68%</b>                | <b>32%</b> |             |                  |           |            |            |                 |            | <b>10%</b> | <b>21%</b> | <b>13%</b> |

**300 KPH**

**Fréquence moyenne**

**New Row option**

**Année 2005**



**TRAFFIC AND REVENUES**  
 300 KPH OPTION - MEDIUM FREQUENCY - YEAR 2005  
 New Row option (Total both directions)

| Traffic<br>(thousands of travellers) | Quebec      | Trois Rivières | Montréal    | Ottawa      | Kingston    | Toronto     | Kitchener   | London      | Windsor | Revenues<br>(millions of 1992 Can \$) |
|--------------------------------------|-------------|----------------|-------------|-------------|-------------|-------------|-------------|-------------|---------|---------------------------------------|
| 1866                                 | 12          |                |             |             |             |             |             |             |         | 129.2                                 |
| 125                                  | 6           |                |             |             |             |             |             |             |         | 10.5                                  |
| 205                                  | 6           |                |             |             |             |             |             |             |         | 27.8                                  |
| 590                                  |             | 8              |             |             |             |             |             |             |         | 15.2                                  |
| 135                                  |             | 6              |             |             |             |             |             |             |         | 5.6                                   |
| 52                                   |             | 6              |             |             |             |             |             |             |         | 5.1                                   |
| 871                                  |             |                | 15          |             |             |             |             |             |         | 47.7                                  |
| 191                                  |             |                | 12          |             |             |             |             |             |         | 7.2                                   |
| 1971                                 |             |                | 18          |             |             |             |             |             |         | 231.5                                 |
| 26                                   |             |                | 6           |             |             |             |             |             |         | 2.2                                   |
| 60                                   |             |                | 6           |             |             |             |             |             |         | 6.5                                   |
| 527                                  |             |                |             | 12          |             |             |             |             |         | 22.2                                  |
| 1772                                 |             |                |             | 15          |             |             |             |             |         | 202.1                                 |
| 98                                   |             |                |             | 6           |             |             |             |             |         | 5.1                                   |
| 113                                  |             |                |             | 6           |             |             |             |             |         | 9.8                                   |
| 883                                  |             |                |             |             | 12          |             |             |             |         | 47.3                                  |
| 33                                   |             |                |             |             | 6           |             |             |             |         | 2.1                                   |
| 34                                   |             |                |             |             | 6           |             |             |             |         | 2.5                                   |
| 667                                  |             |                |             |             |             | 8           |             |             |         | 11.1                                  |
| 1152                                 |             |                |             |             |             | 12          |             |             |         | 45.5                                  |
| 681                                  |             |                |             |             |             | 12          |             |             |         | 54.0                                  |
| 186                                  |             |                |             |             |             |             | 8           |             |         | 5.3                                   |
| 281                                  |             |                |             |             |             |             | 8           |             |         | 13.0                                  |
| 599                                  |             |                |             |             |             |             |             | 12          |         | 24.7                                  |
| <b>13121</b>                         | <b>2196</b> | <b>2973</b>    | <b>4227</b> | <b>5016</b> | <b>5249</b> | <b>2866</b> | <b>2508</b> | <b>1561</b> |         | <b>933.2</b>                          |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005**  
**300 KPH - New Row option - Medium Frequency**

**TOTAL (both directions)**

| Mode         | Base<br>1992 | Référence 2005 |              |              | Project situation in 2005 |              |              | DIVERTED TRAFFIC |            |             |            | INDUCED TRAFFIC |            |             |            |             |
|--------------|--------------|----------------|--------------|--------------|---------------------------|--------------|--------------|------------------|------------|-------------|------------|-----------------|------------|-------------|------------|-------------|
|              |              | Non-Bus        | Bus          | Total        | Non-Bus                   | Bus          | Total        | Non-Bus          | %          | Bus         | %          | Total           | %          | Non-Bus     | Bus        | Total       |
| ISD          |              |                |              |              | 8835                      | 4285         | 13120        |                  |            |             |            |                 |            |             |            |             |
| Tram         | 1767         | 1185           | 583          | 1768         | 0                         | 0            | 0            | 1026             | 88%        | 493         | 86%        | 1519            | 88%        |             |            |             |
| Rail         | 2213         | 489            | 2789         | 3277         | 223                       | 1492         | 1715         | 266              | 55%        | 1296        | 47%        | 1562            | 48%        |             |            |             |
| Bus          | 1732         | 1383           | 349          | 1732         | 895                       | 261          | 1155         | 488              | 36%        | 88          | 25%        | 576             | 34%        |             |            |             |
| Car          | 41787        | 44474          | 11624        | 56098        | 39785                     | 10202        | 49987        | 4689             | 11%        | 1422        | 13%        | 6111            | 11%        |             |            |             |
| <b>Total</b> | <b>47499</b> | <b>47531</b>   | <b>15345</b> | <b>62876</b> | <b>49737</b>              | <b>16240</b> | <b>65977</b> | <b>6469</b>      | <b>14%</b> | <b>3300</b> | <b>22%</b> | <b>9769</b>     | <b>16%</b> | <b>2366</b> | <b>986</b> | <b>3352</b> |
|              |              | <b>76%</b>     | <b>24%</b>   |              | <b>75%</b>                | <b>25%</b>   |              |                  |            |             |            |                 |            | <b>5%</b>   | <b>7%</b>  | <b>5%</b>   |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005**  
**300 KPH - New Row option - Medium Frequency**

**QUEBEC-MONTREAL**

| Mode         | Base 1992   | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |           |           |            |
|--------------|-------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|-----------|-----------|------------|
|              |             | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus   | Bus       | Total      |
| Train        | 121         | 77             | 44          | 121         | 1362                      | 504         | 1866        | 60               | 78%        | 31         | 70%        | 91              | 75%        |           |           |            |
| Plane        | 53          | 5              | 71          | 77          | 0                         | 0           | 0           | 5                | 100%       | 71         | 100%       | 77              | 100%       |           |           |            |
| Bus          | 397         | 236            | 161         | 397         | 146                       | 115         | 261         | 90               | 38%        | 46         | 29%        | 136             | 34%        |           |           |            |
| Car          | 6230        | 6291           | 2074        | 8364        | 5136                      | 1804        | 6940        | 1155             | 18%        | 269        | 13%        | 1425            | 17%        |           |           |            |
| <b>Total</b> | <b>6801</b> | <b>6609</b>    | <b>2350</b> | <b>8959</b> | <b>6643</b>               | <b>2423</b> | <b>9066</b> | <b>1310</b>      | <b>20%</b> | <b>418</b> | <b>18%</b> | <b>1728</b>     | <b>19%</b> | <b>52</b> | <b>86</b> | <b>138</b> |
|              |             | <b>74%</b>     | <b>26%</b>  |             | <b>73%</b>                | <b>27%</b>  |             |                  |            |            |            |                 |            | <b>1%</b> | <b>4%</b> | <b>2%</b>  |

**QUEBEC-OTTAWA**

| Mode         | Base 1992  | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|-----------|-----------|-----------|
|              |            | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          | 0          |                |            |            | 100                       | 25         | 125        |                  |            |           |            |                 |            |           |           |           |
| Train        | 9          | 7              | 2          | 9          | 0                         | 0          | 0          | 7                | 100%       | 2         | 100%       | 9               | 100%       |           |           |           |
| Plane        | 29         | 4              | 39         | 43         | 0                         | 31         | 31         | 4                | 100%       | 8         | 20%        | 11              | 27%        |           |           |           |
| Bus          | 23         | 17             | 6          | 23         | 15                        | 0          | 15         | 2                | 9%         | 6         | 100%       | 8               | 34%        |           |           |           |
| Car          | 260        | 330            | 18         | 348        | 266                       | 10         | 276        | 64               | 19%        | 7         | 41%        | 71              | 21%        |           |           |           |
| <b>Total</b> | <b>321</b> | <b>357</b>     | <b>65</b>  | <b>422</b> | <b>381</b>                | <b>67</b>  | <b>448</b> | <b>76</b>        | <b>21%</b> | <b>23</b> | <b>36%</b> | <b>99</b>       | <b>24%</b> | <b>24</b> | <b>2</b>  | <b>25</b> |
|              |            | <b>85%</b>     | <b>15%</b> |            | <b>85%</b>                | <b>15%</b> |            |                  |            |           |            |                 |            | <b>7%</b> | <b>3%</b> | <b>6%</b> |

**QUEBEC-TORONTO**

| Mode         | Base 1992  | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |            | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |            |                |            |            | 88                        | 117        | 205        |                  |            |           |            |                 |            |            |            |            |
| Train        | 28         | 24             | 4          | 28         | 0                         | 0          | 0          | 24               | 100%       | 4         | 100%       | 28              | 100%       |            |            |            |
| Plane        | 89         | 19             | 112        | 131        | 6                         | 70         | 76         | 13               | 68%        | 42        | 37%        | 55              | 42%        |            |            |            |
| Bus          | 5          | 4              | 1          | 5          | 0                         | 0          | 0          | 4                | 100%       | 1         | 100%       | 5               | 100%       |            |            |            |
| Car          | 87         | 92             | 25         | 117        | 80                        | 12         | 92         | 11               | 12%        | 13        | 53%        | 25              | 21%        |            |            |            |
| <b>Total</b> | <b>209</b> | <b>140</b>     | <b>142</b> | <b>281</b> | <b>175</b>                | <b>199</b> | <b>374</b> | <b>53</b>        | <b>38%</b> | <b>60</b> | <b>42%</b> | <b>113</b>      | <b>40%</b> | <b>35</b>  | <b>57</b>  | <b>93</b>  |
|              |            | <b>50%</b>     | <b>50%</b> |            | <b>47%</b>                | <b>53%</b> |            |                  |            |           |            |                 |            | <b>25%</b> | <b>41%</b> | <b>33%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005  
300 KPH - New Row option - Medium Frequency**

**TROIS-RIVIERES/MONTREAL**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |           |           |           | INDUCED TRAFFIC |           |            |           |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|-----------|-----------|-----------|-----------------|-----------|------------|-----------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %         | Bus       | %         | Total           | %         | Non-Bus    | Bus       | Total      |
| HSR          |              |                |            |             | 507                       | 83         | 590         |                  |           |           |           |                 |           |            |           |            |
| Train        | 0            | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |           | 0         |           | 0               |           |            |           |            |
| Plane        | 0            | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |           | 0         |           | 0               |           |            |           |            |
| Bus          | 10           | 9              | 2          | 10          | 3                         | 1          | 3           | 6                | 68%       | 1         | 60%       | 7               | 67%       |            |           |            |
| Car          | 3175         | 3664           | 596        | 4260        | 3397                      | 553        | 3950        | 267              | 7%        | 43        | 7%        | 310             | 7%        |            |           |            |
| <b>Total</b> | <b>3185</b>  | <b>3673</b>    | <b>598</b> | <b>4271</b> | <b>3907</b>               | <b>636</b> | <b>4544</b> | <b>273</b>       | <b>7%</b> | <b>44</b> | <b>7%</b> | <b>317</b>      | <b>7%</b> | <b>235</b> | <b>38</b> | <b>273</b> |
|              |              | <b>86%</b>     | <b>14%</b> |             | <b>86%</b>                | <b>14%</b> |             |                  |           |           |           |                 |           | <b>6%</b>  | <b>6%</b> | <b>6%</b>  |

**TROIS-RIVIERES/OTTAWA**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |          |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus      | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |            | 120                       | 15         | 135        |                  |            |          |            |                 |            |            |            |            |
| Train        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |            | 0        |            | 0               |            |            |            |            |
| Plane        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |            | 0        |            | 0               |            |            |            |            |
| Bus          | 12           | 12             | 0          | 12         | 4                         | 3          | 7          | 7                | 63%        | -3       |            | 5               | 40%        |            |            |            |
| Car          | 174          | 198            | 35         | 233        | 164                       | 25         | 189        | 34               | 17%        | 11       | 31%        | 45              | 19%        |            |            |            |
| <b>Total</b> | <b>186</b>   | <b>210</b>     | <b>35</b>  | <b>245</b> | <b>289</b>                | <b>42</b>  | <b>331</b> | <b>41</b>        | <b>20%</b> | <b>8</b> | <b>23%</b> | <b>49</b>       | <b>20%</b> | <b>79</b>  | <b>7</b>   | <b>86</b>  |
|              |              | <b>86%</b>     | <b>14%</b> |            | <b>87%</b>                | <b>13%</b> |            |                  |            |          |            |                 |            | <b>38%</b> | <b>19%</b> | <b>35%</b> |

**TROIS-RIVIERES/TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |          |            | INDUCED TRAFFIC |            |           |            |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|----------|------------|-----------------|------------|-----------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus      | %          | Total           | %          | Non-Bus   | Bus        | Total      |
| HSR          |              |                |            |            | 41                        | 12         | 52         |                  |            |          |            |                 |            |           |            |            |
| Train        | 6            | 4              | 2          | 6          | 0                         | 0          | 0          | 4                | 100%       | 2        | 100%       | 6               | 100%       |           |            |            |
| Plane        | 17           | 6              | 19         | 26         | 0                         | 19         | 19         | 6                | 100%       | 0        | 0%         | 6               | 25%        |           |            |            |
| Bus          | 2            | 2              | 0          | 2          | 0                         | 0          | 0          | 2                | 100%       | 0        |            | 2               | 100%       |           |            |            |
| Car          | 60           | 77             | 2          | 79         | 55                        | 1          | 56         | 22               | 29%        | 2        | 74%        | 24              | 30%        |           |            |            |
| <b>Total</b> | <b>85</b>    | <b>90</b>      | <b>24</b>  | <b>113</b> | <b>96</b>                 | <b>31</b>  | <b>127</b> | <b>35</b>        | <b>39%</b> | <b>4</b> | <b>16%</b> | <b>38</b>       | <b>34%</b> | <b>6</b>  | <b>8</b>   | <b>14</b>  |
|              |              | <b>79%</b>     | <b>21%</b> |            | <b>75%</b>                | <b>25%</b> |            |                  |            |          |            |                 |            | <b>7%</b> | <b>33%</b> | <b>12%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005**  
**300 KPH - New Row option - Medium Frequency**

**MONTREAL-OTTAWA**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |           |            |           |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|-----------|------------|-----------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus   | Bus        | Total     |
| HSR          |              |                |             |             | 715                       | 157         | 871         |                  |            |            |            |                 |            |           |            |           |
| Train        | 195          | 100            | 95          | 195         | 0                         | 0           | 0           | 79               | 79%        | 73         | 76%        | 151             | 78%        |           |            |           |
| Plane        | 33           | 11             | 38          | 49          | 2                         | 3           | 5           | 9                | 81%        | 35         | 91%        | 44              | 89%        |           |            |           |
| Bus          | 374          | 286            | 88          | 374         | 205                       | 76          | 281         | 81               | 28%        | 12         | 13%        | 93              | 25%        |           |            |           |
| Car          | 3905         | 4389           | 854         | 5242        | 3912                      | 801         | 4713        | 477              | 11%        | 52         | 6%         | 529             | 10%        |           |            |           |
| <b>Total</b> | <b>4507</b>  | <b>4786</b>    | <b>1074</b> | <b>5861</b> | <b>4834</b>               | <b>1037</b> | <b>5871</b> | <b>646</b>       | <b>13%</b> | <b>172</b> | <b>16%</b> | <b>817</b>      | <b>14%</b> | <b>69</b> | <b>-15</b> | <b>54</b> |
|              |              | <b>82%</b>     | <b>18%</b>  |             | <b>82%</b>                | <b>18%</b>  |             |                  |            |            |            |                 |            | <b>1%</b> | <b>-1%</b> | <b>1%</b> |

**MONTREAL-KINGSTON**

| Mode         | Base<br>1992 | Référence 2005 |           |            | Project situation in 2005 |           |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|-----------|------------|---------------------------|-----------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus       | Total      | Non-Bus                   | Bus       | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |           |            | 160                       | 31        | 191        |                  |            |           |            |                 |            |            |            |            |
| Train        | 41           | 24             | 17        | 41         | 0                         | 0         | 0          | 22               | 90%        | 14        | 82%        | 36              | 87%        |            |            |            |
| Plane        | 0            | 0              | 0         | 0          | 0                         | 0         | 0          | 0                | 0          | 0         | 0          | 0               | 0          |            |            |            |
| Bus          | 24           | 20             | 4         | 24         | 12                        | 4         | 15         | 8                | 41%        | 1         | 0%         | 9               | 36%        |            |            |            |
| Car          | 211          | 274            | 11        | 285        | 218                       | 4         | 222        | 57               | 21%        | 6         | 59%        | 63              | 22%        |            |            |            |
| <b>Total</b> | <b>277</b>   | <b>318</b>     | <b>33</b> | <b>351</b> | <b>390</b>                | <b>39</b> | <b>428</b> | <b>86</b>        | <b>27%</b> | <b>21</b> | <b>66%</b> | <b>108</b>      | <b>31%</b> | <b>74</b>  | <b>9</b>   | <b>83</b>  |
|              |              | <b>91%</b>     | <b>9%</b> |            | <b>91%</b>                | <b>9%</b> |            |                  |            |           |            |                 |            | <b>23%</b> | <b>28%</b> | <b>24%</b> |

**MONTREAL-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |             |             | 848                       | 1123        | 1971        |                  |            |            |            |                 |            |            |            |            |
| Train        | 448          | 331            | 117         | 448         | 0                         | 0           | 0           | 301              | 91%        | 117        | 100%       | 418             | 93%        |            |            |            |
| Plane        | 1147         | 249            | 1454        | 1703        | 151                       | 928         | 1079        | 98               | 39%        | 526        | 36%        | 624             | 37%        |            |            |            |
| Bus          | 109          | 100            | 9           | 109         | 45                        | 4           | 49          | 54               | 55%        | 5          | 58%        | 60              | 55%        |            |            |            |
| Car          | 1273         | 1271           | 439         | 1710        | 1057                      | 298         | 1355        | 215              | 17%        | 141        | 32%        | 356             | 21%        |            |            |            |
| <b>Total</b> | <b>2978</b>  | <b>1951</b>    | <b>2019</b> | <b>3970</b> | <b>2101</b>               | <b>2353</b> | <b>4454</b> | <b>668</b>       | <b>34%</b> | <b>789</b> | <b>39%</b> | <b>1457</b>     | <b>37%</b> | <b>180</b> | <b>334</b> | <b>514</b> |
|              |              | <b>49%</b>     | <b>51%</b>  |             | <b>47%</b>                | <b>53%</b>  |             |                  |            |            |            |                 |            | <b>9%</b>  | <b>17%</b> | <b>13%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005  
300 KPH - New Row option - Medium Frequency**

**MONTREAL-KITCHENER**

| Mode         | Base 1992  | Référence 2005 |           |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |           |           |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|------------|----------------|-----------|------------|---------------------------|------------|------------|------------------|-----------|-----------|------------|-----------------|------------|-----------|-----------|-----------|
|              |            | Non-Bus        | Bus       | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %         | Bus       | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          |            |                |           |            | 14                        | 12         | 26         |                  |           |           |            |                 |            |           |           |           |
| Train        | 5          | 3              | 2         | 5          | 0                         | 0          | 0          | 3                | 100%      | 2         | 100%       | 5               | 100%       |           |           |           |
| Pl           | 0          | 0              | 0         | 0          | 0                         | 0          | 0          | 0                |           | 0         |            | 0               |            |           |           |           |
| Bus          | 2          | 2              | 0         | 2          | 0                         | 0          | 0          | 2                | 100%      | 0         |            | 2               | 100%       |           |           |           |
| Car          | 112        | 138            | 12        | 151        | 130                       | 4          | 134        | 8                | 6%        | 8         | 68%        | 16              | 11%        |           |           |           |
| <b>Total</b> | <b>118</b> | <b>143</b>     | <b>14</b> | <b>157</b> | <b>144</b>                | <b>16</b>  | <b>160</b> | <b>13</b>        | <b>9%</b> | <b>10</b> | <b>71%</b> | <b>23</b>       | <b>14%</b> | <b>1</b>  | <b>0</b>  | <b>1</b>  |
|              |            | <b>91%</b>     | <b>9%</b> |            | <b>90%</b>                | <b>10%</b> |            |                  |           |           |            |                 |            | <b>1%</b> | <b>0%</b> | <b>1%</b> |

**MONTREAL-LONDON**

| Mode         | Base 1992  | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |             |           |
|--------------|------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|-------------|-----------|
|              |            | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus         | Total     |
| HSR          |            |                |            |            | 44                        | 16         | 60         |                  |            |           |            |                 |            |            |             |           |
| Tr           | 22         | 22             | 0          | 22         | 0                         | 0          | 0          | 22               | 100%       | 0         |            | 22              | 100%       |            |             |           |
| Pl           | 28         | 16             | 25         | 41         | 14                        | 14         | 27         | 2                | 14%        | 12        | 46%        | 14              | 34%        |            |             |           |
| Bus          | 3          | 3              | 0          | 3          | 0                         | 0          | 0          | 3                | 100%       | 0         |            | 3               | 100%       |            |             |           |
| Car          | 60         | 57             | 25         | 82         | 55                        | 11         | 66         | 2                | 3%         | 14        | 55%        | 16              | 19%        |            |             |           |
| <b>Total</b> | <b>114</b> | <b>98</b>      | <b>51</b>  | <b>149</b> | <b>113</b>                | <b>41</b>  | <b>154</b> | <b>29</b>        | <b>30%</b> | <b>26</b> | <b>51%</b> | <b>55</b>       | <b>37%</b> | <b>15</b>  | <b>-10</b>  | <b>5</b>  |
|              |            | <b>66%</b>     | <b>34%</b> |            | <b>74%</b>                | <b>26%</b> |            |                  |            |           |            |                 |            | <b>15%</b> | <b>-20%</b> | <b>3%</b> |

**OTAWA-KINGSTON**

| Mode         | Base 1992  | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |            | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |            |                |            |             | 364                       | 163        | 527         |                  |            |           |            |                 |            |            |            |            |
| Tr           | 42         | 22             | 20         | 42          | 0                         | 0          | 0           | 19               | 88%        | 18        | 91%        | 37              | 89%        |            |            |            |
| Plane        | 0          | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |            | 0         |            | 0               |            |            |            |            |
| Bus          | 70         | 63             | 7          | 70          | 24                        | 3          | 27          | 39               | 62%        | 4         |            | 43              | 61%        |            |            |            |
| Car          | 820        | 849            | 251        | 1101        | 666                       | 188        | 854         | 183              | 22%        | 63        | 25%        | 246             | 22%        |            |            |            |
| <b>Total</b> | <b>932</b> | <b>934</b>     | <b>278</b> | <b>1213</b> | <b>1054</b>               | <b>355</b> | <b>1409</b> | <b>241</b>       | <b>26%</b> | <b>85</b> | <b>31%</b> | <b>327</b>      | <b>27%</b> | <b>122</b> | <b>78</b>  | <b>200</b> |
|              |            | <b>77%</b>     | <b>23%</b> |             | <b>75%</b>                | <b>25%</b> |             |                  |            |           |            |                 |            | <b>13%</b> | <b>28%</b> | <b>17%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005**  
**300 KPH - New Row option - Medium Frequency**

**OTTAWA-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |             |             | 957                       | 815         | 1772        |                  |            |            |            |                 |            |            |            |            |
| Train        | 221          | 132            | 89          | 221         | 0                         | 0           | 0           | 113              | 86%        | 73         | 82%        | 186             | 84%        |            |            |            |
| Pla          | 647          | 128            | 832         | 959         | 38                        | 338         | 375         | 90               | 71%        | 494        | 59%        | 584             | 61%        |            |            |            |
| Bu           | 126          | 107            | 19          | 126         | 45                        | 13          | 57          | 62               | 58%        | 7          | 35%        | 69              | 55%        |            |            |            |
| Car          | 1721         | 1869           | 442         | 2310        | 1480                      | 325         | 1805        | 388              | 21%        | 117        | 26%        | 505             | 22%        |            |            |            |
| <b>Total</b> | <b>2716</b>  | <b>2235</b>    | <b>1382</b> | <b>3617</b> | <b>2519</b>               | <b>1491</b> | <b>4010</b> | <b>654</b>       | <b>29%</b> | <b>691</b> | <b>50%</b> | <b>1344</b>     | <b>37%</b> | <b>303</b> | <b>125</b> | <b>428</b> |
|              |              | <b>62%</b>     | <b>38%</b>  |             | <b>63%</b>                | <b>37%</b>  |             |                  |            |            |            |                 |            | <b>14%</b> | <b>9%</b>  | <b>12%</b> |

**OTTAWA-KITCHENER**

| Mode         | Base<br>1992 | Référence 2005 |           |            | Project situation in 2005 |           |            | DIVERTED TRAFFIC |   |           |            | INDUCED TRAFFIC |            |            |             |            |
|--------------|--------------|----------------|-----------|------------|---------------------------|-----------|------------|------------------|---|-----------|------------|-----------------|------------|------------|-------------|------------|
|              |              | Non-Bus        | Bus       | Total      | Non-Bus                   | Bus       | Total      | Non-Bus          | % | Bus       | %          | Total           | %          | Non-Bus    | Bus         | Total      |
| HS           |              |                |           |            | 95                        | 3         | 98         |                  |   |           |            |                 |            |            |             |            |
| Tr           | 5            | 5              | 0         | 5          | 0                         | 0         | 0          | 5                |   | 0         |            | 5               | 100%       |            |             |            |
| Plane        | 0            | 0              | 0         | 0          | 0                         | 0         | 0          | 0                |   | 0         |            | 0               |            |            |             |            |
| Bus          | 3            | 3              | 0         | 3          | 0                         | 0         | 0          | 3                |   | 0         |            | 3               | 100%       |            |             |            |
| Car          | 159          | 198            | 17        | 215        | 171                       | 5         | 176        | 27               |   | 12        | 69%        | 39              | 18%        |            |             |            |
| <b>Total</b> | <b>167</b>   | <b>206</b>     | <b>17</b> | <b>223</b> | <b>266</b>                | <b>8</b>  | <b>275</b> | <b>35</b>        |   | <b>12</b> | <b>69%</b> | <b>47</b>       | <b>21%</b> | <b>60</b>  | <b>-9</b>   | <b>51</b>  |
|              |              | <b>92%</b>     | <b>8%</b> |            | <b>97%</b>                | <b>3%</b> |            |                  |   |           |            |                 |            | <b>29%</b> | <b>-52%</b> | <b>23%</b> |

**OTTAWA-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |   | INDUCED TRAFFIC |            |           |            |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|---|-----------------|------------|-----------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | % | Total           | %          | Non-Bus   | Bus        | Total      |
| HS           |              |                |            |            | 59                        | 54         | 113        |                  |            |           |   |                 |            |           |            |            |
| Train        | 10           | 8              | 2          | 10         | 0                         | 0          | 0          | 8                | 100%       | 2         |   | 10              | 100%       |           |            |            |
| Plane        | 40           | 12             | 48         | 60         | 2                         | 16         | 18         | 10               | 82%        | 32        |   | 42              | 70%        |           |            |            |
| Bus          | 6            | 6              | 0          | 6          | 0                         | 0          | 0          | 6                | 100%       | 0         |   | 6               | 100%       |           |            |            |
| Car          | 97           | 117            | 12         | 129        | 85                        | 12         | 97         | 32               | 27%        | 0         |   | 32              | 25%        |           |            |            |
| <b>Total</b> | <b>153</b>   | <b>143</b>     | <b>62</b>  | <b>205</b> | <b>146</b>                | <b>82</b>  | <b>228</b> | <b>56</b>        | <b>39%</b> | <b>35</b> |   | <b>91</b>       | <b>44%</b> | <b>3</b>  | <b>19</b>  | <b>22</b>  |
|              |              | <b>70%</b>     | <b>30%</b> |            | <b>64%</b>                | <b>36%</b> |            |                  |            |           |   |                 |            | <b>2%</b> | <b>31%</b> | <b>11%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005**  
**300 KPH - New Row option - Medium Frequency**

**KINGSTON-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|------------|------------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          |              |                |            |             | 733                       | 150        | 883         |                  |            |            |            |                 |            |           |           |           |
| Train        | 165          | 106            | 59         | 165         | 0                         | 0          | 0           | 101              | 95%        | 55         | 92%        | 155             | 94%        |           |           |           |
| Plane        | 11           | 7              | 9          | 16          | 0                         | 0          | 0           | 7                | 100%       | 9          | 100%       | 16              | 100%       |           |           |           |
| Bus          | 110          | 102            | 7          | 110         | 48                        | 5          | 53          | 55               | 54%        | 2          | 29%        | 57              | 52%        |           |           |           |
| Car          | 1995         | 2220           | 457        | 2677        | 1699                      | 373        | 2072        | 521              | 23%        | 84         | 18%        | 605             | 23%        |           |           |           |
| <b>Total</b> | <b>2281</b>  | <b>2435</b>    | <b>533</b> | <b>2968</b> | <b>2480</b>               | <b>528</b> | <b>3008</b> | <b>683</b>       | <b>28%</b> | <b>150</b> | <b>28%</b> | <b>833</b>      | <b>28%</b> | <b>50</b> | <b>0</b>  | <b>50</b> |
|              |              | <b>82%</b>     | <b>18%</b> |             | <b>82%</b>                | <b>18%</b> |             |                  |            |            |            |                 |            | <b>2%</b> | <b>0%</b> | <b>2%</b> |

**KINGSTON-KITCHENER**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |          |            | INDUCED TRAFFIC |            |           |            |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|----------|------------|-----------------|------------|-----------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus      | %          | Total           | %          | Non-Bus   | Bus        | Total      |
| HSR          |              |                |            |            | 8                         | 25         | 33         |                  |            |          |            |                 |            |           |            |            |
| Train        | 2            | 2              | 0          | 2          | 0                         | 0          | 0          | 2                | 100%       | 0        |            | 2               | 100%       |           |            |            |
| Plane        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |            | 0        |            | 0               |            |           |            |            |
| Bus          | 3            | 3              | 0          | 3          | 2                         | 0          | 2          | 2                | 50%        | 0        |            | 2               | 50%        |           |            |            |
| Car          | 79           | 76             | 28         | 104        | 70                        | 22         | 92         | 5                | 7%         | 6        | 22%        | 12              | 11%        |           |            |            |
| <b>Total</b> | <b>83</b>    | <b>80</b>      | <b>28</b>  | <b>109</b> | <b>80</b>                 | <b>47</b>  | <b>127</b> | <b>9</b>         | <b>11%</b> | <b>6</b> | <b>22%</b> | <b>15</b>       | <b>14%</b> | <b>0</b>  | <b>19</b>  | <b>18</b>  |
|              |              | <b>74%</b>     | <b>26%</b> |            | <b>63%</b>                | <b>37%</b> |            |                  |            |          |            |                 |            | <b>0%</b> | <b>66%</b> | <b>17%</b> |

**KINGSTON-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |           |            | Project situation in 2005 |           |            | DIVERTED TRAFFIC |   |          |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|-----------|------------|---------------------------|-----------|------------|------------------|---|----------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus       | Total      | Non-Bus                   | Bus       | Total      | Non-Bus          | % | Bus      | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          |              |                |           |            | 28                        | 6         | 34         |                  |   |          |            |                 |            |           |           |           |
| Train        | 9            | 7              | 2         | 9          | 0                         | 0         | 0          | 7                |   | 2        | 100%       | 9               | 100%       |           |           |           |
| Plane        | 0            | 0              | 0         | 0          | 0                         | 0         | 0          | 0                |   | 0        |            | 0               |            |           |           |           |
| Bus          | 5            | 5              | 0         | 5          | 2                         | 1         | 3          | 3                |   | -1       |            | 1               | 25%        |           |           |           |
| Car          | 81           | 104            | 7         | 110        | 89                        | 2         | 91         | 15               |   | 5        | 73%        | 20              | 18%        |           |           |           |
| <b>Total</b> | <b>95</b>    | <b>115</b>     | <b>9</b>  | <b>124</b> | <b>118</b>                | <b>10</b> | <b>128</b> | <b>24</b>        |   | <b>6</b> | <b>64%</b> | <b>30</b>       | <b>24%</b> | <b>4</b>  | <b>1</b>  | <b>4</b>  |
|              |              | <b>93%</b>     | <b>7%</b> |            | <b>92%</b>                | <b>8%</b> |            |                  |   |          |            |                 |            | <b>3%</b> | <b>8%</b> | <b>3%</b> |



**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005**  
**300 KPH - New Row option - Medium Frequency**

**TORONTO-KITCHENER**

| Mode         | Base<br>1992 | Référence 2005 |             |              | Project situation in 2005 |             |              | DIVERTED TRAFFIC |           |            |            | INDUCED TRAFFIC |           |            |            |            |
|--------------|--------------|----------------|-------------|--------------|---------------------------|-------------|--------------|------------------|-----------|------------|------------|-----------------|-----------|------------|------------|------------|
|              |              | Non-Bus        | Bus         | Total        | Non-Bus                   | Bus         | Total        | Non-Bus          | %         | Bus        | %          | Total           | %         | Non-Bus    | Bus        | Total      |
| HSR          |              |                |             |              | 614                       | 53          | 667          |                  |           |            |            |                 |           |            |            |            |
| Train        | 40           | 32             | 8           | 40           | 0                         | 0           | 0            | 22               | 68%       | 7          | 83%        | 28              | 71%       |            |            |            |
| PI           | 4            | 0              | 4           | 4            | 0                         | 0           | 0            | 0                |           | 4          |            | 4               |           |            |            |            |
| Bus          | 231          | 205            | 26          | 231          | 197                       | 27          | 224          | 8                | 4%        | -1         | -4%        | 7               | 3%        |            |            |            |
| Car          | 11400        | 12506          | 2795        | 15301        | 12300                     | 2700        | 15000        | 206              | 2%        | 95         | 3%         | 301             | 2%        |            |            |            |
| <b>Total</b> | <b>11674</b> | <b>12743</b>   | <b>2832</b> | <b>15576</b> | <b>13111</b>              | <b>2780</b> | <b>15892</b> | <b>235</b>       | <b>2%</b> | <b>104</b> | <b>-4%</b> | <b>340</b>      | <b>2%</b> | <b>378</b> | <b>-51</b> | <b>328</b> |
|              |              | <b>82%</b>     | <b>18%</b>  |              | <b>83%</b>                | <b>17%</b>  |              |                  |           |            |            |                 |           | <b>3%</b>  | <b>-2%</b> | <b>2%</b>  |

**TORONTO-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |           |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|-----------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus       | Total      |
| HSR          |              |                |             |             | 887                       | 265         | 1152        |                  |            |            |            |                 |            |            |           |            |
| Train        | 207          | 141            | 66          | 207         | 0                         | 0           | 0           | 122              | 87%        | 54         | 82%        | 176             | 85%        |            |           |            |
| PI           | 21           | 6              | 25          | 31          | 0                         | 0           | 0           | 6                | 100%       | 25         | 100%       | 31              | 100%       |            |           |            |
| Bus          | 129          | 121            | 8           | 129         | 94                        | 6           | 100         | 27               | 22%        | 2          | 23%        | 29              | 22%        |            |           |            |
| Car          | 4184         | 4060           | 1555        | 5615        | 3538                      | 1376        | 4914        | 522              | 13%        | 179        | 11%        | 701             | 12%        |            |           |            |
| <b>Total</b> | <b>4541</b>  | <b>4328</b>    | <b>1654</b> | <b>5982</b> | <b>4520</b>               | <b>1647</b> | <b>6167</b> | <b>677</b>       | <b>16%</b> | <b>260</b> | <b>16%</b> | <b>937</b>      | <b>16%</b> | <b>210</b> | <b>5</b>  | <b>215</b> |
|              |              | <b>72%</b>     | <b>28%</b>  |             | <b>73%</b>                | <b>27%</b>  |             |                  |            |            |            |                 |            | <b>5%</b>  | <b>0%</b> | <b>4%</b>  |

**TORONTO-WINDSOR**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |           |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|-----------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus       | Total      |
| HSR          |              |                |            |             | 538                       | 143        | 681         |                  |            |            |            |                 |            |            |           |            |
| Train        | 110          | 78             | 32         | 110         | 0                         | 0          | 0           | 71               | 91%        | 28         | 87%        | 98              | 89%        |            |           |            |
| Plane        | 64           | 24             | 70         | 94          | 8                         | 32         | 40          | 16               | 65%        | 38         | 55%        | 54              | 57%        |            |           |            |
| Bus          | 28           | 20             | 8          | 28          | 9                         | 4          | 13          | 11               | 53%        | 4          | 55%        | 15              | 54%        |            |           |            |
| Car          | 1162         | 1334           | 226        | 1560        | 1033                      | 182        | 1215        | 301              | 23%        | 44         | 19%        | 345             | 22%        |            |           |            |
| <b>Total</b> | <b>1364</b>  | <b>1456</b>    | <b>336</b> | <b>1792</b> | <b>1589</b>               | <b>361</b> | <b>1949</b> | <b>398</b>       | <b>27%</b> | <b>114</b> | <b>34%</b> | <b>512</b>      | <b>29%</b> | <b>140</b> | <b>29</b> | <b>169</b> |
|              |              | <b>81%</b>     | <b>19%</b> |             | <b>82%</b>                | <b>18%</b> |             |                  |            |            |            |                 |            | <b>10%</b> | <b>9%</b> | <b>9%</b>  |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005  
300 KPH - New Row option - Medium Frequency**

**KITCHENER-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |           |           |            | INDUCED TRAFFIC |           |           |            |           |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|-----------|-----------|------------|-----------------|-----------|-----------|------------|-----------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %         | Bus       | %          | Total           | %         | Non-Bus   | Bus        | Total     |
| HSR          |              |                |            |             | 65                        | 121        | 186         |                  |           |           |            |                 |           |           |            |           |
| Train        | 18           | 18             | 0          | 18          | 0                         | 0          | 0           | 18               | 100%      | 0         |            | 18              | 100%      |           |            |           |
| Plane        | 0            | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |           | 0         |            | 0               |           |           |            |           |
| Bus          | 11           | 9              | 2          | 11          | 0                         | 0          | 0           | 9                | 100%      | 2         | 100%       | 11              | 100%      |           |            |           |
| Car          | 1472         | 1405           | 571        | 1977        | 1376                      | 509        | 1885        | 29               | 2%        | 62        | 11%        | 91              | 5%        |           |            |           |
| <b>Total</b> | <b>1500</b>  | <b>1432</b>    | <b>573</b> | <b>2005</b> | <b>1441</b>               | <b>630</b> | <b>2071</b> | <b>56</b>        | <b>4%</b> | <b>64</b> | <b>11%</b> | <b>120</b>      | <b>6%</b> | <b>10</b> | <b>57</b>  | <b>66</b> |
|              |              | <b>71%</b>     | <b>29%</b> |             | <b>70%</b>                | <b>30%</b> |             |                  |           |           |            |                 |           | <b>1%</b> | <b>10%</b> | <b>3%</b> |

**KITCHENER-WINDSOR**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |            | 194                       | 87         | 281        |                  |            |           |            |                 |            |            |            |            |
| Train        | 2            | 2              | 0          | 2          | 0                         | 0          | 0          | 2                | 100%       | 0         |            | 2               | 100%       |            |            |            |
| Plane        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |            | 0         |            | 0               |            |            |            |            |
| Bus          | 2            | 2              | 0          | 2          | 0                         | 0          | 0          | 2                | 100%       | 0         |            | 2               | 100%       |            |            |            |
| Car          | 296          | 280            | 118        | 398        | 240                       | 103        | 343        | 40               | 14%        | 15        | 13%        | 55              | 14%        |            |            |            |
| <b>Total</b> | <b>300</b>   | <b>284</b>     | <b>118</b> | <b>402</b> | <b>434</b>                | <b>190</b> | <b>624</b> | <b>44</b>        | <b>15%</b> | <b>15</b> | <b>13%</b> | <b>59</b>       | <b>15%</b> | <b>150</b> | <b>72</b>  | <b>222</b> |
|              |              | <b>71%</b>     | <b>29%</b> |            | <b>70%</b>                | <b>30%</b> |            |                  |            |           |            |                 |            | <b>53%</b> | <b>61%</b> | <b>55%</b> |

**LONDON-WINDSOR**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |           |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|-----------|------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %         | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |             | 294                       | 305        | 599         |                  |           |            |            |                 |            |            |            |            |
| Train        | 28           | 16             | 12         | 28          | 0                         | 0          | 0           | 15               | 96%       | 11         | 89%        | 26              | 93%        |            |            |            |
| Plane        | 0            | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |           | 0          |            | 0               |            |            |            |            |
| Bus          | 20           | 20             | 0          | 20          | 16                        | 0          | 16          | 4                | 20%       | 0          |            | 4               | 20%        |            |            |            |
| Car          | 1710         | 1600           | 696        | 2296        | 1491                      | 524        | 2015        | 109              | 7%        | 172        | 25%        | 281             | 12%        |            |            |            |
| <b>Total</b> | <b>1758</b>  | <b>1636</b>    | <b>708</b> | <b>2344</b> | <b>1801</b>               | <b>829</b> | <b>2630</b> | <b>128</b>       | <b>8%</b> | <b>183</b> | <b>26%</b> | <b>311</b>      | <b>13%</b> | <b>165</b> | <b>123</b> | <b>288</b> |
|              |              | <b>70%</b>     | <b>30%</b> |             | <b>68%</b>                | <b>32%</b> |             |                  |           |            |            |                 |            | <b>10%</b> | <b>17%</b> | <b>12%</b> |

**200 KPH**

**Fréquence moyenne**

**Année 2005**

### TRAFFIC AND REVENUES

200 KPH OPTION - MEDIUM FREQUENCY - YEAR 2005

Existing Row option (Total both directions)

| Traffic<br>(thousands of travellers) | Québec | Trois Rivières | Montréal | Ottawa | Kingston | Toronto | Hamilton | London | Windsor | Revenues<br>(millions of 1992 Can \$) |
|--------------------------------------|--------|----------------|----------|--------|----------|---------|----------|--------|---------|---------------------------------------|
| 1487                                 | 10     |                |          |        |          |         |          |        |         | 102.4                                 |
| 118                                  | 6      |                |          |        |          |         |          |        |         | 10.0                                  |
| 159                                  | 6      |                |          |        |          |         |          |        |         | 20.7                                  |
| 577                                  |        | 8              |          |        |          |         |          |        |         | 14.9                                  |
| 112                                  |        | 6              |          |        |          |         |          |        |         | 4.6                                   |
| 45                                   |        | 6              |          |        |          |         |          |        |         | 4.4                                   |
| 744                                  |        |                | 12       |        |          |         |          |        |         | 41.0                                  |
| 174                                  |        |                | 12       |        |          |         |          |        |         | 6.6                                   |
| 1108                                 |        |                | 12       |        |          |         |          |        |         | 129.3                                 |
| 74                                   |        |                | 6        |        |          |         |          |        |         | 7.9                                   |
| 52                                   |        |                | 6        |        |          |         |          |        |         | 5.1                                   |
| 544                                  |        |                |          | 12     |          |         |          |        |         | 22.6                                  |
| 1213                                 |        |                |          | 12     |          |         |          |        |         | 138.3                                 |
| 95                                   |        |                |          | 6      |          |         |          |        |         | 7.9                                   |
| 112                                  |        |                |          | 6      |          |         |          |        |         | 9.6                                   |
| 848                                  |        |                |          |        | 12       |         |          |        |         | 45.6                                  |
| 44                                   |        |                |          |        | 6        |         |          |        |         | 3.1                                   |
| 28                                   |        |                |          |        | 6        |         |          |        |         | 2.1                                   |
| 28                                   |        |                |          |        |          | 8       |          |        |         | 0.6                                   |
| 860                                  |        |                |          |        |          | 10      |          |        |         | 35.0                                  |
| 554                                  |        |                |          |        |          | 10      |          |        |         | 43.3                                  |
| 254                                  |        |                |          |        |          |         | 8        |        |         | 5.2                                   |
| 250                                  |        |                |          |        |          |         | 8        |        |         | 10.1                                  |
| 429                                  |        |                |          |        |          |         |          | 10     |         | 18.4                                  |
| 9911                                 | 1765   | 2499           | 3164     | 3577   | 3778     | 1847    | 2111     | 1233   |         | 688.6                                 |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005  
200 KPH - Medium Frequency**

**TOTAL (both directions)**

| Mode         | Base<br>1992 | Référence 2005 |              |              | Project situation in 2005 |              |              | DIVERTED TRAFFIC |            |             |            | INDUCED TRAFFIC |            |             |            |             |
|--------------|--------------|----------------|--------------|--------------|---------------------------|--------------|--------------|------------------|------------|-------------|------------|-----------------|------------|-------------|------------|-------------|
|              |              | Non-Bus        | Bus          | Total        | Non-Bus                   | Bus          | Total        | Non-Bus          | %          | Bus         | %          | Total           | %          | Non-Bus     | Bus        | Total       |
| HSR          |              |                |              |              | 6846                      | 3065         | 9911         |                  |            |             |            |                 |            |             |            |             |
| Tram         | 1767         | 1185           | 583          | 1768         | 0                         | 0            | 0            | 982              | 83%        | 477         | 82%        | 1459            | 83%        |             |            |             |
| Plage        | 2213         | 489            | 2789         | 3278         | 264                       | 1779         | 2043         | 225              | 46%        | 1010        | 36%        | 1235            | 38%        |             |            |             |
| Bus          | 1732         | 1383           | 349          | 1732         | 949                       | 287          | 1237         | 434              | 31%        | 62          | 18%        | 495             | 29%        |             |            |             |
| Car          | 41787        | 44474          | 11624        | 56098        | 40508                     | 10604        | 51112        | 3966             | 9%         | 1020        | 9%         | 4986            | 9%         |             |            |             |
| <b>Total</b> | <b>47499</b> | <b>47531</b>   | <b>15345</b> | <b>62876</b> | <b>48567</b>              | <b>15735</b> | <b>64302</b> | <b>5607</b>      | <b>12%</b> | <b>2569</b> | <b>17%</b> | <b>8176</b>     | <b>13%</b> | <b>1239</b> | <b>496</b> | <b>1728</b> |
|              |              | <b>76%</b>     | <b>24%</b>   |              | <b>76%</b>                | <b>24%</b>   |              |                  |            |             |            |                 |            | <b>3%</b>   | <b>3%</b>  | <b>3%</b>   |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005**  
**200 KPH - Medium Frequency**

**QUEBEC-MONTREAL**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          |              |                |             |             | 1100                      | 387         | 1487        |                  |            |            |            |                 |            |           |           |           |
| Train        | 121          | 77             | 44          | 121         | 0                         | 0           | 0           | 57               | 74%        | 30         | 69%        | 87              | 72%        |           |           |           |
| Plane        | 53           | 5              | 71          | 77          | 0                         | 21          | 21          | 5                | 100%       | 50         | 71%        | 56              | 73%        |           |           |           |
| Bus          | 397          | 236            | 161         | 397         | 165                       | 124         | 289         | 71               | 30%        | 37         | 23%        | 108             | 27%        |           |           |           |
| Car          | 6230         | 6291           | 2074        | 8364        | 5332                      | 1873        | 7205        | 959              | 15%        | 200        | 10%        | 1159            | 14%        |           |           |           |
| <b>Total</b> | <b>6801</b>  | <b>6609</b>    | <b>2350</b> | <b>8959</b> | <b>6597</b>               | <b>2405</b> | <b>9002</b> | <b>1093</b>      | <b>17%</b> | <b>318</b> | <b>14%</b> | <b>1410</b>     | <b>16%</b> | <b>8</b>  | <b>69</b> | <b>77</b> |
|              |              | <b>74%</b>     | <b>26%</b>  |             | <b>73%</b>                | <b>27%</b>  |             |                  |            |            |            |                 |            | <b>0%</b> | <b>3%</b> | <b>1%</b> |

**QUEBEC-OTTAWA**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          | 0            |                |            |            | 93                        | 25         | 118        |                  |            |           |            |                 |            |           |           |           |
| Train        | 9            | 7              | 2          | 9          | 0                         | 0          | 0          | 7                | 100%       | 2         | 100%       | 9               | 100%       |           |           |           |
| Plane        | 29           | 4              | 39         | 43         | 0                         | 33         | 33         | 4                | 100%       | 6         | 15%        | 10              | 23%        |           |           |           |
| Bus          | 23           | 17             | 6          | 23         | 15                        | 0          | 15         | 2                | 14%        | 6         | 100%       | 9               | 37%        |           |           |           |
| Car          | 260          | 330            | 18         | 348        | 270                       | 8          | 278        | 60               | 18%        | 9         | 53%        | 69              | 20%        |           |           |           |
| <b>Total</b> | <b>321</b>   | <b>357</b>     | <b>65</b>  | <b>422</b> | <b>378</b>                | <b>66</b>  | <b>444</b> | <b>73</b>        | <b>20%</b> | <b>24</b> | <b>36%</b> | <b>96</b>       | <b>23%</b> | <b>21</b> | <b>1</b>  | <b>22</b> |
|              |              | <b>85%</b>     | <b>15%</b> |            | <b>85%</b>                | <b>15%</b> |            |                  |            |           |            |                 |            | <b>6%</b> | <b>2%</b> | <b>5%</b> |

**QUEBEC-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |           |            |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|-----------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus   | Bus        | Total      |
| HSR          |              |                |            |            | 57                        | 102        | 159        |                  |            |           |            |                 |            |           |            |            |
| Train        | 28           | 24             | 4          | 28         | 0                         | 0          | 0          | 24               | 100%       | 4         | 100%       | 28              | 100%       |           |            |            |
| Plane        | 89           | 19             | 112        | 131        | 8                         | 72         | 80         | 11               | 58%        | 40        | 36%        | 51              | 39%        |           |            |            |
| Bus          | 5            | 4              | 1          | 5          | 0                         | 0          | 0          | 4                | 100%       | 1         | 100%       | 5               | 100%       |           |            |            |
| Car          | 87           | 92             | 25         | 117        | 85                        | 12         | 96         | 7                | 8%         | 14        | 55%        | 21              | 18%        |           |            |            |
| <b>Total</b> | <b>209</b>   | <b>140</b>     | <b>142</b> | <b>281</b> | <b>150</b>                | <b>185</b> | <b>335</b> | <b>47</b>        | <b>34%</b> | <b>59</b> | <b>41%</b> | <b>105</b>      | <b>37%</b> | <b>11</b> | <b>43</b>  | <b>54</b>  |
|              |              | <b>50%</b>     | <b>50%</b> |            | <b>45%</b>                | <b>55%</b> |            |                  |            |           |            |                 |            | <b>8%</b> | <b>31%</b> | <b>19%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005  
200 KPH - Medium Frequency**

**II TROIS-RIVIERES/MONTREAL**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |           |           |           | INDUCED TRAFFIC |           |            |           |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|-----------|-----------|-----------|-----------------|-----------|------------|-----------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %         | Bus       | %         | Total           | %         | Non-Bus    | Bus       | Total      |
| HSR          |              |                |            |             | 490                       | 87         | 577         |                  |           |           |           |                 |           |            |           |            |
| Train        | 0            | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |           | 0         |           | 0               |           |            |           |            |
| Plane        | 0            | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |           | 0         |           | 0               |           |            |           |            |
| Bus          | 10           | 9              | 2          | 10          | 2                         | 1          | 3           | 6                | 71%       | 1         | 64%       | 7               | 70%       |            |           |            |
| Car          | 3175         | 3664           | 596        | 4260        | 3398                      | 553        | 3951        | 266              | 7%        | 43        | 7%        | 310             | 7%        |            |           |            |
| <b>Total</b> | <b>3185</b>  | <b>3673</b>    | <b>598</b> | <b>4271</b> | <b>3891</b>               | <b>640</b> | <b>4531</b> | <b>272</b>       | <b>7%</b> | <b>44</b> | <b>7%</b> | <b>317</b>      | <b>7%</b> | <b>218</b> | <b>42</b> | <b>260</b> |
|              |              | <b>86%</b>     | <b>14%</b> |             | <b>86%</b>                | <b>14%</b> |             |                  |           |           |           |                 |           | <b>6%</b>  | <b>7%</b> | <b>6%</b>  |

**II TROIS-RIVIERES/OTTAWA**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |            | 103                       | 9          | 112        |                  |            |           |            |                 |            |            |            |            |
| Train        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |            | 0         |            | 0               |            |            |            |            |
| Plane        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |            | 0         |            | 0               |            |            |            |            |
| Bus          | 12           | 12             | 0          | 12         | 3                         | 2          | 5          | 9                | 77%        | -2        |            | 7               | 60%        |            |            |            |
| Car          | 174          | 198            | 35         | 233        | 169                       | 23         | 193        | 29               | 14%        | 12        | 35%        | 41              | 17%        |            |            |            |
| <b>Total</b> | <b>186</b>   | <b>210</b>     | <b>35</b>  | <b>245</b> | <b>275</b>                | <b>34</b>  | <b>309</b> | <b>38</b>        | <b>18%</b> | <b>10</b> | <b>29%</b> | <b>48</b>       | <b>20%</b> | <b>65</b>  | <b>-1</b>  | <b>64</b>  |
|              |              | <b>86%</b>     | <b>14%</b> |            | <b>89%</b>                | <b>11%</b> |            |                  |            |           |            |                 |            | <b>31%</b> | <b>-4%</b> | <b>26%</b> |

**TROIS-RIVIERES/TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |          |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|----------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus      | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          |              |                |            |            | 39                        | 7          | 46         |                  |            |          |            |                 |            |           |           |           |
| Train        | 6            | 4              | 2          | 6          | 0                         | 0          | 0          | 4                | 100%       | 2        | 100%       | 6               | 100%       |           |           |           |
| Plane        | 17           | 6              | 19         | 26         | 0                         | 18         | 18         | 6                | 100%       | 1        | 6%         | 7               | 29%        |           |           |           |
| Bus          | 2            | 2              | 0          | 2          | 0                         | 0          | 0          | 2                | 100%       | 0        | 0%         | 2               | 100%       |           |           |           |
| Car          | 60           | 77             | 2          | 79         | 55                        | 1          | 56         | 22               | 28%        | 2        | 74%        | 23              | 29%        |           |           |           |
| <b>Total</b> | <b>85</b>    | <b>90</b>      | <b>24</b>  | <b>113</b> | <b>94</b>                 | <b>26</b>  | <b>120</b> | <b>34</b>        | <b>38%</b> | <b>5</b> | <b>20%</b> | <b>39</b>       | <b>35%</b> | <b>5</b>  | <b>2</b>  | <b>7</b>  |
|              |              | <b>79%</b>     | <b>21%</b> |            | <b>79%</b>                | <b>21%</b> |            |                  |            |          |            |                 |            | <b>5%</b> | <b>9%</b> | <b>6%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005  
200 KPH - Medium Frequency**

**MONTREAL-OTTAWA**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |           |            |           |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|-----------|------------|-----------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus   | Bus        | Total     |
| HSR          |              |                |             |             | 603                       | 141         | 744         |                  |            |            |            |                 |            |           |            |           |
| Train        | 195          | 100            | 95          | 195         | 0                         | 0           | 0           | 78               | 78%        | 72         | 76%        | 150             | 77%        |           |            |           |
| Pln          | 33           | 11             | 38          | 49          | 5                         | 11          | 16          | 6                | 58%        | 27         | 71%        | 34              | 68%        |           |            |           |
| Bus          | 374          | 286            | 88          | 374         | 214                       | 79          | 294         | 72               | 25%        | 8          | 9%         | 80              | 21%        |           |            |           |
| Car          | 3905         | 4389           | 854         | 5242        | 3969                      | 813         | 4782        | 419              | 10%        | 41         | 5%         | 460             | 9%         |           |            |           |
| <b>Total</b> | <b>4507</b>  | <b>4786</b>    | <b>1074</b> | <b>5861</b> | <b>4791</b>               | <b>1045</b> | <b>5836</b> | <b>576</b>       | <b>12%</b> | <b>148</b> | <b>14%</b> | <b>724</b>      | <b>12%</b> | <b>27</b> | <b>-7</b>  | <b>20</b> |
|              |              | <b>82%</b>     | <b>18%</b>  |             | <b>82%</b>                | <b>18%</b>  |             |                  |            |            |            |                 |            | <b>1%</b> | <b>-1%</b> | <b>0%</b> |

**MONTREAL-KINGSTON**

| Mode         | Base<br>1992 | Référence 2005 |           |            | Project situation in 2005 |           |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|-----------|------------|---------------------------|-----------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus       | Total      | Non-Bus                   | Bus       | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |           |            | 146                       | 28        | 174        |                  |            |           |            |                 |            |            |            |            |
| Tra          | 41           | 24             | 17        | 41         | 0                         | 0         | 0          | 22               | 90%        | 14        | 82%        | 36              | 87%        |            |            |            |
| Pln          | 0            | 0              | 0         | 0          | 0                         | 0         | 0          | 0                | 0%         | 0         | 0%         | 0               | 0%         |            |            |            |
| Bus          | 24           | 20             | 4         | 24         | 11                        | 4         | 15         | 8                | 43%        | 0         | 0%         | 9               | 36%        |            |            |            |
| Car          | 211          | 274            | 11        | 285        | 221                       | 2         | 223        | 53               | 19%        | 9         | 80%        | 62              | 22%        |            |            |            |
| <b>Total</b> | <b>277</b>   | <b>318</b>     | <b>33</b> | <b>351</b> | <b>379</b>                | <b>34</b> | <b>413</b> | <b>84</b>        | <b>26%</b> | <b>23</b> | <b>71%</b> | <b>107</b>      | <b>30%</b> | <b>63</b>  | <b>5</b>   | <b>68</b>  |
|              |              | <b>91%</b>     | <b>9%</b> |            | <b>92%</b>                | <b>8%</b> |            |                  |            |           |            |                 |            | <b>20%</b> | <b>14%</b> | <b>19%</b> |

**MONTREAL-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |           |           |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|-----------|-----------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus       | Total     |
| HS           |              |                |             |             | 499                       | 609         | 1108        |                  |            |            |            |                 |            |            |           |           |
| Train        | 448          | 331            | 117         | 448         | 0                         | 0           | 0           | 293              | 89%        | 105        | 90%        | 398             | 89%        |            |           |           |
| Plane        | 1147         | 249            | 1454        | 1703        | 183                       | 1122        | 1304        | 66               | 27%        | 332        | 23%        | 398             | 23%        |            |           |           |
| Bus          | 109          | 100            | 9           | 109         | 56                        | 6           | 62          | 44               | 44%        | 3          | 34%        | 47              | 43%        |            |           |           |
| Car          | 1273         | 1271           | 439         | 1710        | 1155                      | 345         | 1501        | 116              | 9%         | 94         | 21%        | 210             | 12%        |            |           |           |
| <b>Total</b> | <b>2978</b>  | <b>1951</b>    | <b>2019</b> | <b>3970</b> | <b>1892</b>               | <b>2082</b> | <b>3975</b> | <b>519</b>       | <b>27%</b> | <b>534</b> | <b>26%</b> | <b>1053</b>     | <b>27%</b> | <b>-21</b> | <b>75</b> | <b>55</b> |
|              |              | <b>49%</b>     | <b>51%</b>  |             | <b>48%</b>                | <b>52%</b>  |             |                  |            |            |            |                 |            | <b>-1%</b> | <b>4%</b> | <b>1%</b> |



**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005  
200 KPH - Medium Frequency**

**OTTAWA-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |         |     |       |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|---------|-----|-------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus | Bus | Total |
| HSR          |              |                |             |             | 655                       | 558         | 1213        |                  |            |            |            |                 |            |         |     |       |
| Train        | 221          | 132            | 89          | 221         | 0                         | 0           | 0           | 110              | 83%        | 70         | 79%        | 180             | 81%        |         |     |       |
| Plane        | 647          | 128            | 832         | 959         | 45                        | 402         | 447         | 83               | 65%        | 430        | 52%        | 513             | 53%        |         |     |       |
| Bus          | 126          | 107            | 19          | 126         | 54                        | 14          | 68          | 53               | 49%        | 5          | 26%        | 58              | 46%        |         |     |       |
| Car          | 1721         | 1869           | 442         | 2310        | 1554                      | 365         | 1919        | 314              | 17%        | 77         | 18%        | 392             | 17%        |         |     |       |
| <b>Total</b> | <b>2716</b>  | <b>2235</b>    | <b>1382</b> | <b>3617</b> | <b>2308</b>               | <b>1339</b> | <b>3647</b> | <b>560</b>       | <b>25%</b> | <b>582</b> | <b>42%</b> | <b>1142</b>     | <b>32%</b> | 95      | -24 | 71    |
|              |              | 62%            | 38%         |             | 63%                       | 37%         |             |                  |            |            |            |                 |            | 4%      | -2% | 2%    |

**OTTAWA-HAMILTON**

| Mode         | Base<br>1992 | Référence 2005 |           |            | Project situation in 2005 |           |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |         |     |       |
|--------------|--------------|----------------|-----------|------------|---------------------------|-----------|------------|------------------|------------|-----------|------------|-----------------|------------|---------|-----|-------|
|              |              | Non-Bus        | Bus       | Total      | Non-Bus                   | Bus       | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus | Bus | Total |
| HSR          |              |                |           |            | 74                        | 21        | 95         |                  |            |           |            |                 |            |         |     |       |
| Train        | 7            | 5              | 2         | 7          | 0                         | 0         | 0          | 5                | 100%       | 2         | 100%       | 7               | 100%       |         |     |       |
| Plane        | 8            | 0              | 12        | 12         | 0                         | 0         | 0          | 0                |            | 12        | 100%       | 12              | 100%       |         |     |       |
| Bus          | 8            | 8              | 0         | 8          | 2                         | 0         | 2          | 7                | 80%        | 0         |            | 7               | 80%        |         |     |       |
| Car          | 96           | 116            | 15        | 131        | 92                        | 6         | 98         | 25               | 21%        | 9         | 61%        | 34              | 26%        |         |     |       |
| <b>Total</b> | <b>121</b>   | <b>130</b>     | <b>28</b> | <b>158</b> | <b>167</b>                | <b>27</b> | <b>194</b> | <b>36</b>        | <b>28%</b> | <b>22</b> | <b>79%</b> | <b>59</b>       | <b>37%</b> | 38      | -2  | 36    |
|              |              | 82%            | 18%       |            | 86%                       | 14%       |            |                  |            |           |            |                 |            | 29%     | -6% | 23%   |

**OTTAWA-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |           |            | Project situation in 2005 |           |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |         |     |       |
|--------------|--------------|----------------|-----------|------------|---------------------------|-----------|------------|------------------|------------|-----------|------------|-----------------|------------|---------|-----|-------|
|              |              | Non-Bus        | Bus       | Total      | Non-Bus                   | Bus       | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus | Bus | Total |
| HSR          |              |                |           |            | 65                        | 47        | 112        |                  |            |           |            |                 |            |         |     |       |
| Train        | 10           | 8              | 2         | 10         | 0                         | 0         | 0          | 8                | 100%       | 2         | 100%       | 10              | 100%       |         |     |       |
| Plane        | 40           | 12             | 48        | 60         | 2                         | 16        | 18         | 10               | 82%        | 32        | 67%        | 42              | 70%        |         |     |       |
| Bus          | 6            | 6              | 0         | 6          | 0                         | 1         | 1          | 6                | 100%       | -1        |            | 5               | 77%        |         |     |       |
| Car          | 97           | 117            | 12        | 129        | 86                        | 13        | 99         | 31               | 27%        | -1        | -6%        | 30              | 23%        |         |     |       |
| <b>Total</b> | <b>153</b>   | <b>143</b>     | <b>62</b> | <b>205</b> | <b>153</b>                | <b>77</b> | <b>230</b> | <b>55</b>        | <b>38%</b> | <b>32</b> | <b>52%</b> | <b>87</b>       | <b>42%</b> | 10      | 15  | 24    |
|              |              | 70%            | 30%       |            | 66%                       | 34%       |            |                  |            |           |            |                 |            | 7%      | 23% | 12%   |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005  
200 KPH - Medium Frequency**

**KINGSTON-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|------------|------------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          |              |                |            |             | 695                       | 153        | 848         |                  |            |            |            |                 |            |           |           |           |
| Train        | 165          | 106            | 59         | 165         | 0                         | 0          | 0           | 100              | 94%        | 55         | 93%        | 155             | 94%        |           |           |           |
| Plane        | 11           | 7              | 9          | 16          | 0                         | 0          | 0           | 7                | 100%       | 9          | 100%       | 16              | 100%       |           |           |           |
| Bus          | 110          | 102            | 7          | 110         | 48                        | 6          | 54          | 54               | 53%        | 1          | 20%        | 56              | 51%        |           |           |           |
| Car          | 1995         | 2220           | 457        | 2677        | 1710                      | 375        | 2086        | 510              | 23%        | 82         | 18%        | 592             | 22%        |           |           |           |
| <b>Total</b> | <b>2281</b>  | <b>2435</b>    | <b>533</b> | <b>2968</b> | <b>2454</b>               | <b>534</b> | <b>2988</b> | <b>671</b>       | <b>28%</b> | <b>148</b> | <b>28%</b> | <b>818</b>      | <b>28%</b> | <b>25</b> | <b>0</b>  | <b>25</b> |
|              |              | <b>82%</b>     | <b>18%</b> |             | <b>82%</b>                | <b>18%</b> |             |                  |            |            |            |                 |            | <b>1%</b> | <b>0%</b> | <b>1%</b> |

**KINGSTON-HAMILTON**

| Mode         | Base<br>1992 | Référence 2005 |           |            | Project situation in 2005 |           |            | DIVERTED TRAFFIC |            |          |   | INDUCED TRAFFIC |            |            |           |            |
|--------------|--------------|----------------|-----------|------------|---------------------------|-----------|------------|------------------|------------|----------|---|-----------------|------------|------------|-----------|------------|
|              |              | Non-Bus        | Bus       | Total      | Non-Bus                   | Bus       | Total      | Non-Bus          | %          | Bus      | % | Total           | %          | Non-Bus    | Bus       | Total      |
| HSR          |              |                |           |            | 44                        | 0         | 44         |                  |            |          |   |                 |            |            |           |            |
| Train        | 2            | 2              | 0         | 2          | 0                         | 0         | 0          | 2                | 100%       | 0        |   | 2               | 100%       |            |           |            |
| Plane        | 0            | 0              | 0         | 0          | 0                         | 0         | 0          | 0                |            | 0        |   | 0               |            |            |           |            |
| Bus          | 2            | 2              | 0         | 2          | 0                         | 0         | 0          | 2                | 100%       | 0        |   | 2               | 100%       |            |           |            |
| Car          | 88           | 119            | 0         | 119        | 106                       | 0         | 106        | 14               | 11%        | 0        |   | 14              | 11%        |            |           |            |
| <b>Total</b> | <b>93</b>    | <b>123</b>     | <b>0</b>  | <b>123</b> | <b>149</b>                | <b>0</b>  | <b>149</b> | <b>18</b>        | <b>14%</b> | <b>0</b> |   | <b>18</b>       | <b>14%</b> | <b>26</b>  | <b>0</b>  | <b>26</b>  |
|              |              | <b>100%</b>    | <b>0%</b> |            | <b>100%</b>               | <b>0%</b> |            |                  |            |          |   |                 |            | <b>21%</b> | <b>0%</b> | <b>21%</b> |

**KINGSTON-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |           |            | Project situation in 2005 |           |            | DIVERTED TRAFFIC |            |          |            | INDUCED TRAFFIC |            |           |            |           |
|--------------|--------------|----------------|-----------|------------|---------------------------|-----------|------------|------------------|------------|----------|------------|-----------------|------------|-----------|------------|-----------|
|              |              | Non-Bus        | Bus       | Total      | Non-Bus                   | Bus       | Total      | Non-Bus          | %          | Bus      | %          | Total           | %          | Non-Bus   | Bus        | Total     |
| HSR          |              |                |           |            | 23                        | 6         | 28         |                  |            |          |            |                 |            |           |            |           |
| Train        | 10           | 8              | 2         | 10         | 0                         | 0         | 0          | 8                | 100%       | 2        | 100%       | 10              | 100%       |           |            |           |
| Plane        | 0            | 0              | 0         | 0          | 0                         | 0         | 0          | 0                |            | 0        |            | 0               |            |           |            |           |
| Bus          | 5            | 5              | 0         | 5          | 4                         | 3         | 7          | 0                | 10%        | -3       |            | -3              |            |           |            |           |
| Car          | 81           | 104            | 6         | 109        | 91                        | 2         | 92         | 13               | 13%        | 4        | 67%        | 17              | 15%        |           |            |           |
| <b>Total</b> | <b>96</b>    | <b>116</b>     | <b>8</b>  | <b>124</b> | <b>117</b>                | <b>11</b> | <b>128</b> | <b>21</b>        | <b>19%</b> | <b>3</b> | <b>36%</b> | <b>24</b>       | <b>20%</b> | <b>1</b>  | <b>3</b>   | <b>4</b>  |
|              |              | <b>94%</b>     | <b>6%</b> |            | <b>92%</b>                | <b>8%</b> |            |                  |            |          |            |                 |            | <b>1%</b> | <b>36%</b> | <b>3%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005**  
**200 KPH - Medium Frequency**

**MONTREAL-HAMILTON**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |           |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|-----------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus       | Total      |
| HSR          |              |                |            |            | 53                        | 21         | 74         |                  |            |           |            |                 |            |            |           |            |
| Train        | 13           | 7              | 7          | 13         | 0                         | 0          | 0          | 7                | 100%       | 7         | 100%       | 13              | 100%       |            |           |            |
| Plane        | 21           | 2              | 29         | 31         | 0                         | 27         | 27         | 2                | 100%       | 2         | 8%         | 4               | 14%        |            |           |            |
| Bus          | 3            | 3              | 0          | 3          | 0                         | 0          | 0          | 3                | 100%       | 0         |            | 3               | 100%       |            |           |            |
| Car          | 60           | 69             | 12         | 82         | 50                        | 3          | 52         | 20               | 28%        | 10        | 79%        | 29              | 36%        |            |           |            |
| <b>Total</b> | <b>98</b>    | <b>82</b>      | <b>48</b>  | <b>130</b> | <b>102</b>                | <b>51</b>  | <b>153</b> | <b>32</b>        | <b>39%</b> | <b>19</b> | <b>39%</b> | <b>51</b>       | <b>39%</b> | <b>21</b>  | <b>0</b>  | <b>21</b>  |
|              |              | <b>63%</b>     | <b>37%</b> |            | <b>67%</b>                | <b>33%</b> |            |                  |            |           |            |                 |            | <b>25%</b> | <b>0%</b> | <b>16%</b> |

**MONTREAL-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |   | INDUCED TRAFFIC |            |            |             |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|---|-----------------|------------|------------|-------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | % | Total           | %          | Non-Bus    | Bus         | Total      |
| HSR          |              |                |            |            | 44                        | 8          | 52         |                  |            |           |   |                 |            |            |             |            |
| Train        | 22           | 22             | 0          | 22         | 0                         | 0          | 0          | 22               | 100%       | 0         |   | 22              | 100%       |            |             |            |
| Plane        | 28           | 16             | 25         | 41         | 14                        | 14         | 27         | 2                | 14%        | 12        |   | 14              | 34%        |            |             |            |
| Bus          | 3            | 3              | 0          | 3          | 0                         | 0          | 0          | 3                | 100%       | 0         |   | 3               | 100%       |            |             |            |
| Car          | 60           | 57             | 25         | 82         | 55                        | 11         | 66         | 2                | 4%         | 14        |   | 16              | 20%        |            |             |            |
| <b>Total</b> | <b>114</b>   | <b>98</b>      | <b>51</b>  | <b>149</b> | <b>113</b>                | <b>33</b>  | <b>146</b> | <b>30</b>        | <b>30%</b> | <b>26</b> |   | <b>55</b>       | <b>37%</b> | <b>15</b>  | <b>-18</b>  | <b>-3</b>  |
|              |              | <b>66%</b>     | <b>34%</b> |            | <b>78%</b>                | <b>22%</b> |            |                  |            |           |   |                 |            | <b>15%</b> | <b>-35%</b> | <b>-2%</b> |

**OTTAWA-KINGSTON**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |             | 397                       | 147        | 544         |                  |            |           |            |                 |            |            |            |            |
| Train        | 42           | 22             | 20         | 42          | 0                         | 0          | 0           | 19               | 88%        | 17        | 86%        | 36              | 87%        |            |            |            |
| Plane        | 0            | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |            | 0         |            | 0               |            |            |            |            |
| Bus          | 70           | 63             | 7          | 70          | 23                        | 4          | 27          | 40               | 64%        | 3         |            | 43              | 61%        |            |            |            |
| Car          | 820          | 849            | 251        | 1101        | 654                       | 195        | 850         | 195              | 23%        | 56        | 22%        | 251             | 23%        |            |            |            |
| <b>Total</b> | <b>932</b>   | <b>934</b>     | <b>278</b> | <b>1213</b> | <b>1074</b>               | <b>347</b> | <b>1421</b> | <b>254</b>       | <b>27%</b> | <b>76</b> | <b>27%</b> | <b>330</b>      | <b>27%</b> | <b>143</b> | <b>71</b>  | <b>214</b> |
|              |              | <b>77%</b>     | <b>23%</b> |             | <b>76%</b>                | <b>24%</b> |             |                  |            |           |            |                 |            | <b>15%</b> | <b>26%</b> | <b>18%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005  
200 KPH - Medium Frequency**

**TORONTO-HAMILTON**

| Mode  | Base<br>1992 | Référence 2005 |     |       | Project situation in 2005 |     |       | DIVERTED TRAFFIC |      |     |   | INDUCED TRAFFIC |      |         |     |       |
|-------|--------------|----------------|-----|-------|---------------------------|-----|-------|------------------|------|-----|---|-----------------|------|---------|-----|-------|
|       |              | Non-Bus        | Bus | Total | Non-Bus                   | Bus | Total | Non-Bus          | %    | Bus | % | Total           | %    | Non-Bus | Bus | Total |
| SR    |              |                |     |       | 28                        | 0   | 28    |                  |      |     |   |                 |      |         |     |       |
| rain  | 7            | 7              | 0   | 7     | 0                         | 0   | 0     | 7                | 100% | 0   |   | 7               | 100% |         |     |       |
| lan   | 0            | 0              | 0   | 0     | 0                         | 0   | 0     | 0                |      | 0   |   | 0               |      |         |     |       |
| us    | 0            | 0              | 0   | 0     | 0                         | 0   | 0     | 0                |      | 0   |   | 0               |      |         |     |       |
| ar    | 154          | 209            | 0   | 209   | 187                       | 0   | 187   | 22               | 10%  | 0   |   | 22              | 10%  |         |     |       |
| total | 161          | 215            | 0   | 215   | 215                       | 0   | 215   | 28               | 13%  | 0   |   | 28              | 13%  | 0       | 0   | 0     |
|       |              | 100%           | 0%  |       | 100%                      | 0%  |       |                  |      |     |   |                 |      | 0%      | 0%  | 0%    |

**TORONTO-LONDON**

| Mode | Base<br>1992 | Référence 2005 |      |       | Project situation in 2005 |      |       | DIVERTED TRAFFIC |      |     |      | INDUCED TRAFFIC |      |         |     |       |
|------|--------------|----------------|------|-------|---------------------------|------|-------|------------------|------|-----|------|-----------------|------|---------|-----|-------|
|      |              | Non-Bus        | Bus  | Total | Non-Bus                   | Bus  | Total | Non-Bus          | %    | Bus | %    | Total           | %    | Non-Bus | Bus | Total |
| SR   |              |                |      |       | 619                       | 241  | 860   |                  |      |     |      |                 |      |         |     |       |
| rain | 207          | 141            | 66   | 207   | 0                         | 0    | 0     | 120              | 85%  | 54  | 82%  | 175             | 84%  |         |     |       |
| lan  | 21           | 6              | 25   | 31    | 0                         | 0    | 0     | 6                | 100% | 25  | 100% | 31              | 100% |         |     |       |
| us   | 129          | 121            | 8    | 129   | 101                       | 6    | 107   | 20               | 17%  | 1   | 18%  | 21              | 17%  |         |     |       |
| ar   | 4184         | 4060           | 1555 | 5615  | 3625                      | 1410 | 5035  | 435              | 11%  | 145 | 9%   | 580             | 10%  |         |     |       |
| ot   | 4541         | 4328           | 1654 | 5982  | 4345                      | 1657 | 6002  | 581              | 13%  | 226 | 14%  | 807             | 13%  | 38      | 15  | 53    |
|      |              | 72%            | 28%  |       | 72%                       | 28%  |       |                  |      |     |      |                 |      | 1%      | 1%  | 1%    |

**TORONTO-WINDSOR**

| Mode | Base<br>1992 | Référence 2005 |     |       | Project situation in 2005 |     |       | DIVERTED TRAFFIC |     |     |     | INDUCED TRAFFIC |     |         |     |       |
|------|--------------|----------------|-----|-------|---------------------------|-----|-------|------------------|-----|-----|-----|-----------------|-----|---------|-----|-------|
|      |              | Non-Bus        | Bus | Total | Non-Bus                   | Bus | Total | Non-Bus          | %   | Bus | %   | Total           | %   | Non-Bus | Bus | Total |
| SR   |              |                |     |       | 455                       | 100 | 554   |                  |     |     |     |                 |     |         |     |       |
| rain | 110          | 78             | 32  | 110   | 0                         | 0   | 0     | 70               | 90% | 27  | 84% | 97              | 88% |         |     |       |
| lane | 64           | 24             | 70  | 94    | 8                         | 39  | 47    | 16               | 67% | 31  | 45% | 47              | 50% |         |     |       |
| us   | 28           | 20             | 8   | 28    | 9                         | 7   | 15    | 11               | 57% | 1   | 18% | 13              | 46% |         |     |       |
| ar   | 1162         | 1334           | 226 | 1560  | 1048                      | 200 | 1248  | 286              | 21% | 26  | 12% | 312             | 20% |         |     |       |
| ota  | 1364         | 1456           | 336 | 1792  | 1519                      | 345 | 1864  | 383              | 26% | 86  | 26% | 469             | 26% | 71      | 14  | 85    |
|      |              | 81%            | 19% |       | 82%                       | 18% |       |                  |     |     |     |                 |     | 5%      | 4%  | 5%    |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005  
200 KPH - Medium Frequency**

**HAMILTON-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |            | 135                       | 119        | 254        |                  |            |           |            |                 |            |            |            |            |
| Train        | 2            | 1              | 1          | 2          | 0                         | 0          | 0          | 1                | 100%       | 1         |            | 2               | 100%       |            |            |            |
| Plane        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |            | 0         |            | 0               |            |            |            |            |
| Bus          | 13           | 13             | 0          | 13         | 3                         | 1          | 4          | 10               | 76%        | -1        |            | 9               | 71%        |            |            |            |
| Car          | 476          | 342            | 296        | 639        | 313                       | 267        | 579        | 30               | 9%         | 30        | 10%        | 59              | 9%         |            |            |            |
| <b>Total</b> | <b>491</b>   | <b>356</b>     | <b>297</b> | <b>654</b> | <b>451</b>                | <b>387</b> | <b>837</b> | <b>40</b>        | <b>11%</b> | <b>30</b> | <b>10%</b> | <b>71</b>       | <b>11%</b> | <b>94</b>  | <b>89</b>  | <b>184</b> |
|              |              | <b>55%</b>     | <b>45%</b> |            | <b>54%</b>                | <b>46%</b> |            |                  |            |           |            |                 |            | <b>26%</b> | <b>30%</b> | <b>29%</b> |

**HAMILTON-WINDSOR**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |           |            | DIVERTED TRAFFIC |            |          |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|------------|---------------------------|-----------|------------|------------------|------------|----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus       | Total      | Non-Bus          | %          | Bus      | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |            | 240                       | 10        | 250        |                  |            |          |            |                 |            |            |            |            |
| Train        | 2            | 2              | 0          | 2          | 0                         | 0         | 0          | 2                | 100%       | 0        |            | 2               | 100%       |            |            |            |
| Plane        | 0            | 0              | 0          | 0          | 0                         | 0         | 0          | 0                |            | 0        |            | 0               |            |            |            |            |
| Bus          | 2            | 2              | 0          | 2          | 0                         | 0         | 0          | 2                | 100%       | 0        |            | 2               | 100%       |            |            |            |
| Car          | 190          | 220            | 34         | 254        | 174                       | 28        | 202        | 46               | 21%        | 6        | 17%        | 52              | 20%        |            |            |            |
| <b>Total</b> | <b>194</b>   | <b>224</b>     | <b>34</b>  | <b>258</b> | <b>414</b>                | <b>38</b> | <b>452</b> | <b>50</b>        | <b>22%</b> | <b>6</b> | <b>17%</b> | <b>56</b>       | <b>22%</b> | <b>190</b> | <b>4</b>   | <b>194</b> |
|              |              | <b>87%</b>     | <b>13%</b> |            | <b>92%</b>                | <b>8%</b> |            |                  |            |          |            |                 |            | <b>85%</b> | <b>13%</b> | <b>75%</b> |

**LONDON-WINDSOR**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |           |            |            | INDUCED TRAFFIC |            |           |            |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|-----------|------------|------------|-----------------|------------|-----------|------------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %         | Bus        | %          | Total           | %          | Non-Bus   | Bus        | Total      |
| HSR          |              |                |            |             | 189                       | 240        | 429         |                  |           |            |            |                 |            |           |            |            |
| Train        | 28           | 16             | 12         | 28          | 0                         | 0          | 0           | 15               | 96%       | 11         | 89%        | 26              | 93%        |           |            |            |
| Plane        | 0            | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |           | 0          |            | 0               |            |           |            |            |
| Bus          | 20           | 20             | 0          | 20          | 18                        | 0          | 18          | 2                | 10%       | 0          |            | 2               | 10%        |           |            |            |
| Car          | 1710         | 1600           | 696        | 2296        | 1506                      | 557        | 2063        | 94               | 6%        | 139        | 20%        | 233             | 10%        |           |            |            |
| <b>Total</b> | <b>1758</b>  | <b>1636</b>    | <b>708</b> | <b>2344</b> | <b>1713</b>               | <b>797</b> | <b>2511</b> | <b>111</b>       | <b>7%</b> | <b>150</b> | <b>21%</b> | <b>261</b>      | <b>11%</b> | <b>78</b> | <b>91</b>  | <b>169</b> |
|              |              | <b>70%</b>     | <b>30%</b> |             | <b>68%</b>                | <b>32%</b> |             |                  |           |            |            |                 |            | <b>5%</b> | <b>13%</b> | <b>7%</b>  |

**300 KPH**

**Haute Fréquence**

**Existing Row option**

**Année 2005**

**TRAFFIC AND REVENUES**  
 300 KPH OPTION - HIGH FREQUENCY - YEAR 2005  
 Existing flow option (Total both directions)

| Traffic<br>(thousands of travellers) | City        |                |             |             |             |             |             |             | Revenues<br>(millions of 1992 Can \$) |               |
|--------------------------------------|-------------|----------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------------------------------|---------------|
|                                      | Québec      | Trois Rivières | Montréal    | Ottawa      | Kingston    | Toronto     | Hamilton    | London      |                                       | Windsor       |
| 2728                                 | 18          |                |             |             |             |             |             |             |                                       | 185.7         |
| 124                                  | 6           |                |             |             |             |             |             |             |                                       | 10.4          |
| 225                                  | 6           |                |             |             |             |             |             |             |                                       | 30.5          |
| 710                                  |             | 10             |             |             |             |             |             |             |                                       | 18.3          |
| 137                                  |             | 6              |             |             |             |             |             |             |                                       | 5.8           |
| 53                                   |             | 6              |             |             |             |             |             |             |                                       | 5.2           |
| 1119                                 |             |                | 18          |             |             |             |             |             |                                       | 61.0          |
| 216                                  |             |                | 15          |             |             |             |             |             |                                       | 8.2           |
| 2385                                 |             |                | 24          |             |             |             |             |             |                                       | 282.6         |
| 88                                   |             |                | 6           |             |             |             |             |             |                                       | 9.5           |
| 63                                   |             |                | 6           |             |             |             |             |             |                                       | 6.6           |
| 689                                  |             |                |             | 15          |             |             |             |             |                                       | 28.8          |
| 2280                                 |             |                |             | 18          |             |             |             |             |                                       | 258.8         |
| 109                                  |             |                |             | 6           |             |             |             |             |                                       | 9.1           |
| 121                                  |             |                |             | 6           |             |             |             |             |                                       | 10.5          |
| 1111                                 |             |                |             |             | 15          |             |             |             |                                       | 59.9          |
| 47                                   |             |                |             |             | 6           |             |             |             |                                       | 3.3           |
| 35                                   |             |                |             |             | 6           |             |             |             |                                       | 2.6           |
| 63                                   |             |                |             |             |             | 10          |             |             |                                       | 1.4           |
| 2012                                 |             |                |             |             |             | 18          |             |             |                                       | 78.1          |
| 1155                                 |             |                |             |             |             | 18          |             |             |                                       | 92.2          |
| 355                                  |             |                |             |             |             |             | 10          |             |                                       | 7.3           |
| 388                                  |             |                |             |             |             |             | 10          |             |                                       | 15.6          |
| 955                                  |             |                |             |             |             |             |             | 18          |                                       | 37.7          |
| <b>17168</b>                         | <b>3078</b> | <b>3979</b>    | <b>5121</b> | <b>6228</b> | <b>6516</b> | <b>3692</b> | <b>4129</b> | <b>2498</b> |                                       | <b>1229.1</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005  
300 KPH - Existing Row option - High Frequency**

**TOTAL (both directions)**

| Mode         | Base<br>1992 | Référence 2005 |              |              | Project situation in 2005 |              |              | DIVERTED TRAFFIC |            |             |            | INDUCED TRAFFIC |            |             |             |             |
|--------------|--------------|----------------|--------------|--------------|---------------------------|--------------|--------------|------------------|------------|-------------|------------|-----------------|------------|-------------|-------------|-------------|
|              |              | Non-Bus        | Bus          | Total        | Non-Bus                   | Bus          | Total        | Non-Bus          | %          | Bus         | %          | Total           | %          | Non-Bus     | Bus         | Total       |
| SR           |              |                |              |              | 11686                     | 5482         | 17167        |                  |            |             |            |                 |            |             |             |             |
| air          | 1767         | 1185           | 583          | 1768         | 0                         | 0            | 0            | 1015             | 86%        | 510         | 88%        | 1525            | 86%        |             |             |             |
| car          | 2213         | 489            | 2789         | 3278         | 192                       | 1307         | 1499         | 297              | 61%        | 1482        | 53%        | 1779            | 54%        |             |             |             |
| bus          | 1732         | 1383           | 349          | 1732         | 756                       | 222          | 978          | 626              | 45%        | 127         | 36%        | 753             | 44%        |             |             |             |
| air          | 41787        | 44474          | 11624        | 56098        | 38868                     | 9976         | 48844        | 5606             | 13%        | 1648        | 14%        | 7254            | 13%        |             |             |             |
| <b>total</b> | <b>47499</b> | <b>47531</b>   | <b>15345</b> | <b>62876</b> | <b>51502</b>              | <b>16987</b> | <b>68489</b> | <b>7544</b>      | <b>16%</b> | <b>3767</b> | <b>25%</b> | <b>11311</b>    | <b>18%</b> | <b>4142</b> | <b>1659</b> | <b>5801</b> |
|              |              | <b>76%</b>     | <b>24%</b>   |              | <b>75%</b>                | <b>25%</b>   |              |                  |            |             |            |                 |            | <b>9%</b>   | <b>11%</b>  | <b>9%</b>   |



**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005**  
**300 KPH - Existing Row option - High Frequency**

**QUEBEC-MONTREAL**

| Mode         | Base 1992   | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|-------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|------------|
|              |             | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |             |                |             |             | 2046                      | 682         | 2728        |                  |            |            |            |                 |            |            |            |            |
| Train        | 121         | 77             | 44          | 121         | 0                         | 0           | 0           | 62               | 81%        | 33         | 76%        | 96              | 79%        |            |            |            |
| Plane        | 53          | 5              | 71          | 77          | 0                         | 0           | 0           | 5                | 100%       | 71         | 100%       | 77              | 100%       |            |            |            |
| Bus          | 397         | 236            | 161         | 397         | 111                       | 91          | 202         | 125              | 53%        | 70         | 43%        | 195             | 49%        |            |            |            |
| Car          | 6230        | 6291           | 2074        | 8364        | 4809                      | 1690        | 6499        | 1481             | 24%        | 384        | 19%        | 1865            | 22%        |            |            |            |
| <b>Total</b> | <b>6801</b> | <b>6609</b>    | <b>2350</b> | <b>8959</b> | <b>6967</b>               | <b>2463</b> | <b>9429</b> | <b>1674</b>      | <b>25%</b> | <b>559</b> | <b>24%</b> | <b>2233</b>     | <b>25%</b> | <b>372</b> | <b>123</b> | <b>495</b> |
|              |             | <b>74%</b>     | <b>26%</b>  |             | <b>74%</b>                | <b>26%</b>  |             |                  |            |            |            |                 |            | <b>6%</b>  | <b>5%</b>  | <b>6%</b>  |

**QUEBEC-OTTAWA**

| Mode  | Base 1992 | Référence 2005 |            |       | Project situation in 2005 |            |       | DIVERTED TRAFFIC |      |     |      | INDUCED TRAFFIC |      |           |           |           |
|-------|-----------|----------------|------------|-------|---------------------------|------------|-------|------------------|------|-----|------|-----------------|------|-----------|-----------|-----------|
|       |           | Non-Bus        | Bus        | Total | Non-Bus                   | Bus        | Total | Non-Bus          | %    | Bus | %    | Total           | %    | Non-Bus   | Bus       | Total     |
| HSR   |           |                |            |       | 100                       | 25         | 124   |                  |      |     |      |                 |      |           |           |           |
| Train | 9         | 7              | 2          | 9     | 0                         | 0          | 0     | 7                | 100% | 2   | 100% | 9               | 100% |           |           |           |
| Plane | 29        | 4              | 39         | 43    | 0                         | 34         | 34    | 4                | 100% | 5   | 14%  | 9               | 21%  |           |           |           |
| Bus   | 23        | 17             | 6          | 23    | 14                        | 0          | 14    | 3                | 16%  | 6   | 100% | 9               | 38%  |           |           |           |
| Car   | 260       | 330            | 18         | 348   | 266                       | 10         | 276   | 64               | 19%  | 7   | 41%  | 71              | 21%  |           |           |           |
| Te    | 321       | 357            | 65         | 422   | 380                       | 69         | 449   | 77               | 22%  | 21  | 32%  | 98              | 23%  | 22        | 4         | 26        |
|       |           | <b>85%</b>     | <b>15%</b> |       | <b>85%</b>                | <b>15%</b> |       |                  |      |     |      |                 |      | <b>6%</b> | <b>6%</b> | <b>6%</b> |

**QUEBEC-TORONTO**

| Mode         | Base 1992  | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |            | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |            |                |            |            | 95                        | 131        | 225        |                  |            |           |            |                 |            |            |            |            |
| Train        | 28         | 24             | 4          | 28         | 0                         | 0          | 0          | 24               | 100%       | 4         | 100%       | 28              | 100%       |            |            |            |
| Plane        | 89         | 19             | 112        | 131        | 7                         | 67         | 74         | 12               | 65%        | 45        | 40%        | 57              | 44%        |            |            |            |
| Bus          | 5          | 4              | 1          | 5          | 0                         | 0          | 0          | 4                | 100%       | 1         | 100%       | 5               | 100%       |            |            |            |
| Car          | 87         | 92             | 25         | 117        | 81                        | 11         | 92         | 11               | 12%        | 14        | 57%        | 25              | 22%        |            |            |            |
| <b>Total</b> | <b>209</b> | <b>140</b>     | <b>142</b> | <b>281</b> | <b>182</b>                | <b>209</b> | <b>391</b> | <b>52</b>        | <b>37%</b> | <b>64</b> | <b>45%</b> | <b>116</b>      | <b>41%</b> | <b>42</b>  | <b>67</b>  | <b>109</b> |
|              |            | <b>50%</b>     | <b>50%</b> |            | <b>47%</b>                | <b>53%</b> |            |                  |            |           |            |                 |            | <b>30%</b> | <b>47%</b> | <b>39%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005**  
**300 KPH - Existing Row option - High Frequency**

**TRIS-RIVIERES/MONTREAL**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |           |           |           | INDUCED TRAFFIC |           |            |            |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|-----------|-----------|-----------|-----------------|-----------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %         | Bus       | %         | Total           | %         | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |             | 597                       | 114        | 710         |                  |           |           |           |                 |           |            |            |            |
| Train        | 0            | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |           | 0         |           | 0               |           |            |            |            |
| Plane        | 0            | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |           | 0         |           | 0               |           |            |            |            |
| Bus          | 10           | 9              | 2          | 10          | 0                         | 0          | 0           | 9                | 100%      | 2         | 100%      | 10              | 100%      |            |            |            |
| Car          | 3175         | 3664           | 596        | 4260        | 3331                      | 542        | 3874        | 333              | 9%        | 54        | 9%        | 387             | 9%        |            |            |            |
| <b>Total</b> | <b>3185</b>  | <b>3673</b>    | <b>598</b> | <b>4271</b> | <b>3928</b>               | <b>656</b> | <b>4584</b> | <b>342</b>       | <b>9%</b> | <b>56</b> | <b>9%</b> | <b>397</b>      | <b>9%</b> | <b>255</b> | <b>58</b>  | <b>313</b> |
|              |              | <b>86%</b>     | <b>14%</b> |             | <b>86%</b>                | <b>14%</b> |             |                  |           |           |           |                 |           | <b>7%</b>  | <b>10%</b> | <b>7%</b>  |

**TRIS-RIVIERES/OTTAWA**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |          |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus      | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |            | 119                       | 18         | 137        |                  |            |          |            |                 |            |            |            |            |
| Train        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |            | 0        |            | 0               |            |            |            |            |
| Plane        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |            | 0        |            | 0               |            |            |            |            |
| Bus          | 12           | 12             | 0          | 12         | 4                         | 2          | 6          | 8                | 65%        | -2       |            | 6               | 50%        |            |            |            |
| Car          | 174          | 198            | 35         | 233        | 165                       | 25         | 190        | 33               | 17%        | 11       | 30%        | 44              | 19%        |            |            |            |
| <b>Total</b> | <b>186</b>   | <b>210</b>     | <b>35</b>  | <b>245</b> | <b>288</b>                | <b>44</b>  | <b>332</b> | <b>41</b>        | <b>19%</b> | <b>9</b> | <b>25%</b> | <b>49</b>       | <b>20%</b> | <b>78</b>  | <b>9</b>   | <b>87</b>  |
|              |              | <b>86%</b>     | <b>14%</b> |            | <b>87%</b>                | <b>13%</b> |            |                  |            |          |            |                 |            | <b>37%</b> | <b>25%</b> | <b>36%</b> |

**TROIS-RIVIERES/TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |          |            | INDUCED TRAFFIC |            |           |            |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|----------|------------|-----------------|------------|-----------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus      | %          | Total           | %          | Non-Bus   | Bus        | Total      |
| HSR          |              |                |            |            | 43                        | 11         | 53         |                  |            |          |            |                 |            |           |            |            |
| Train        | 6            | 4              | 2          | 6          | 0                         | 0          | 0          | 4                | 100%       | 2        | 100%       | 6               | 100%       |           |            |            |
| Plane        | 17           | 6              | 19         | 26         | 0                         | 19         | 19         | 6                | 100%       | 0        | 0%         | 6               | 25%        |           |            |            |
| Bus          | 2            | 2              | 0          | 2          | 0                         | 0          | 0          | 2                | 100%       | 0        | 0%         | 2               | 100%       |           |            |            |
| Car          | 60           | 77             | 2          | 79         | 55                        | 1          | 56         | 22               | 29%        | 2        | 74%        | 24              | 30%        |           |            |            |
| <b>Total</b> | <b>85</b>    | <b>90</b>      | <b>24</b>  | <b>113</b> | <b>98</b>                 | <b>30</b>  | <b>128</b> | <b>35</b>        | <b>39%</b> | <b>4</b> | <b>16%</b> | <b>38</b>       | <b>34%</b> | <b>8</b>  | <b>7</b>   | <b>15</b>  |
|              |              | <b>79%</b>     | <b>21%</b> |            | <b>76%</b>                | <b>24%</b> |            |                  |            |          |            |                 |            | <b>9%</b> | <b>30%</b> | <b>13%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005**  
**300 KPH - Existing Row option - High Frequency**

**MONTREAL-OTTAWA**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |           |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|-----------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus       | Total      |
| HSR          |              |                |             |             | 917                       | 201         | 1119        |                  |            |            |            |                 |            |            |           |            |
| Train        | 195          | 100            | 95          | 195         | 0                         | 0           | 0           | 80               | 80%        | 75         | 79%        | 154             | 79%        |            |           |            |
| Pla          | 33           | 11             | 38          | 49          | 1                         | 4           | 5           | 10               | 94%        | 34         | 90%        | 45              | 91%        |            |           |            |
| Bus          | 374          | 286            | 88          | 374         | 195                       | 69          | 264         | 91               | 32%        | 19         | 22%        | 110             | 29%        |            |           |            |
| Car          | 3905         | 4389           | 854         | 5242        | 3825                      | 784         | 4609        | 563              | 13%        | 70         | 8%         | 633             | 12%        |            |           |            |
| <b>Total</b> | <b>4507</b>  | <b>4786</b>    | <b>1074</b> | <b>5861</b> | <b>4939</b>               | <b>1057</b> | <b>5996</b> | <b>745</b>       | <b>16%</b> | <b>198</b> | <b>18%</b> | <b>942</b>      | <b>16%</b> | <b>173</b> | <b>3</b>  | <b>176</b> |
|              |              | <b>82%</b>     | <b>18%</b>  |             | <b>82%</b>                | <b>18%</b>  |             |                  |            |            |            |                 |            | <b>4%</b>  | <b>0%</b> | <b>3%</b>  |

**MONTREAL-KINGSTON**

| Mode         | Base<br>1992 | Référence 2005 |           |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|-----------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus       | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |           |            | 172                       | 43         | 216        |                  |            |           |            |                 |            |            |            |            |
| Train        | 41           | 24             | 17        | 41         | 0                         | 0          | 0          | 22               | 91%        | 17        | 100%       | 39              | 95%        |            |            |            |
| Pla          | 0            | 0              | 0         | 0          | 0                         | 0          | 0          | 0                | 0%         | 0         | 0%         | 0               | 0%         |            |            |            |
| Bus          | 24           | 20             | 4         | 24         | 12                        | 4          | 16         | 8                | 40%        | 0         | 0%         | 8               | 35%        |            |            |            |
| Car          | 211          | 274            | 11        | 285        | 213                       | 2          | 216        | 61               | 22%        | 9         | 80%        | 70              | 24%        |            |            |            |
| <b>Total</b> | <b>277</b>   | <b>318</b>     | <b>33</b> | <b>351</b> | <b>398</b>                | <b>49</b>  | <b>447</b> | <b>91</b>        | <b>28%</b> | <b>27</b> | <b>81%</b> | <b>117</b>      | <b>33%</b> | <b>82</b>  | <b>17</b>  | <b>98</b>  |
|              |              | <b>91%</b>     | <b>9%</b> |            | <b>89%</b>                | <b>11%</b> |            |                  |            |           |            |                 |            | <b>26%</b> | <b>51%</b> | <b>28%</b> |

**MONTREAL-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |             |             | 954                       | 1431        | 2385        |                  |            |            |            |                 |            |            |            |            |
| Train        | 448          | 331            | 117         | 448         | 0                         | 0           | 0           | 306              | 92%        | 117        | 100%       | 422             | 94%        |            |            |            |
| Plane        | 1147         | 249            | 1454        | 1703        | 130                       | 797         | 927         | 119              | 48%        | 637        | 45%        | 776             | 46%        |            |            |            |
| Bus          | 109          | 100            | 9           | 109         | 38                        | 4           | 43          | 61               | 61%        | 5          | 55%        | 66              | 61%        |            |            |            |
| Car          | 1273         | 1271           | 439         | 1710        | 993                       | 264         | 1257        | 278              | 22%        | 175        | 40%        | 453             | 26%        |            |            |            |
| <b>Total</b> | <b>2978</b>  | <b>1951</b>    | <b>2019</b> | <b>3970</b> | <b>2115</b>               | <b>2496</b> | <b>4611</b> | <b>764</b>       | <b>39%</b> | <b>954</b> | <b>47%</b> | <b>1718</b>     | <b>43%</b> | <b>190</b> | <b>477</b> | <b>667</b> |
|              |              | <b>49%</b>     | <b>51%</b>  |             | <b>46%</b>                | <b>54%</b>  |             |                  |            |            |            |                 |            | <b>10%</b> | <b>24%</b> | <b>17%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005  
300 KPH - Existing Row option - High Frequency**

**MONTREAL-HAMILTON**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |           |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|-----------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus       | Total      |
| HSR          |              |                |            |            | 57                        | 31         | 88         |                  |            |           |            |                 |            |            |           |            |
| Train        | 13           | 7              | 7          | 13         | 0                         | 0          | 0          | 7                | 100%       | 7         | 100%       | 13              | 100%       |            |           |            |
| Pla          | 21           | 2              | 29         | 31         | 0                         | 26         | 26         | 2                | 100%       | 3         | 12%        | 6               | 18%        |            |           |            |
| Bus          | 3            | 3              | 0          | 3          | 0                         | 0          | 0          | 3                | 100%       | 0         |            | 3               | 100%       |            |           |            |
| Car          | 60           | 69             | 12         | 82         | 48                        | 3          | 50         | 22               | 31%        | 10        | 80%        | 31              | 38%        |            |           |            |
| <b>Total</b> | <b>98</b>    | <b>82</b>      | <b>48</b>  | <b>130</b> | <b>105</b>                | <b>59</b>  | <b>164</b> | <b>34</b>        | <b>41%</b> | <b>20</b> | <b>41%</b> | <b>54</b>       | <b>41%</b> | <b>23</b>  | <b>0</b>  | <b>23</b>  |
|              |              | <b>63%</b>     | <b>37%</b> |            | <b>64%</b>                | <b>36%</b> |            |                  |            |           |            |                 |            | <b>28%</b> | <b>0%</b> | <b>18%</b> |

**MONTREAL-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |   | INDUCED TRAFFIC |            |            |             |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|---|-----------------|------------|------------|-------------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | % | Total           | %          | Non-Bus    | Bus         | Total     |
| HSR          |              |                |            |            | 48                        | 15         | 63         |                  |            |           |   |                 |            |            |             |           |
| Train        | 22           | 22             | 0          | 22         | 0                         | 0          | 0          | 22               | 100%       | 0         |   | 22              | 100%       |            |             |           |
| Pla          | 28           | 16             | 25         | 41         | 14                        | 14         | 28         | 2                | 10%        | 11        |   | 13              | 31%        |            |             |           |
| Bus          | 3            | 3              | 0          | 3          | 0                         | 0          | 0          | 3                | 100%       | 0         |   | 3               | 100%       |            |             |           |
| Car          | 60           | 57             | 25         | 82         | 54                        | 9          | 63         | 3                | 4%         | 16        |   | 19              | 23%        |            |             |           |
| <b>Total</b> | <b>114</b>   | <b>98</b>      | <b>51</b>  | <b>149</b> | <b>117</b>                | <b>38</b>  | <b>155</b> | <b>29</b>        | <b>30%</b> | <b>28</b> |   | <b>57</b>       | <b>38%</b> | <b>19</b>  | <b>-12</b>  | <b>6</b>  |
|              |              | <b>66%</b>     | <b>34%</b> |            | <b>75%</b>                | <b>25%</b> |            |                  |            |           |   |                 |            | <b>19%</b> | <b>-24%</b> | <b>4%</b> |

**MONTREAL-KINGSTON**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |             | 489                       | 200        | 689         |                  |            |           |            |                 |            |            |            |            |
| Train        | 42           | 22             | 20         | 42          | 0                         | 0          | 0           | 19               | 88%        | 18        | 91%        | 37              | 89%        |            |            |            |
| Plane        | 0            | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |            | 0         |            | 0               |            |            |            |            |
| Bus          | 70           | 63             | 7          | 70          | 16                        | 2          | 17          | 47               | 75%        | 6         |            | 53              | 75%        |            |            |            |
| Car          | 820          | 849            | 251        | 1101        | 646                       | 182        | 828         | 204              | 24%        | 69        | 27%        | 273             | 25%        |            |            |            |
| <b>Total</b> | <b>932</b>   | <b>934</b>     | <b>278</b> | <b>1213</b> | <b>1150</b>               | <b>384</b> | <b>1534</b> | <b>271</b>       | <b>29%</b> | <b>93</b> | <b>33%</b> | <b>363</b>      | <b>30%</b> | <b>218</b> | <b>107</b> | <b>325</b> |
|              |              | <b>77%</b>     | <b>23%</b> |             | <b>75%</b>                | <b>25%</b> |             |                  |            |           |            |                 |            | <b>23%</b> | <b>38%</b> | <b>27%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005**  
**300 KPH - Existing Row option - High Frequency**

**OTTAWA-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |             |             | 1254                      | 1026        | 2280        |                  |            |            |            |                 |            |            |            |            |
| Train        | 221          | 132            | 89          | 221         | 0                         | 0           | 0           | 115              | 87%        | 75         | 85%        | 190             | 86%        |            |            |            |
| Plane        | 647          | 128            | 832         | 959         | 33                        | 300         | 333         | 95               | 74%        | 531        | 64%        | 626             | 65%        |            |            |            |
| Bus          | 126          | 107            | 19          | 126         | 40                        | 11          | 52          | 66               | 62%        | 8          | 41%        | 74              | 59%        |            |            |            |
| Car          | 1721         | 1869           | 442         | 2310        | 1437                      | 294         | 1731        | 432              | 23%        | 148        | 33%        | 579             | 25%        |            |            |            |
| <b>Total</b> | <b>2716</b>  | <b>2235</b>    | <b>1382</b> | <b>3617</b> | <b>2764</b>               | <b>1632</b> | <b>4396</b> | <b>708</b>       | <b>32%</b> | <b>763</b> | <b>55%</b> | <b>1470</b>     | <b>41%</b> | <b>546</b> | <b>263</b> | <b>809</b> |
|              |              | <b>62%</b>     | <b>38%</b>  |             | <b>63%</b>                | <b>37%</b>  |             |                  |            |            |            |                 |            | <b>24%</b> | <b>19%</b> | <b>22%</b> |

**OTTAWA-HAMILTON**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |           |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|-----------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus       | Total      |
| HSR          |              |                |            |            | 85                        | 24         | 109        |                  |            |           |            |                 |            |            |           |            |
| Train        | 7            | 5              | 2          | 7          | 0                         | 0          | 0          | 5                | 100%       | 2         | 100%       | 7               | 100%       |            |           |            |
| Plane        | 8            | 0              | 12         | 12         | 0                         | 0          | 0          | 0                |            | 12        | 100%       | 12              | 100%       |            |           |            |
| Bus          | 8            | 8              | 0          | 8          | 2                         | 0          | 2          | 7                | 80%        | 0         |            | 7               | 80%        |            |           |            |
| Car          | 96           | 116            | 15         | 131        | 91                        | 5          | 96         | 26               | 22%        | 10        | 68%        | 36              | 27%        |            |           |            |
| <b>Total</b> | <b>121</b>   | <b>130</b>     | <b>28</b>  | <b>158</b> | <b>177</b>                | <b>29</b>  | <b>206</b> | <b>37</b>        | <b>29%</b> | <b>23</b> | <b>83%</b> | <b>61</b>       | <b>38%</b> | <b>48</b>  | <b>0</b>  | <b>48</b>  |
|              |              | <b>82%</b>     | <b>18%</b> |            | <b>86%</b>                | <b>14%</b> |            |                  |            |           |            |                 |            | <b>37%</b> | <b>2%</b> | <b>31%</b> |

**OTTAWA-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |           |            |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|-----------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus   | Bus        | Total      |
| HSR          |              |                |            |            | 63                        | 58         | 121        |                  |            |           |            |                 |            |           |            |            |
| Train        | 10           | 8              | 2          | 10         | 0                         | 0          | 0          | 8                | 100%       | 2         | 100%       | 10              | 100%       |           |            |            |
| Plane        | 40           | 12             | 48         | 60         | 2                         | 16         | 18         | 10               | 82%        | 32        | 67%        | 42              | 70%        |           |            |            |
| Bus          | 6            | 6              | 0          | 6          | 0                         | 0          | 0          | 6                | 100%       | 0         |            | 6               | 100%       |           |            |            |
| Car          | 97           | 117            | 12         | 129        | 83                        | 11         | 95         | 34               | 29%        | 1         | 6%         | 34              | 27%        |           |            |            |
| <b>Total</b> | <b>153</b>   | <b>143</b>     | <b>62</b>  | <b>205</b> | <b>148</b>                | <b>85</b>  | <b>234</b> | <b>58</b>        | <b>40%</b> | <b>35</b> | <b>56%</b> | <b>93</b>       | <b>45%</b> | <b>5</b>  | <b>23</b>  | <b>28</b>  |
|              |              | <b>70%</b>     | <b>30%</b> |            | <b>63%</b>                | <b>37%</b> |            |                  |            |           |            |                 |            | <b>4%</b> | <b>37%</b> | <b>14%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005**  
**300 KPH - Existing Row option - High Frequency**

**KINGSTON-TORONTO**

| Mode         | Base 1992   | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |         |     |       |
|--------------|-------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|------------|------------|------------|-----------------|------------|---------|-----|-------|
|              |             | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus | Bus | Total |
| HSK          |             |                |            |             | 900                       | 211        | 1111        |                  |            |            |            |                 |            |         |     |       |
| Train        | 165         | 106            | 59         | 165         | 0                         | 0          | 0           | 101              | 96%        | 56         | 94%        | 157             | 95%        |         |     |       |
| Pl           | 11          | 7              | 9          | 16          | 0                         | 0          | 0           | 7                | 100%       | 9          | 100%       | 16              | 100%       |         |     |       |
| Bu           | 110         | 102            | 7          | 110         | 33                        | 3          | 36          | 69               | 68%        | 4          | 56%        | 74              | 67%        |         |     |       |
| Car          | 1995        | 2220           | 457        | 2677        | 1640                      | 360        | 2000        | 580              | 26%        | 97         | 21%        | 677             | 25%        |         |     |       |
| <b>Total</b> | <b>2281</b> | <b>2435</b>    | <b>533</b> | <b>2968</b> | <b>2573</b>               | <b>574</b> | <b>3148</b> | <b>757</b>       | <b>31%</b> | <b>167</b> | <b>31%</b> | <b>924</b>      | <b>31%</b> | 143     | 0   | 143   |
|              |             | 82%            | 18%        |             | 82%                       | 18%        |             |                  |            |            |            |                 |            | 6%      | 0%  | 5%    |

**KINGSTON-HAMILTON**

| Mode | Base 1992 | Référence 2005 |     |       | Project situation in 2005 |     |       | DIVERTED TRAFFIC |      |     |   | INDUCED TRAFFIC |      |         |     |       |
|------|-----------|----------------|-----|-------|---------------------------|-----|-------|------------------|------|-----|---|-----------------|------|---------|-----|-------|
|      |           | Non-Bus        | Bus | Total | Non-Bus                   | Bus | Total | Non-Bus          | %    | Bus | % | Total           | %    | Non-Bus | Bus | Total |
| HSR  |           |                |     |       | 47                        | 0   | 47    |                  |      |     |   |                 |      |         |     |       |
| ra   | 2         | 2              | 0   | 2     | 0                         | 0   | 0     | 2                | 100% | 0   |   | 2               | 100% |         |     |       |
| la   | 0         | 0              | 0   | 0     | 0                         | 0   | 0     | 0                |      | 0   |   | 0               |      |         |     |       |
| bus  | 2         | 2              | 0   | 2     | 0                         | 0   | 0     | 2                | 100% | 0   |   | 2               | 100% |         |     |       |
| car  | 88        | 119            | 0   | 119   | 105                       | 0   | 105   | 14               | 12%  | 0   |   | 14              | 12%  |         |     |       |
| tot  | 93        | 123            | 0   | 123   | 152                       | 0   | 152   | 19               | 15%  | 0   |   | 19              | 15%  | 28      | 0   | 28    |
|      |           | 100%           | 0%  |       | 100%                      | 0%  |       |                  |      |     |   |                 |      | 23%     |     | 23%   |

**KINGSTON-LONDON**

| Mode | Base 1992 | Référence 2005 |     |       | Project situation in 2005 |     |       | DIVERTED TRAFFIC |      |     |      | INDUCED TRAFFIC |      |         |     |       |
|------|-----------|----------------|-----|-------|---------------------------|-----|-------|------------------|------|-----|------|-----------------|------|---------|-----|-------|
|      |           | Non-Bus        | Bus | Total | Non-Bus                   | Bus | Total | Non-Bus          | %    | Bus | %    | Total           | %    | Non-Bus | Bus | Total |
| SI   |           |                |     |       | 28                        | 7   | 35    |                  |      |     |      |                 |      |         |     |       |
| mi   | 10        | 8              | 2   | 10    | 0                         | 0   | 0     | 8                | 100% | 2   | 100% | 10              | 100% |         |     |       |
| ane  | 0         | 0              | 0   | 0     | 0                         | 0   | 0     | 0                |      | 0   |      | 0               |      |         |     |       |
| as   | 5         | 5              | 0   | 5     | 3                         | 2   | 6     | 1                | 29%  | -2  |      | -1              |      |         |     |       |
| or   | 81        | 104            | 6   | 109   | 88                        | 2   | 90    | 15               | 15%  | 4   | 68%  | 19              | 18%  |         |     |       |
| ots  | 96        | 116            | 8   | 124   | 120                       | 11  | 131   | 25               | 21%  | 4   | 46%  | 28              | 23%  | 4       | 3   | 7     |
|      |           | 94%            | 6%  |       | 92%                       | 8%  |       |                  |      |     |      |                 |      | 3%      | 38% | 5%    |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005  
300 KPH - Existing Row option - High Frequency**

**TORONTO-HAMILTON**

| Mode         | Base<br>1992 | Référence 2005 |           |            | Project situation in 2005 |           |            | DIVERTED TRAFFIC |            |          |   | INDUCED TRAFFIC |            |            |          |            |
|--------------|--------------|----------------|-----------|------------|---------------------------|-----------|------------|------------------|------------|----------|---|-----------------|------------|------------|----------|------------|
|              |              | Non-Bus        | Bus       | Total      | Non-Bus                   | Bus       | Total      | Non-Bus          | %          | Bus      | % | Total           | %          | Non-Bus    | Bus      | Total      |
| HSR          |              |                |           |            | 63                        | 0         | 63         |                  |            |          |   |                 |            |            |          |            |
| Train        | 7            | 7              | 0         | 7          | 0                         | 0         | 0          | 7                | 100%       | 0        |   | 7               | 100%       |            |          |            |
| Plane        | 0            | 0              | 0         | 0          | 0                         | 0         | 0          | 0                |            | 0        |   | 0               |            |            |          |            |
| Bus          | 0            | 0              | 0         | 0          | 0                         | 0         | 0          | 0                |            | 0        |   | 0               |            |            |          |            |
| Car          | 154          | 209            | 0         | 209        | 175                       | 0         | 175        | 33               | 16%        | 0        |   | 33              | 16%        |            |          |            |
| <b>Total</b> | <b>161</b>   | <b>215</b>     | <b>0</b>  | <b>215</b> | <b>238</b>                | <b>0</b>  | <b>238</b> | <b>40</b>        | <b>19%</b> | <b>0</b> |   | <b>40</b>       | <b>19%</b> | <b>23</b>  | <b>0</b> | <b>23</b>  |
|              |              | <b>100%</b>    | <b>0%</b> |            | <b>100%</b>               | <b>0%</b> |            |                  |            |          |   |                 |            | <b>11%</b> |          | <b>11%</b> |

**TORONTO-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |           |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|-----------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus       | Total      |
| HSR          |              |                |             |             | 1630                      | 382         | 2012        |                  |            |            |            |                 |            |            |           |            |
| Train        | 207          | 141            | 66          | 207         | 0                         | 0           | 0           | 124              | 88%        | 57         | 86%        | 182             | 88%        |            |           |            |
| Plane        | 21           | 6              | 25          | 31          | 0                         | 0           | 0           | 6                | 100%       | 25         | 100%       | 31              | 100%       |            |           |            |
| Bus          | 129          | 121            | 8           | 129         | 58                        | 3           | 61          | 63               | 52%        | 5          | 61%        | 68              | 53%        |            |           |            |
| Car          | 4184         | 4060           | 1555        | 5615        | 3302                      | 1284        | 4586        | 758              | 19%        | 270        | 17%        | 1029            | 18%        |            |           |            |
| <b>Total</b> | <b>4541</b>  | <b>4328</b>    | <b>1654</b> | <b>5982</b> | <b>4990</b>               | <b>1670</b> | <b>6660</b> | <b>951</b>       | <b>22%</b> | <b>358</b> | <b>22%</b> | <b>1309</b>     | <b>22%</b> | <b>678</b> | <b>24</b> | <b>703</b> |
|              |              | <b>72%</b>     | <b>28%</b>  |             | <b>75%</b>                | <b>25%</b>  |             |                  |            |            |            |                 |            | <b>16%</b> | <b>1%</b> | <b>12%</b> |

**TORONTO-WINDSOR**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |             | 901                       | 254        | 1155        |                  |            |            |            |                 |            |            |            |            |
| Train        | 110          | 78             | 32         | 110         | 0                         | 0          | 0           | 72               | 93%        | 29         | 91%        | 101             | 92%        |            |            |            |
| Plane        | 64           | 24             | 70         | 94          | 5                         | 25         | 30          | 19               | 79%        | 45         | 64%        | 64              | 68%        |            |            |            |
| Bus          | 28           | 20             | 8          | 28          | 4                         | 3          | 6           | 16               | 82%        | 5          | 65%        | 22              | 77%        |            |            |            |
| Car          | 1162         | 1334           | 226        | 1560        | 956                       | 169        | 1125        | 378              | 28%        | 57         | 25%        | 435             | 28%        |            |            |            |
| <b>Total</b> | <b>1364</b>  | <b>1456</b>    | <b>336</b> | <b>1792</b> | <b>1865</b>               | <b>451</b> | <b>2316</b> | <b>486</b>       | <b>33%</b> | <b>137</b> | <b>41%</b> | <b>622</b>      | <b>35%</b> | <b>415</b> | <b>117</b> | <b>533</b> |
|              |              | <b>81%</b>     | <b>19%</b> |             | <b>81%</b>                | <b>19%</b> |             |                  |            |            |            |                 |            | <b>29%</b> | <b>35%</b> | <b>30%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005**  
**300 KPH - Existing Row option - High Frequency**

**HAMILTON-LONDON**

| Mode         | Base 1992  | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |            | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |            |                |            |            | 178                       | 178        | 355        |                  |            |           |            |                 |            |            |            |            |
| Train        | 2          | 1              | 1          | 2          | 0                         | 0          | 0          | 1                | 100%       | 1         |            | 2               | 100%       |            |            |            |
| Pl           | 0          | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |            | 0         |            | 0               |            |            |            |            |
| Bi           | 13         | 13             | 0          | 13         | 0                         | 0          | 0          | 13               | 100%       | 0         |            | 13              | 100%       |            |            |            |
| Car          | 476        | 342            | 296        | 639        | 307                       | 262        | 569        | 35               | 10%        | 35        | 12%        | 70              | 11%        |            |            |            |
| <b>Total</b> | <b>491</b> | <b>356</b>     | <b>297</b> | <b>654</b> | <b>485</b>                | <b>439</b> | <b>924</b> | <b>49</b>        | <b>14%</b> | <b>36</b> | <b>12%</b> | <b>85</b>       | <b>13%</b> | <b>128</b> | <b>142</b> | <b>270</b> |
|              |            | <b>55%</b>     | <b>45%</b> |            | <b>52%</b>                | <b>48%</b> |            |                  |            |           |            |                 |            | <b>36%</b> | <b>48%</b> | <b>41%</b> |

**MILTON-WINDSOR**

| Mode         | Base 1992  | Référence 2005 |            |            | Project situation in 2005 |           |            | DIVERTED TRAFFIC |            |          |            | INDUCED TRAFFIC |            |             |           |             |
|--------------|------------|----------------|------------|------------|---------------------------|-----------|------------|------------------|------------|----------|------------|-----------------|------------|-------------|-----------|-------------|
|              |            | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus       | Total      | Non-Bus          | %          | Bus      | %          | Total           | %          | Non-Bus     | Bus       | Total       |
| ISR          |            |                |            |            | 376                       | 12        | 388        |                  |            |          |            |                 |            |             |           |             |
| r            | 2          | 2              | 0          | 2          | 0                         | 0         | 0          | 2                | 100%       | 0        |            | 2               | 100%       |             |           |             |
| h            | 0          | 0              | 0          | 0          | 0                         | 0         | 0          | 0                |            | 0        |            | 0               |            |             |           |             |
| bus          | 2          | 2              | 0          | 2          | 0                         | 0         | 0          | 2                | 100%       | 0        |            | 2               | 100%       |             |           |             |
| car          | 190        | 220            | 34         | 254        | 170                       | 25        | 195        | 50               | 23%        | 9        | 25%        | 59              | 23%        |             |           |             |
| <b>Total</b> | <b>194</b> | <b>224</b>     | <b>34</b>  | <b>258</b> | <b>546</b>                | <b>37</b> | <b>583</b> | <b>54</b>        | <b>24%</b> | <b>9</b> | <b>25%</b> | <b>63</b>       | <b>24%</b> | <b>322</b>  | <b>3</b>  | <b>325</b>  |
|              |            | <b>87%</b>     | <b>13%</b> |            | <b>94%</b>                | <b>6%</b> |            |                  |            |          |            |                 |            | <b>144%</b> | <b>9%</b> | <b>126%</b> |

**LONDON-WINDSOR**

| Mode         | Base 1992   | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|-------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|------------|
|              |             | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| S            |             |                |            |             | 525                       | 430        | 955         |                  |            |            |            |                 |            |            |            |            |
| anc          | 28          | 16             | 12         | 28          | 0                         | 0          | 0           | 15               | 96%        | 11         | 94%        | 27              | 95%        |            |            |            |
| as           | 0           | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |            | 0          |            | 0               |            |            |            |            |
| at           | 20          | 20             | 0          | 20          | 4                         | 0          | 4           | 16               | 79%        | 0          |            | 16              | 79%        |            |            |            |
| or           | 1710        | 1600           | 696        | 2296        | 1424                      | 500        | 1924        | 176              | 11%        | 196        | 28%        | 372             | 16%        |            |            |            |
| <b>Total</b> | <b>1758</b> | <b>1636</b>    | <b>708</b> | <b>2344</b> | <b>1953</b>               | <b>930</b> | <b>2884</b> | <b>207</b>       | <b>13%</b> | <b>207</b> | <b>29%</b> | <b>414</b>      | <b>18%</b> | <b>318</b> | <b>223</b> | <b>541</b> |
|              |             | <b>70%</b>     | <b>30%</b> |             | <b>68%</b>                | <b>32%</b> |             |                  |            |            |            |                 |            | <b>19%</b> | <b>31%</b> | <b>23%</b> |



**300 KPH**

**Fréquence moyenne**

**Existing Row option**

**Année 2025**

### TRAFFIC AND REVENUES

300 KPH OPTION - MEDIUM FREQUENCY - YEAR 2025

Existing Row option (Total both directions)

| Traffic<br>(thousands of travellers) | Québec | Trois Rivières | Montréal | Ottawa | Kingston | Toronto | Hamilton | London | Windsor | Revenues<br>(millions of 1992 Can \$) |
|--------------------------------------|--------|----------------|----------|--------|----------|---------|----------|--------|---------|---------------------------------------|
| 3121                                 | 12     |                |          |        |          |         |          |        |         | 209.8                                 |
| 223                                  | 6      |                |          |        |          |         |          |        |         | 19.4                                  |
| 342                                  | 6      |                |          |        |          |         |          |        |         | 46.1                                  |
| 1175                                 |        | 8              |          |        |          |         |          |        |         | 30.2                                  |
| 252                                  |        | 6              |          |        |          |         |          |        |         | 10.5                                  |
| 88                                   |        | 6              |          |        |          |         |          |        |         | 8.7                                   |
| 1646                                 |        |                | 15       |        |          |         |          |        |         | 88.1                                  |
| 382                                  |        |                | 12       |        |          |         |          |        |         | 14.4                                  |
| 3343                                 |        |                | 18       |        |          |         |          |        |         | 390.5                                 |
| 145                                  |        |                | 6        |        |          |         |          |        |         | 15.6                                  |
| 101                                  |        |                | 6        |        |          |         |          |        |         | 11.0                                  |
| 1057                                 |        |                |          | 12     |          |         |          |        |         | 43.8                                  |
| 3056                                 |        |                |          | 15     |          |         |          |        |         | 337.5                                 |
| 186                                  |        |                |          | 6      |          |         |          |        |         | 15.7                                  |
| 206                                  |        |                |          | 6      |          |         |          |        |         | 17.8                                  |
| 1614                                 |        |                |          |        | 12       |         |          |        |         | 86.8                                  |
| 83                                   |        |                |          |        | 6        |         |          |        |         | 5.9                                   |
| 61                                   |        |                |          |        | 6        |         |          |        |         | 4.4                                   |
| 75                                   |        |                |          |        |          | 8       |          |        |         | 1.7                                   |
| 2810                                 |        |                |          |        |          | 12      |          |        |         | 114.1                                 |
| 1243                                 |        |                |          |        |          | 12      |          |        |         | 99.0                                  |
| 508                                  |        |                |          |        |          |         | 8        |        |         | 10.4                                  |
| 626                                  |        |                |          |        |          |         | 8        |        |         | 26.1                                  |
| 1331                                 |        |                |          |        |          |         |          | 12     |         | 52.2                                  |
| 23674                                | 3686   | 5201           | 7697     | 8905   | 9225     | 4910    | 5556     | 3200   |         | 1658.8                                |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2025**  
**300 KPH - Existing Row option - Medium Frequency**

**TOTAL (both directions)**

| Mode         | Base<br>1992 | Référence 2025 |              |              | Project situation in 2025 |              |               | DIVERTED TRAFFIC |            |             |            | INDUCED TRAFFIC |            |         |      |       |
|--------------|--------------|----------------|--------------|--------------|---------------------------|--------------|---------------|------------------|------------|-------------|------------|-----------------|------------|---------|------|-------|
|              |              | Non-Bus        | Bus          | Total        | Non-Bus                   | Bus          | Total         | Non-Bus          | %          | Bus         | %          | Total           | %          | Non-Bus | Bus  | Total |
| HC           |              |                |              |              | 16236                     | 7438         | 23674         |                  |            |             |            |                 |            |         |      |       |
| Train        | 1767         | 1754           | 862          | 2617         | 0                         | 0            | 0             | 1440             | 82%        | 725         | 84%        | 2166            | 83%        |         |      |       |
| Plane        | 2213         | 724            | 4129         | 4852         | 385                       | 2156         | 2541          | 339              | 47%        | 1972        | 48%        | 2311            | 48%        |         |      |       |
| Bus          | 1732         | 2047           | 517          | 2563         | 1582                      | 453          | 2035          | 465              | 23%        | 64          | 12%        | 529             | 21%        |         |      |       |
| Car          | 41787        | 65827          | 17205        | 83032        | 57091                     | 14810        | 71902         | 8736             | 13%        | 2395        | 14%        | 11130           | 13%        |         |      |       |
| <b>Total</b> | <b>47499</b> | <b>70352</b>   | <b>22713</b> | <b>93064</b> | <b>75294</b>              | <b>24857</b> | <b>100151</b> | <b>10980</b>     | <b>16%</b> | <b>5157</b> | <b>23%</b> | <b>16136</b>    | <b>17%</b> | 5256    | 2279 | 7535  |
|              |              | <b>76%</b>     | <b>24%</b>   |              | <b>75%</b>                | <b>25%</b>   |               |                  |            |             |            |                 |            | 7%      | 10%  | 8%    |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2025  
300 KPH - Existing Row option - Medium Frequency**

**QUEBEC-MONTREAL**

| Mode         | Base<br>1992 | Référence 2025 |             |              | Projet situation in 2025 |             |              | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|-------------|--------------|--------------------------|-------------|--------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus         | Total        | Non-Bus                  | Bus         | Total        | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |             |              | 2403                     | 718         | 3121         |                  |            |            |            |                 |            |            |            |            |
| Train        | 121          | 114            | 65          | 179          | 0                        | 0           | 0            | 81               | 71%        | 43         | 66%        | 123             | 69%        |            |            |            |
| Plane        | 53           | 8              | 106         | 114          | 0                        | 0           | 0            | 8                | 100%       | 106        | 100%       | 114             | 100%       |            |            |            |
| Bus          | 397          | 349            | 238         | 587          | 283                      | 197         | 479          | 66               | 19%        | 42         | 17%        | 108             | 18%        |            |            |            |
| Car          | 6230         | 9311           | 3069        | 12381        | 7192                     | 2527        | 9718         | 2120             | 23%        | 543        | 18%        | 2662            | 22%        |            |            |            |
| <b>Total</b> | <b>6801</b>  | <b>9782</b>    | <b>3478</b> | <b>13260</b> | <b>9878</b>              | <b>3441</b> | <b>13319</b> | <b>2275</b>      | <b>23%</b> | <b>733</b> | <b>21%</b> | <b>3007</b>     | <b>23%</b> | <b>129</b> | <b>-15</b> | <b>114</b> |
|              |              | <b>74%</b>     | <b>26%</b>  |              | <b>74%</b>               | <b>26%</b>  |              |                  |            |            |            |                 |            | <b>1%</b>  | <b>0%</b>  | <b>1%</b>  |

**QUEBEC-OTTAWA**

| Mode         | Base<br>1992 | Référence 2025 |            |            | Projet situation in 2025 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |           |            |           |
|--------------|--------------|----------------|------------|------------|--------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|-----------|------------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                  | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus   | Bus        | Total     |
| HSR          |              |                |            |            | 183                      | 40         | 223        |                  |            |           |            |                 |            |           |            |           |
| Train        | 9            | 11             | 3          | 13         | 0                        | 0          | 0          | 11               | 100%       | 3         | 100%       | 13              | 100%       |           |            |           |
| Plane        | 29           | 5              | 58         | 63         | 0                        | 49         | 49         | 5                | 100%       | 9         | 16%        | 14              | 23%        |           |            |           |
| Bus          | 23           | 25             | 9          | 34         | 15                       | 9          | 25         | 10               | 38%        | 0         | -3%        | 9               | 27%        |           |            |           |
| Car          | 260          | 488            | 26         | 515        | 368                      | 11         | 379        | 120              | 25%        | 15        | 57%        | 135             | 26%        |           |            |           |
| <b>Total</b> | <b>321</b>   | <b>529</b>     | <b>96</b>  | <b>625</b> | <b>567</b>               | <b>110</b> | <b>676</b> | <b>146</b>       | <b>28%</b> | <b>27</b> | <b>28%</b> | <b>172</b>      | <b>28%</b> | <b>38</b> | <b>14</b>  | <b>51</b> |
|              |              | <b>85%</b>     | <b>15%</b> |            | <b>84%</b>               | <b>16%</b> |            |                  |            |           |            |                 |            | <b>7%</b> | <b>14%</b> | <b>8%</b> |

**QUEBEC-TORONTO**

| Mode         | Base<br>1992 | Référence 2025 |            |            | Projet situation in 2025 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|------------|--------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                  | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |            | 154                      | 188        | 342        |                  |            |           |            |                 |            |            |            |            |
| Train        | 28           | 36             | 5          | 41         | 0                        | 0          | 0          | 36               | 100%       | 5         | 100%       | 41              | 100%       |            |            |            |
| Plane        | 89           | 28             | 166        | 194        | 10                       | 98         | 108        | 19               | 66%        | 68        | 41%        | 86              | 45%        |            |            |            |
| Bus          | 5            | 6              | 1          | 8          | 0                        | 0          | 0          | 6                | 100%       | 1         | 100%       | 8               | 100%       |            |            |            |
| Car          | 87           | 136            | 38         | 173        | 119                      | 16         | 135        | 17               | 13%        | 22        | 57%        | 39              | 22%        |            |            |            |
| <b>Total</b> | <b>209</b>   | <b>207</b>     | <b>210</b> | <b>416</b> | <b>282</b>               | <b>302</b> | <b>584</b> | <b>78</b>        | <b>38%</b> | <b>96</b> | <b>46%</b> | <b>174</b>      | <b>42%</b> | <b>76</b>  | <b>92</b>  | <b>168</b> |
|              |              | <b>50%</b>     | <b>50%</b> |            | <b>48%</b>               | <b>52%</b> |            |                  |            |           |            |                 |            | <b>37%</b> | <b>44%</b> | <b>40%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2025**  
**300 KPH - Existing Row option - Medium Frequency**

**TROIS-RIVIERES/MONTREAL**

| Mode         | Base 1992   | Référence 2025 |            |             | Projet situation in 2025 |            |             | DIVERTED TRAFFIC |           |           |           | INDUCED TRAFFIC |           |            |           |            |
|--------------|-------------|----------------|------------|-------------|--------------------------|------------|-------------|------------------|-----------|-----------|-----------|-----------------|-----------|------------|-----------|------------|
|              |             | Non-Bus        | Bus        | Total       | Non-Bus                  | Bus        | Total       | Non-Bus          | %         | Bus       | %         | Total           | %         | Non-Bus    | Bus       | Total      |
| Train        | 0           | 0              | 0          | 0           | 1010                     | 164        | 1175        | 0                |           | 0         |           | 0               |           |            |           |            |
| Plane        | 0           | 0              | 0          | 0           | 0                        | 0          | 0           | 0                |           | 0         |           | 0               |           |            |           |            |
| Bus          | 10          | 13             | 3          | 15          | 6                        | 2          | 7           | 7                | 56%       | 1         | 27%       | 8               | 52%       |            |           |            |
| Car          | 3175        | 5423           | 883        | 6306        | 4920                     | 801        | 5721        | 504              | 9%        | 82        | 9%        | 585             | 9%        |            |           |            |
| <b>Total</b> | <b>3185</b> | <b>5436</b>    | <b>885</b> | <b>6321</b> | <b>5935</b>              | <b>967</b> | <b>6903</b> | <b>511</b>       | <b>9%</b> | <b>82</b> | <b>9%</b> | <b>593</b>      | <b>9%</b> | <b>499</b> | <b>82</b> | <b>581</b> |
|              |             | <b>86%</b>     | <b>14%</b> |             | <b>86%</b>               | <b>14%</b> |             |                  |           |           |           |                 |           | <b>9%</b>  | <b>9%</b> | <b>9%</b>  |

**TROIS-RIVIERES/OTTAWA**

| Mode         | Base 1992  | Référence 2025 |            |            | Projet situation in 2025 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|------------|----------------|------------|------------|--------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |            | Non-Bus        | Bus        | Total      | Non-Bus                  | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| SP           |            |                |            |            | 222                      | 30         | 252        |                  |            |           |            |                 |            |            |            |            |
| Train        | 0          | 0              | 0          | 0          | 0                        | 0          | 0          | 0                |            | 0         |            | 0               |            |            |            |            |
| Plane        | 0          | 0              | 0          | 0          | 0                        | 0          | 0          | 0                |            | 0         |            | 0               |            |            |            |            |
| Bus          | 12         | 17             | 0          | 17         | 10                       | 3          | 14         | 7                | 41%        | -3        |            | 4               | 22%        |            |            |            |
| Car          | 174        | 293            | 52         | 345        | 227                      | 37         | 264        | 66               | 23%        | 15        | 29%        | 81              | 24%        |            |            |            |
| <b>Total</b> | <b>186</b> | <b>311</b>     | <b>52</b>  | <b>363</b> | <b>459</b>               | <b>71</b>  | <b>530</b> | <b>73</b>        | <b>24%</b> | <b>12</b> | <b>23%</b> | <b>85</b>       | <b>23%</b> | <b>149</b> | <b>18</b>  | <b>167</b> |
|              |            | <b>86%</b>     | <b>14%</b> |            | <b>87%</b>               | <b>13%</b> |            |                  |            |           |            |                 |            | <b>48%</b> | <b>35%</b> | <b>46%</b> |

**TROIS-RIVIERES/TORONTO**

| Mode         | Base 1992 | Référence 2025 |            |            | Projet situation in 2025 |            |            | DIVERTED TRAFFIC |            |          |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|-----------|----------------|------------|------------|--------------------------|------------|------------|------------------|------------|----------|------------|-----------------|------------|------------|------------|------------|
|              |           | Non-Bus        | Bus        | Total      | Non-Bus                  | Bus        | Total      | Non-Bus          | %          | Bus      | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| ISR          |           |                |            |            | 68                       | 20         | 88         |                  |            |          |            |                 |            |            |            |            |
| Train        | 6         | 6              | 3          | 9          | 0                        | 0          | 0          | 6                | 100%       | 3        | 100%       | 9               | 100%       |            |            |            |
| Plane        | 17        | 9              | 28         | 38         | 0                        | 29         | 29         | 9                | 100%       | -1       | -3%        | 9               | 23%        |            |            |            |
| Bus          | 2         | 3              | 0          | 3          | 0                        | 0          | 0          | 3                | 100%       | 0        | 0%         | 3               | 100%       |            |            |            |
| Car          | 60        | 114            | 3          | 117        | 78                       | 2          | 79         | 36               | 32%        | 2        | 50%        | 38              | 32%        |            |            |            |
| <b>Total</b> | <b>85</b> | <b>133</b>     | <b>35</b>  | <b>168</b> | <b>146</b>               | <b>51</b>  | <b>197</b> | <b>55</b>        | <b>42%</b> | <b>4</b> | <b>11%</b> | <b>59</b>       | <b>35%</b> | <b>13</b>  | <b>16</b>  | <b>29</b>  |
|              |           | <b>79%</b>     | <b>21%</b> |            | <b>74%</b>               | <b>26%</b> |            |                  |            |          |            |                 |            | <b>10%</b> | <b>47%</b> | <b>18%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2025**  
**300 KPH - Existing Row option - Medium Frequency**

**MONTREAL-OTTAWA**

| Mode         | Base<br>1992 | Référence 2025 |             |             | Projet situation in 2025 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|-------------|-------------|--------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                  | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |             |             | 1382                     | 263         | 1646        |                  |            |            |            |                 |            |            |            |            |
| Train        | 195          | 148            | 140         | 289         | 0                        | 0           | 0           | 107              | 72%        | 105        | 75%        | 211             | 73%        |            |            |            |
| Plane        | 33           | 16             | 57          | 73          | 3                        | 6           | 9           | 13               | 80%        | 51         | 90%        | 64              | 87%        |            |            |            |
| Bus          | 374          | 424            | 130         | 553         | 399                      | 126         | 525         | 25               | 6%         | 4          | 3%         | 28              | 5%         |            |            |            |
| Car          | 3905         | 6496           | 1264        | 7759        | 5449                     | 1116        | 6565        | 1047             | 16%        | 148        | 12%        | 1195            | 15%        |            |            |            |
| <b>Total</b> | <b>4507</b>  | <b>7084</b>    | <b>1590</b> | <b>8675</b> | <b>7234</b>              | <b>1511</b> | <b>8745</b> | <b>1191</b>      | <b>17%</b> | <b>307</b> | <b>19%</b> | <b>1498</b>     | <b>17%</b> | <b>191</b> | <b>-43</b> | <b>148</b> |
|              |              | <b>82%</b>     | <b>18%</b>  |             | <b>83%</b>               | <b>17%</b>  |             |                  |            |            |            |                 |            | <b>3%</b>  | <b>-3%</b> | <b>2%</b>  |

**MONTREAL-KINGSTON**

| Mode         | Base<br>1992 | Référence 2025 |           |            | Projet situation in 2025 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|-----------|------------|--------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus       | Total      | Non-Bus                  | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |           |            | 321                      | 61         | 382        |                  |            |           |            |                 |            |            |            |            |
| Train        | 41           | 35             | 26        | 61         | 0                        | 0          | 0          | 32               | 89%        | 26        | 100%       | 57              | 94%        |            |            |            |
| Plane        | 0            | 0              | 0         | 0          | 0                        | 0          | 0          | 0                | 0%         | 0         | 0%         | 0               | 0%         |            |            |            |
| Bus          | 24           | 29             | 6         | 35         | 17                       | 9          | 25         | 12               | 43%        | -2        | 0%         | 10              | 29%        |            |            |            |
| Car          | 211          | 406            | 16        | 422        | 297                      | 6          | 303        | 109              | 27%        | 10        | 62%        | 119             | 28%        |            |            |            |
| <b>Total</b> | <b>277</b>   | <b>471</b>     | <b>48</b> | <b>519</b> | <b>635</b>               | <b>76</b>  | <b>710</b> | <b>153</b>       | <b>32%</b> | <b>34</b> | <b>70%</b> | <b>187</b>      | <b>36%</b> | <b>168</b> | <b>27</b>  | <b>195</b> |
|              |              | <b>91%</b>     | <b>9%</b> |            | <b>89%</b>               | <b>11%</b> |            |                  |            |           |            |                 |            | <b>36%</b> | <b>56%</b> | <b>38%</b> |

**MONTREAL-TORONTO**

| Mode         | Base<br>1992 | Référence 2025 |             |             | Projet situation in 2025 |             |             | DIVERTED TRAFFIC |            |             |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|-------------|-------------|--------------------------|-------------|-------------|------------------|------------|-------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                  | Bus         | Total       | Non-Bus          | %          | Bus         | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |             |             | 1471                     | 1872        | 3343        |                  |            |             |            |                 |            |            |            |            |
| Train        | 448          | 491            | 173         | 663         | 0                        | 0           | 0           | 441              | 90%        | 173         | 100%       | 613             | 92%        |            |            |            |
| Plane        | 1147         | 368            | 2152        | 2520        | 273                      | 1333        | 1606        | 95               | 26%        | 819         | 38%        | 914             | 36%        |            |            |            |
| Bus          | 109          | 148            | 14          | 162         | 78                       | 8           | 86          | 70               | 47%        | 6           | 45%        | 76              | 47%        |            |            |            |
| Car          | 1273         | 1882           | 650         | 2531        | 1366                     | 408         | 1774        | 516              | 27%        | 242         | 37%        | 757             | 30%        |            |            |            |
| <b>Total</b> | <b>2978</b>  | <b>2888</b>    | <b>2988</b> | <b>5876</b> | <b>3187</b>              | <b>3621</b> | <b>6808</b> | <b>1121</b>      | <b>39%</b> | <b>1240</b> | <b>41%</b> | <b>2361</b>     | <b>40%</b> | <b>350</b> | <b>632</b> | <b>982</b> |
|              |              | <b>49%</b>     | <b>51%</b>  |             | <b>47%</b>               | <b>53%</b>  |             |                  |            |             |            |                 |            | <b>12%</b> | <b>21%</b> | <b>17%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2025**  
**300 KPH - Existing Row option - Medium Frequency**

**MONTREAL-HAMILTON**

| Mode         | Base 1992 | Référence 2025 |            |            | Projet situation in 2025 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |           |            |
|--------------|-----------|----------------|------------|------------|--------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|-----------|------------|
|              |           | Non-Bus        | Bus        | Total      | Non-Bus                  | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus       | Total      |
| H. Train     | 13        | 10             | 10         | 20         | 97                       | 48         | 145        |                  |            |           |            |                 |            |            |           |            |
| Plane        | 21        | 3              | 43         | 46         | 0                        | 0          | 0          | 10               | 100%       | 10        | 100%       | 20              | 100%       |            |           |            |
| Bus          | 3         | 5              | 0          | 5          | 0                        | 0          | 0          | 3                | 100%       | 6         | 14%        | 9               | 20%        |            |           |            |
| Car          | 60        | 103            | 18         | 121        | 66                       | 5          | 71         | 5                | 100%       | 0         |            | 5               | 100%       |            |           |            |
| <b>Total</b> | <b>98</b> | <b>121</b>     | <b>71</b>  | <b>192</b> | <b>163</b>               | <b>90</b>  | <b>253</b> | <b>55</b>        | <b>45%</b> | <b>29</b> | <b>41%</b> | <b>84</b>       | <b>44%</b> | <b>42</b>  | <b>0</b>  | <b>42</b>  |
|              |           | <b>63%</b>     | <b>37%</b> |            | <b>64%</b>               | <b>36%</b> |            |                  |            |           |            |                 |            | <b>35%</b> | <b>0%</b> | <b>22%</b> |

**MONTREAL-LONDON**

| Mode         | Base 1992  | Référence 2025 |            |            | Projet situation in 2025 |            |           | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |             |           |
|--------------|------------|----------------|------------|------------|--------------------------|------------|-----------|------------------|------------|-----------|------------|-----------------|------------|------------|-------------|-----------|
|              |            | Non-Bus        | Bus        | Total      | Non-Bus                  | Bus        | Total     | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus         | Total     |
| HSR Train    | 22         | 33             | 0          | 33         | 73                       | 28         | 101       |                  |            |           |            |                 |            |            |             |           |
| Plane        | 28         | 23             | 37         | 61         | 0                        | 0          | 0         | 33               | 100%       | 0         |            | 33              | 100%       |            |             |           |
| Bus          | 3          | 5              | 0          | 5          | 24                       | 20         | 43        | 0                | -2%        | 18        |            | 18              | 29%        |            |             |           |
| Car          | 60         | 84             | 37         | 122        | 0                        | 0          | 0         | 5                | 100%       | 0         |            | 5               | 100%       |            |             |           |
| <b>Total</b> | <b>114</b> | <b>145</b>     | <b>75</b>  | <b>220</b> | <b>72</b>                | <b>16</b>  | <b>88</b> | <b>12</b>        | <b>14%</b> | <b>22</b> | <b>28%</b> | <b>34</b>       | <b>28%</b> | <b>24</b>  | <b>-11</b>  | <b>12</b> |
|              |            | <b>66%</b>     | <b>34%</b> |            | <b>73%</b>               | <b>27%</b> |           | <b>49</b>        | <b>34%</b> | <b>40</b> | <b>40%</b> | <b>89</b>       | <b>40%</b> | <b>16%</b> | <b>-15%</b> | <b>6%</b> |

**C TAWA-KINGSTON**

| Mode         | Base 1992  | Référence 2025 |            |             | Projet situation in 2025 |            |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|------------|----------------|------------|-------------|--------------------------|------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|------------|
|              |            | Non-Bus        | Bus        | Total       | Non-Bus                  | Bus        | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| H. Train     |            |                |            |             | 782                      | 275        | 1056        |                  |            |            |            |                 |            |            |            |            |
| Plane        | 42         | 33             | 29         | 62          | 0                        | 0          | 0           | 28               | 86%        | 25         | 85%        | 53              | 86%        |            |            |            |
| Bus          | 0          | 0              | 0          | 0           | 0                        | 0          | 0           | 0                |            | 0          |            | 0               |            |            |            |            |
| Car          | 70         | 93             | 11         | 104         | 42                       | 6          | 48          | 51               | 55%        | 5          |            | 56              | 54%        |            |            |            |
| <b>Total</b> | <b>820</b> | <b>1257</b>    | <b>372</b> | <b>1629</b> | <b>893</b>               | <b>267</b> | <b>1159</b> | <b>365</b>       | <b>29%</b> | <b>105</b> | <b>28%</b> | <b>470</b>      | <b>29%</b> |            |            |            |
| <b>Total</b> | <b>932</b> | <b>1383</b>    | <b>412</b> | <b>1795</b> | <b>1716</b>              | <b>548</b> | <b>2264</b> | <b>444</b>       | <b>32%</b> | <b>134</b> | <b>33%</b> | <b>579</b>      | <b>32%</b> | <b>338</b> | <b>140</b> | <b>478</b> |
|              |            | <b>77%</b>     | <b>23%</b> |             | <b>76%</b>               | <b>24%</b> |             |                  |            |            |            |                 |            | <b>24%</b> | <b>34%</b> | <b>27%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2025**  
**300 KPH - Existing Row option - Medium Frequency**

**O1 FAWA-TORONTO**

| Mode         | Base<br>1992 | Référence 2025 |             |             | Projet situation in 2025 |             |             | DIVERTED TRAFFIC |            |             |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|-------------|-------------|--------------------------|-------------|-------------|------------------|------------|-------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                  | Bus         | Total       | Non-Bus          | %          | Bus         | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| H            |              |                |             |             | 1772                     | 1283        | 3056        |                  |            |             |            |                 |            |            |            |            |
| Train        | 221          | 195            | 132         | 327         | 0                        | 0           | 0           | 167              | 85%        | 107         | 81%        | 273             | 84%        |            |            |            |
| Plane        | 647          | 189            | 1231        | 1420        | 56                       | 506         | 562         | 133              | 70%        | 725         | 59%        | 858             | 60%        |            |            |            |
| Bi           | 126          | 158            | 29          | 186         | 69                       | 20          | 89          | 89               | 56%        | 9           | 32%        | 98              | 52%        |            |            |            |
| C            | 1721         | 2766           | 654         | 3420        | 2059                     | 452         | 2511        | 706              | 26%        | 202         | 31%        | 909             | 27%        |            |            |            |
| <b>Total</b> | <b>2716</b>  | <b>3308</b>    | <b>2046</b> | <b>5353</b> | <b>3957</b>              | <b>2260</b> | <b>6217</b> | <b>1095</b>      | <b>33%</b> | <b>1043</b> | <b>51%</b> | <b>2138</b>     | <b>40%</b> | <b>678</b> | <b>240</b> | <b>918</b> |
|              |              | <b>62%</b>     | <b>38%</b>  |             | <b>64%</b>               | <b>36%</b>  |             |                  |            |             |            |                 |            | <b>20%</b> | <b>12%</b> | <b>17%</b> |

**O FAWA-HAMILTON**

| Mode         | Base<br>1992 | Référence 2025 |            |            | Projet situation in 2025 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|------------|--------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                  | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |            | 143                      | 43         | 186        |                  |            |           |            |                 |            |            |            |            |
| Tr 1         | 7            | 7              | 2          | 10         | 0                        | 0          | 0          | 7                | 100%       | 2         | 100%       | 10              | 100%       |            |            |            |
| Pl 2         | 8            | 0              | 17         | 17         | 0                        | 0          | 0          | 0                |            | 17        | 100%       | 17              | 100%       |            |            |            |
| Bus          | 8            | 12             | 0          | 12         | 2                        | 1          | 3          | 10               | 81%        | -1        |            | 9               | 76%        |            |            |            |
| Car          | 96           | 172            | 22         | 194        | 125                      | 9          | 134        | 48               | 28%        | 13        | 58%        | 60              | 31%        |            |            |            |
| <b>Total</b> | <b>121</b>   | <b>192</b>     | <b>42</b>  | <b>234</b> | <b>270</b>               | <b>53</b>  | <b>323</b> | <b>65</b>        | <b>34%</b> | <b>32</b> | <b>76%</b> | <b>97</b>       | <b>41%</b> | <b>78</b>  | <b>11</b>  | <b>89</b>  |
|              |              | <b>82%</b>     | <b>18%</b> |            | <b>84%</b>               | <b>16%</b> |            |                  |            |           |            |                 |            | <b>41%</b> | <b>26%</b> | <b>38%</b> |

**C FAWA-LONDON**

| Mode         | Base<br>1992 | Référence 2025 |            |            | Projet situation in 2025 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|------------|--------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                  | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| H            |              |                |            |            | 117                      | 89         | 206        |                  |            |           |            |                 |            |            |            |            |
| Tr 1         | 10           | 12             | 3          | 15         | 0                        | 0          | 0          | 12               | 100%       | 3         | 100%       | 15              | 100%       |            |            |            |
| Plane        | 40           | 18             | 72         | 89         | 3                        | 21         | 24         | 15               | 84%        | 50        | 71%        | 65              | 73%        |            |            |            |
| Bus          | 6            | 9              | 0          | 9          | 0                        | 0          | 0          | 9                | 100%       | 0         |            | 9               | 100%       |            |            |            |
| C            | 97           | 173            | 18         | 191        | 119                      | 16         | 136        | 54               | 31%        | 2         | 9%         | 55              | 29%        |            |            |            |
| <b>Total</b> | <b>153</b>   | <b>212</b>     | <b>92</b>  | <b>304</b> | <b>240</b>               | <b>126</b> | <b>365</b> | <b>90</b>        | <b>42%</b> | <b>55</b> | <b>60%</b> | <b>145</b>      | <b>48%</b> | <b>28</b>  | <b>33</b>  | <b>61</b>  |
|              |              | <b>70%</b>     | <b>30%</b> |            | <b>66%</b>               | <b>34%</b> |            |                  |            |           |            |                 |            | <b>13%</b> | <b>36%</b> | <b>20%</b> |



**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2025**  
**300 KPH - Existing Row option - Medium Frequency**

**KINGSTON-TORONTO**

| Mode         | Base<br>1992 | Référence 2025 |            |             | Projet situation in 2025 |            |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |           |            |
|--------------|--------------|----------------|------------|-------------|--------------------------|------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|-----------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                  | Bus        | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus       | Total      |
| Bus          |              |                |            |             | 1324                     | 291        | 1614        |                  |            |            |            |                 |            |            |           |            |
| Train        | 165          | 157            | 88         | 245         | 0                        | 0          | 0           | 146              | 93%        | 81         | 92%        | 227             | 93%        |            |           |            |
| Plane        | 11           | 10             | 13         | 23          | 0                        | 0          | 0           | 10               | 100%       | 13         | 100%       | 23              | 100%       |            |           |            |
| Bus          | 110          | 151            | 11         | 162         | 87                       | 10         | 96          | 65               | 43%        | 1          | 13%        | 66              | 41%        |            |           |            |
| Car          | 1995         | 3286           | 677        | 3963        | 2578                     | 538        | 3116        | 708              | 22%        | 139        | 21%        | 847             | 21%        |            |           |            |
| <b>Total</b> | <b>2281</b>  | <b>3604</b>    | <b>789</b> | <b>4394</b> | <b>3988</b>              | <b>838</b> | <b>4827</b> | <b>929</b>       | <b>26%</b> | <b>235</b> | <b>30%</b> | <b>1164</b>     | <b>26%</b> | <b>395</b> | <b>0</b>  | <b>395</b> |
|              |              | <b>82%</b>     | <b>18%</b> |             | <b>83%</b>               | <b>17%</b> |             |                  |            |            |            |                 |            | <b>11%</b> | <b>0%</b> | <b>9%</b>  |

**KINGSTON-HAMILTON**

| Mode         | Base<br>1992 | Référence 2025 |           |            | Projet situation in 2025 |           |            | DIVERTED TRAFFIC |            |          |   | INDUCED TRAFFIC |            |            |          |            |
|--------------|--------------|----------------|-----------|------------|--------------------------|-----------|------------|------------------|------------|----------|---|-----------------|------------|------------|----------|------------|
|              |              | Non-Bus        | Bus       | Total      | Non-Bus                  | Bus       | Total      | Non-Bus          | %          | Bus      | % | Total           | %          | Non-Bus    | Bus      | Total      |
| HSR          |              |                |           |            | 83                       | 0         | 83         |                  |            |          |   |                 |            |            |          |            |
| Train        | 2            | 3              | 0         | 3          | 0                        | 0         | 0          | 3                | 100%       | 0        |   | 3               | 100%       |            |          |            |
| Plane        | 0            | 0              | 0         | 0          | 0                        | 0         | 0          | 0                |            | 0        |   | 0               |            |            |          |            |
| Bus          | 2            | 3              | 0         | 3          | 0                        | 0         | 0          | 3                | 100%       | 0        |   | 3               | 100%       |            |          |            |
| Car          | 88           | 177            | 0         | 177        | 152                      | 0         | 152        | 25               | 14%        | 0        |   | 25              | 14%        |            |          |            |
| <b>Total</b> | <b>93</b>    | <b>183</b>     | <b>0</b>  | <b>183</b> | <b>235</b>               | <b>0</b>  | <b>235</b> | <b>31</b>        | <b>17%</b> | <b>0</b> |   | <b>31</b>       | <b>17%</b> | <b>52</b>  | <b>0</b> | <b>52</b>  |
|              |              | <b>100%</b>    | <b>0%</b> |            | <b>100%</b>              | <b>0%</b> |            |                  |            |          |   |                 |            | <b>28%</b> |          | <b>28%</b> |

**KINGSTON-LONDON**

| Mode         | Base<br>1992 | Référence 2025 |           |            | Projet situation in 2025 |           |            | DIVERTED TRAFFIC |            |          |            | INDUCED TRAFFIC |            |            |             |           |
|--------------|--------------|----------------|-----------|------------|--------------------------|-----------|------------|------------------|------------|----------|------------|-----------------|------------|------------|-------------|-----------|
|              |              | Non-Bus        | Bus       | Total      | Non-Bus                  | Bus       | Total      | Non-Bus          | %          | Bus      | %          | Total           | %          | Non-Bus    | Bus         | Total     |
| Car          |              |                |           |            | 55                       | 5         | 61         |                  |            |          |            |                 |            |            |             |           |
| Train        | 10           | 12             | 3         | 15         | 0                        | 0         | 0          | 12               | 100%       | 3        | 100%       | 15              | 100%       |            |             |           |
| Plane        | 0            | 0              | 0         | 0          | 0                        | 0         | 0          | 0                |            | 0        |            | 0               |            |            |             |           |
| Bus          | 5            | 7              | 0         | 7          | 6                        | 2         | 7          | 1                | 16%        | -2       |            | -1              |            |            |             |           |
| Car          | 81           | 153            | 8         | 162        | 130                      | 1         | 131        | 23               | 15%        | 7        | 84%        | 30              | 19%        |            |             |           |
| <b>Total</b> | <b>96</b>    | <b>172</b>     | <b>12</b> | <b>183</b> | <b>191</b>               | <b>8</b>  | <b>199</b> | <b>36</b>        | <b>21%</b> | <b>9</b> | <b>75%</b> | <b>45</b>       | <b>24%</b> | <b>19</b>  | <b>-3</b>   | <b>16</b> |
|              |              | <b>94%</b>     | <b>6%</b> |            | <b>96%</b>               | <b>4%</b> |            |                  |            |          |            |                 |            | <b>11%</b> | <b>-28%</b> | <b>9%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2025**  
**300 KPH - Existing Row option - Medium Frequency**

**TORONTO-HAMILTON**

| Mode         | Base<br>1992 | Référence 2025 |           |            | Projet situation in 2025 |           |            | DIVERTED TRAFFIC |            |          |           | INDUCED TRAFFIC |            |           |          |           |
|--------------|--------------|----------------|-----------|------------|--------------------------|-----------|------------|------------------|------------|----------|-----------|-----------------|------------|-----------|----------|-----------|
|              |              | Non-Bus        | Bus       | Total      | Non-Bus                  | Bus       | Total      | Non-Bus          | %          | Bus      | %         | Total           | %          | Non-Bus   | Bus      | Total     |
| Train        | 7            | 10             | 0         | 10         | 75                       | 0         | 75         | 0                | 0%         | 0        | 0%        | 0               | 0%         |           |          |           |
| Plane        | 0            | 0              | 0         | 0          | 0                        | 0         | 0          | 10               | 100%       | 0        | 0%        | 10              | 100%       |           |          |           |
| Bus          | 0            | 0              | 0         | 0          | 0                        | 0         | 0          | 0                | 0%         | 0        | 0%        | 0               | 0%         |           |          |           |
| Car          | 154          | 309            | 0         | 309        | 264                      | 0         | 264        | 45               | 14%        | 0        | 0%        | 45              | 14%        |           |          |           |
| <b>Total</b> | <b>161</b>   | <b>319</b>     | <b>0</b>  | <b>319</b> | <b>340</b>               | <b>0</b>  | <b>340</b> | <b>54</b>        | <b>17%</b> | <b>0</b> | <b>0%</b> | <b>54</b>       | <b>17%</b> | <b>21</b> | <b>0</b> | <b>21</b> |
|              |              | <b>100%</b>    | <b>0%</b> |            | <b>100%</b>              | <b>0%</b> |            |                  |            |          |           |                 |            | <b>7%</b> |          | <b>7%</b> |

**TORONTO-LONDON**

| Mode         | Base<br>1992 | Référence 2025 |             |             | Projet situation in 2025 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|-------------|-------------|--------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                  | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |             |             | 2023                     | 787         | 2810        |                  |            |            |            |                 |            |            |            |            |
| Train        | 207          | 208            | 98          | 306         | 0                        | 0           | 0           | 173              | 83%        | 79         | 80%        | 252             | 82%        |            |            |            |
| Plane        | 21           | 9              | 38          | 46          | 0                        | 0           | 0           | 9                | 100%       | 38         | 100%       | 46              | 100%       |            |            |            |
| Bus          | 129          | 179            | 12          | 191         | 174                      | 11          | 185         | 5                | 3%         | 0          | 4%         | 6               | 3%         |            |            |            |
| Car          | 4184         | 6010           | 2301        | 8311        | 4857                     | 1889        | 6746        | 1153             | 19%        | 412        | 18%        | 1565            | 19%        |            |            |            |
| <b>Total</b> | <b>4541</b>  | <b>6406</b>    | <b>2449</b> | <b>8855</b> | <b>7054</b>              | <b>2687</b> | <b>9741</b> | <b>1341</b>      | <b>21%</b> | <b>529</b> | <b>22%</b> | <b>1870</b>     | <b>21%</b> | <b>683</b> | <b>258</b> | <b>941</b> |
|              |              | <b>72%</b>     | <b>28%</b>  |             | <b>72%</b>               | <b>28%</b>  |             |                  |            |            |            |                 |            | <b>11%</b> | <b>11%</b> | <b>11%</b> |

**TORONTO-WINDSOR**

| Mode         | Base<br>1992 | Référence 2025 |            |             | Projet situation in 2025 |            |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|-------------|--------------------------|------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                  | Bus        | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| Train        | 110          | 115            | 47         | 163         | 969                      | 273        | 1243        |                  |            |            |            |                 |            |            |            |            |
| Plane        | 64           | 36             | 104        | 139         | 0                        | 0          | 0           | 102              | 88%        | 41         | 86%        | 143             | 88%        |            |            |            |
| Bus          | 28           | 30             | 12         | 41          | 16                       | 6          | 22          | 20               | 55%        | 53         | 51%        | 73              | 52%        |            |            |            |
| Car          | 1162         | 1974           | 335        | 2309        | 1393                     | 265        | 1659        | 14               | 46%        | 5          | 45%        | 19              | 46%        |            |            |            |
| <b>Total</b> | <b>1364</b>  | <b>2155</b>    | <b>497</b> | <b>2652</b> | <b>2395</b>              | <b>596</b> | <b>2990</b> | <b>581</b>       | <b>29%</b> | <b>69</b>  | <b>21%</b> | <b>650</b>      | <b>28%</b> | <b>253</b> | <b>105</b> | <b>358</b> |
|              |              | <b>81%</b>     | <b>19%</b> |             | <b>80%</b>               | <b>20%</b> |             | <b>716</b>       | <b>33%</b> | <b>169</b> | <b>34%</b> | <b>885</b>      | <b>33%</b> | <b>12%</b> | <b>21%</b> | <b>13%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2025**  
**300 KPH - Existing Row option - Medium Frequency**

**HAMILTON-LONDON**

| Mode         | Base<br>1992 | Référence 2025 |            |            | Projet situation in 2025 |            |             | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|------------|--------------------------|------------|-------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                  | Bus        | Total       | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| Train        | 2            | 1              | 1          | 3          | 254                      | 254        | 508         | 0                |            | 0         |            | 3               |            |            |            |            |
| Plane        | 0            | 0              | 0          | 0          | 0                        | 0          | 0           | 1                | 100%       | 1         |            | 0               | 100%       |            |            |            |
| Bus          | 13           | 20             | 0          | 20         | 12                       | 2          | 15          | 7                | 38%        | -2        |            | 5               | 25%        |            |            |            |
| Car          | 476          | 507            | 439        | 946        | 449                      | 382        | 831         | 58               | 11%        | 57        | 13%        | 115             | 12%        |            |            |            |
| <b>Total</b> | <b>491</b>   | <b>528</b>     | <b>440</b> | <b>968</b> | <b>715</b>               | <b>639</b> | <b>1354</b> | <b>67</b>        | <b>13%</b> | <b>55</b> | <b>13%</b> | <b>122</b>      | <b>13%</b> | <b>187</b> | <b>199</b> | <b>386</b> |
|              |              | <b>55%</b>     | <b>45%</b> |            | <b>53%</b>               | <b>47%</b> |             |                  |            |           |            |                 |            | <b>36%</b> | <b>45%</b> | <b>40%</b> |

**HAMILTON-WINDSOR**

| Mode         | Base<br>1992 | Référence 2025 |            |            | Projet situation in 2025 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |             |             |             |
|--------------|--------------|----------------|------------|------------|--------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|-------------|-------------|-------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                  | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus     | Bus         | Total       |
| HSR Train    | 2            | 3              | 0          | 3          | 507                      | 119        | 626        | 0                |            | 0         |            | 3               | 100%       |             |             |             |
| Plane        | 0            | 0              | 0          | 0          | 0                        | 0          | 0          | 0                |            | 0         |            | 0               |            |             |             |             |
| Bus          | 2            | 3              | 0          | 3          | 0                        | 0          | 0          | 3                | 100%       | 0         |            | 3               | 100%       |             |             |             |
| Car          | 190          | 326            | 50         | 376        | 243                      | 40         | 283        | 82               | 25%        | 11        | 21%        | 93              | 25%        |             |             |             |
| <b>Total</b> | <b>194</b>   | <b>332</b>     | <b>50</b>  | <b>382</b> | <b>751</b>               | <b>159</b> | <b>909</b> | <b>88</b>        | <b>27%</b> | <b>11</b> | <b>21%</b> | <b>99</b>       | <b>26%</b> | <b>419</b>  | <b>108</b>  | <b>528</b>  |
|              |              | <b>87%</b>     | <b>13%</b> |            | <b>83%</b>               | <b>17%</b> |            |                  |            |           |            |                 |            | <b>126%</b> | <b>215%</b> | <b>138%</b> |

**LONDON-WINDSOR**

| Mode         | Base<br>1992 | Référence 2025 |             |             | Projet situation in 2025 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|-------------|-------------|--------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                  | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| Train        | 28           | 24             | 18          | 41          | 745                      | 585         | 1331        | 0                |            | 0          |            | 37              | 89%        |            |            |            |
| Plane        | 0            | 0              | 0           | 0           | 0                        | 0           | 0           | 21               | 91%        | 16         | 88%        | 0               | 89%        |            |            |            |
| Bus          | 20           | 30             | 0           | 30          | 38                       | 0           | 38          | 0                |            | 0          |            | -9              | -29%       |            |            |            |
| Car          | 1710         | 2368           | 1030        | 3398        | 2064                     | 763         | 2827        | -9               | -29%       | 0          |            | 572             | 17%        |            |            |            |
| <b>Total</b> | <b>1758</b>  | <b>2421</b>    | <b>1048</b> | <b>3469</b> | <b>2847</b>              | <b>1349</b> | <b>4196</b> | <b>318</b>       | <b>13%</b> | <b>282</b> | <b>27%</b> | <b>600</b>      | <b>17%</b> | <b>428</b> | <b>303</b> | <b>731</b> |
|              |              | <b>70%</b>     | <b>30%</b>  |             | <b>68%</b>               | <b>32%</b>  |             |                  |            |            |            |                 |            | <b>18%</b> | <b>29%</b> | <b>21%</b> |

**300 KPH**

**Fréquence moyenne**

**Existing Row option**

**Tarif HSR = 60 % Tarif aérien**

**Année 2005**

### TRAFFIC AND REVENUES

300 KPH OPTION - MEDIUM FREQUENCY - YEAR 2005

Existing Row option (Total both directions)

HSR PRICE = 60% PLANE PRICE

| Traffic<br>(thousands of travellers) | Québec | Trois-Rivières | Montréal | Ottawa | Kingston | Toronto | Hamilton | London | Windsor | Revenues<br>(millions of 1992 Can \$) |
|--------------------------------------|--------|----------------|----------|--------|----------|---------|----------|--------|---------|---------------------------------------|
| 1921                                 | 18     |                |          |        |          |         |          |        |         | 127,8                                 |
| 137                                  | 5      |                |          |        |          |         |          |        |         | 9,8                                   |
| 181                                  | 6      |                |          |        |          |         |          |        |         | 29,3                                  |
| 418                                  |        | 8              |          |        |          |         |          |        |         | 13,4                                  |
| 64                                   |        | 6              |          |        |          |         |          |        |         | 4,7                                   |
| 35                                   |        | 6              |          |        |          |         |          |        |         | 4,7                                   |
| 814                                  |        |                | 20       |        |          |         |          |        |         | 48,1                                  |
| 88                                   |        |                | 10       |        |          |         |          |        |         | 6,7                                   |
| 2663                                 |        |                | 24       |        |          |         |          |        |         | 249,7                                 |
| 52                                   |        |                | 8        |        |          |         |          |        |         | 7,9                                   |
| 40                                   |        |                | 8        |        |          |         |          |        |         | 5,9                                   |
| 683                                  |        |                |          | 10     |          |         |          |        |         | 24,1                                  |
| 2015                                 |        |                |          | 20     |          |         |          |        |         | 162,2                                 |
| 64                                   |        |                |          | 7      |          |         |          |        |         | 7,1                                   |
| 101                                  |        |                |          | 8      |          |         |          |        |         | 9,6                                   |
| 800                                  |        |                |          |        | 10       |         |          |        |         | 46,9                                  |
| 48                                   |        |                |          |        | 8        |         |          |        |         | 3,3                                   |
| 13                                   |        |                |          |        | 8        |         |          |        |         | 1,3                                   |
| 70                                   |        |                |          |        |          | 8       |          |        |         | 0,9                                   |
| 663                                  |        |                |          |        |          | 18      |          |        |         | 39,9                                  |
| 643                                  |        |                |          |        |          | 18      |          |        |         | 55,7                                  |
| 182                                  |        |                |          |        |          |         | 8        |        |         | 5,1                                   |
| 116                                  |        |                |          |        |          |         | 8        |        |         | 7,7                                   |
| 479                                  |        |                |          |        |          |         |          | 18     |         | 22,3                                  |
| 12289                                |        | 2239           | 2757     | 4074   | 5922     | 6012    | 1694     | 1757   | 1238    | 894,2                                 |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005**  
**300 KPH - Existing Row option - Medium Frequency**  
**HSR PRICE = 60% PLANE PRICE**

**QUEBEC-MONTREAL**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |           |            |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|-----------|------------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus   | Bus        | Total      |
| HSR          |              |                |             |             | 1191                      | 730         | 1921        |                  |            |            |            |                 |            |           |            |            |
| Train        | 121          | 77             | 44          | 121         | 0                         | 0           | 0           | 58               | 76%        | 33         | 76%        | 92              | 76%        |           |            |            |
| Plane        | 53           | 5              | 71          | 77          | 0                         | 0           | 0           | 5                | 100%       | 71         | 100%       | 77              | 100%       |           |            |            |
| Bus          | 397          | 236            | 161         | 397         | 155                       | 91          | 246         | 81               | 34%        | 70         | 43%        | 151             | 38%        |           |            |            |
| Car          | 6230         | 6291           | 2074        | 8364        | 5253                      | 1659        | 6912        | 1038             | 16%        | 415        | 20%        | 1453            | 17%        |           |            |            |
| <b>Total</b> | <b>6801</b>  | <b>6609</b>    | <b>2350</b> | <b>8959</b> | <b>6599</b>               | <b>2480</b> | <b>9079</b> | <b>1182</b>      | <b>18%</b> | <b>590</b> | <b>25%</b> | <b>1772</b>     | <b>20%</b> | <b>9</b>  | <b>140</b> | <b>149</b> |
|              |              | <b>74%</b>     | <b>26%</b>  |             | <b>73%</b>                | <b>27%</b>  |             |                  |            |            |            |                 |            | <b>0%</b> | <b>6%</b>  | <b>2%</b>  |

**QUEBEC-OTTAWA**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          |              |                |            |            | 104                       | 33         | 137        |                  |            |           |            |                 |            |           |           |           |
| Train        | 9            | 7              | 2          | 9          | 0                         | 0          | 0          | 7                | 100%       | 2         | 100%       | 9               | 100%       |           |           |           |
| Plane        | 29           | 4              | 39         | 43         | 0                         | 27         | 27         | 4                | 100%       | 12        | 30%        | 15              | 36%        |           |           |           |
| Bus          | 23           | 17             | 6          | 23         | 15                        | 0          | 15         | 2                | 9%         | 6         | 100%       | 8               | 34%        |           |           |           |
| Car          | 260          | 330            | 18         | 348        | 268                       | 5          | 273        | 62               | 19%        | 12        | 69%        | 74              | 21%        |           |           |           |
| <b>Total</b> | <b>321</b>   | <b>357</b>     | <b>65</b>  | <b>422</b> | <b>387</b>                | <b>66</b>  | <b>453</b> | <b>74</b>        | <b>21%</b> | <b>32</b> | <b>49%</b> | <b>106</b>      | <b>25%</b> | <b>30</b> | <b>1</b>  | <b>30</b> |
|              |              | <b>85%</b>     | <b>15%</b> |            | <b>85%</b>                | <b>15%</b> |            |                  |            |           |            |                 |            | <b>8%</b> | <b>1%</b> | <b>7%</b> |

**QUEBEC-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |            | 76                        | 105        | 181        |                  |            |           |            |                 |            |            |            |            |
| Train        | 28           | 24             | 4          | 28         | 0                         | 0          | 0          | 24               | 100%       | 4         | 100%       | 28              | 100%       |            |            |            |
| Plane        | 89           | 19             | 112        | 131        | 7                         | 71         | 78         | 12               | 63%        | 41        | 37%        | 53              | 41%        |            |            |            |
| Bus          | 5            | 4              | 1          | 5          | 0                         | 0          | 0          | 4                | 100%       | 1         | 100%       | 5               | 100%       |            |            |            |
| Car          | 87           | 92             | 25         | 117        | 82                        | 12         | 94         | 10               | 11%        | 13        | 52%        | 23              | 20%        |            |            |            |
| <b>Total</b> | <b>209</b>   | <b>140</b>     | <b>142</b> | <b>281</b> | <b>165</b>                | <b>188</b> | <b>353</b> | <b>51</b>        | <b>36%</b> | <b>59</b> | <b>41%</b> | <b>109</b>      | <b>39%</b> | <b>26</b>  | <b>46</b>  | <b>72</b>  |
|              |              | <b>50%</b>     | <b>50%</b> |            | <b>47%</b>                | <b>53%</b> |            |                  |            |           |            |                 |            | <b>18%</b> | <b>33%</b> | <b>26%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005**  
**300 KPH - Existing Row option - Medium Frequency**  
**HSR PRICE = 60% PLANE PRICE**

**TROIS-RIVIERES/MONTREAL**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |           |           |           | INDUCED TRAFFIC |           |            |           |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|-----------|-----------|-----------|-----------------|-----------|------------|-----------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %         | Bus       | %         | Total           | %         | Non-Bus    | Bus       | Total      |
| HSR          |              |                |            |             | 351                       | 67         | 418         |                  |           |           |           |                 |           |            |           |            |
| Train        | 0            | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |           | 0         |           | 0               |           |            |           |            |
| Plane        | 0            | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |           | 0         |           | 0               |           |            |           |            |
| Bus          | 10           | 9              | 2          | 10          | 2                         | 1          | 3           | 6                | 71%       | 1         | 64%       | 7               | 70%       |            |           |            |
| Car          | 3175         | 3664           | 596        | 4260        | 3438                      | 560        | 3998        | 226              | 6%        | 37        | 6%        | 262             | 6%        |            |           |            |
| <b>Total</b> | <b>3185</b>  | <b>3673</b>    | <b>598</b> | <b>4271</b> | <b>3792</b>               | <b>627</b> | <b>4419</b> | <b>232</b>       | <b>6%</b> | <b>38</b> | <b>6%</b> | <b>270</b>      | <b>6%</b> | <b>119</b> | <b>29</b> | <b>148</b> |
|              |              | <b>86%</b>     | <b>14%</b> |             | <b>86%</b>                | <b>14%</b> |             |                  |           |           |           |                 |           | <b>3%</b>  | <b>5%</b> | <b>3%</b>  |

**TROIS-RIVIERES/OTTAWA**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |          |            | INDUCED TRAFFIC |            |            |           |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|----------|------------|-----------------|------------|------------|-----------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus      | %          | Total           | %          | Non-Bus    | Bus       | Total      |
| HSR          |              |                |            |            | 54                        | 10         | 64         |                  |            |          |            |                 |            |            |           |            |
| Train        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |            | 0        |            | 0               |            |            |           |            |
| Plane        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |            | 0        |            | 0               |            |            |           |            |
| Bus          | 12           | 12             | 0          | 12         | 6                         | 3          | 8          | 6                | 50%        | -3       |            | 3               | 28%        |            |           |            |
| Car          | 174          | 198            | 35         | 233        | 176                       | 24         | 200        | 22               | 11%        | 11       | 32%        | 33              | 14%        |            |           |            |
| <b>Total</b> | <b>186</b>   | <b>210</b>     | <b>35</b>  | <b>245</b> | <b>236</b>                | <b>37</b>  | <b>273</b> | <b>28</b>        | <b>13%</b> | <b>9</b> | <b>25%</b> | <b>36</b>       | <b>15%</b> | <b>27</b>  | <b>2</b>  | <b>28</b>  |
|              |              | <b>86%</b>     | <b>14%</b> |            | <b>86%</b>                | <b>14%</b> |            |                  |            |          |            |                 |            | <b>13%</b> | <b>4%</b> | <b>11%</b> |

**TROIS-RIVIERES/TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |          |           | INDUCED TRAFFIC |            |            |            |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|----------|-----------|-----------------|------------|------------|------------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus      | %         | Total           | %          | Non-Bus    | Bus        | Total     |
| HSR          |              |                |            |            | 28                        | 7          | 35         |                  |            |          |           |                 |            |            |            |           |
| Train        | 6            | 4              | 2          | 6          | 0                         | 0          | 0          | 4                | 100%       | 2        | 100%      | 6               | 100%       |            |            |           |
| Plane        | 17           | 6              | 19         | 26         | 0                         | 21         | 21         | 6                | 100%       | -2       | -11%      | 4               | 17%        |            |            |           |
| Bus          | 2            | 2              | 0          | 2          | 0                         | 0          | 0          | 2                | 100%       | 0        | 0%        | 2               | 100%       |            |            |           |
| Car          | 60           | 77             | 2          | 79         | 57                        | 2          | 59         | 20               | 25%        | 0        | 17%       | 20              | 25%        |            |            |           |
| <b>Total</b> | <b>85</b>    | <b>90</b>      | <b>24</b>  | <b>113</b> | <b>86</b>                 | <b>30</b>  | <b>116</b> | <b>32</b>        | <b>36%</b> | <b>0</b> | <b>2%</b> | <b>33</b>       | <b>29%</b> | <b>-4</b>  | <b>7</b>   | <b>3</b>  |
|              |              | <b>79%</b>     | <b>21%</b> |            | <b>74%</b>                | <b>26%</b> |            |                  |            |          |           |                 |            | <b>-4%</b> | <b>29%</b> | <b>2%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005**  
**300 KPH - Existing Row option - Medium Frequency**  
**HSR PRICE = 60% PLANE PRICE**

**MONTREAL-OTTAWA**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |           |           |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|-----------|-----------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus       | Total     |
| HSR          |              |                |             |             | 513                       | 301         | 814         |                  |            |            |            |                 |            |            |           |           |
| Train        | 195          | 100            | 95          | 195         | 0                         | 0           | 0           | 77               | 77%        | 78         | 83%        | 155             | 30%        |            |           |           |
| Plane        | 33           | 11             | 38          | 49          | 2                         | 3           | 5           | 9                | 82%        | 36         | 93%        | 45              | 91%        |            |           |           |
| Bus          | 374          | 286            | 88          | 374         | 222                       | 56          | 278         | 64               | 22%        | 32         | 37%        | 96              | 26%        |            |           |           |
| Car          | 3905         | 4389           | 854         | 5242        | 3999                      | 762         | 4761        | 390              | 9%         | 92         | 11%        | 482             | 9%         |            |           |           |
| <b>Total</b> | <b>4507</b>  | <b>4786</b>    | <b>1074</b> | <b>5861</b> | <b>4736</b>               | <b>1121</b> | <b>5857</b> | <b>540</b>       | <b>11%</b> | <b>238</b> | <b>22%</b> | <b>778</b>      | <b>13%</b> | <b>-27</b> | <b>63</b> | <b>3</b>  |
|              |              | <b>82%</b>     | <b>18%</b>  |             | <b>81%</b>                | <b>19%</b>  |             |                  |            |            |            |                 |            | <b>-1%</b> | <b>6%</b> | <b>1%</b> |

**MONTREAL-KINGSTON**

| Mode         | Base<br>1992 | Référence 2005 |           |            | Project situation in 2005 |           |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |           |            |           |
|--------------|--------------|----------------|-----------|------------|---------------------------|-----------|------------|------------------|------------|-----------|------------|-----------------|------------|-----------|------------|-----------|
|              |              | Non-Bus        | Bus       | Total      | Non-Bus                   | Bus       | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus   | Bus        | Total     |
| HSR          |              |                |           |            | 65                        | 23        | 88         |                  |            |           |            |                 |            |           |            |           |
| Train        | 41           | 24             | 17        | 41         | 0                         | 0         | 0          | 21               | 87%        | 14        | 82%        | 35              | 85%        |           |            |           |
| Plane        | 0            | 0              | 0         | 0          | 0                         | 0         | 0          | 0                |            | 0         |            | 0               |            |           |            |           |
| Bus          | 24           | 20             | 4         | 24         | 16                        | 5         | 21         | 4                | 20%        | -1        | 0%         | 3               | 12%        |           |            |           |
| Car          | 211          | 274            | 11        | 285        | 236                       | 5         | 241        | 38               | 14%        | 6         | 56%        | 44              | 15%        |           |            |           |
| <b>Total</b> | <b>277</b>   | <b>318</b>     | <b>33</b> | <b>351</b> | <b>317</b>                | <b>33</b> | <b>350</b> | <b>63</b>        | <b>20%</b> | <b>19</b> | <b>59%</b> | <b>82</b>       | <b>23%</b> | <b>2</b>  | <b>4</b>   | <b>6</b>  |
|              |              | <b>91%</b>     | <b>9%</b> |            | <b>91%</b>                | <b>9%</b> |            |                  |            |           |            |                 |            | <b>1%</b> | <b>11%</b> | <b>2%</b> |

**MONTREAL-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |             |             | 985                       | 1678        | 2663        |                  |            |            |            |                 |            |            |            |            |
| Train        | 448          | 331            | 117         | 448         | 0                         | 0           | 0           | 303              | 91%        | 117        | 100%       | 420             | 94%        |            |            |            |
| Plane        | 1147         | 249            | 1454        | 1703        | 140                       | 795         | 935         | 108              | 44%        | 659        | 45%        | 768             | 45%        |            |            |            |
| Bus          | 109          | 100            | 9           | 109         | 42                        | 4           | 46          | 58               | 58%        | 5          | 56%        | 63              | 58%        |            |            |            |
| Car          | 1273         | 1271           | 439         | 1710        | 1031                      | 258         | 1288        | 241              | 19%        | 181        | 41%        | 422             | 25%        |            |            |            |
| <b>Total</b> | <b>2978</b>  | <b>1951</b>    | <b>2019</b> | <b>3970</b> | <b>2198</b>               | <b>2734</b> | <b>4932</b> | <b>710</b>       | <b>36%</b> | <b>963</b> | <b>48%</b> | <b>1672</b>     | <b>42%</b> | <b>275</b> | <b>715</b> | <b>991</b> |
|              |              | <b>49%</b>     | <b>51%</b>  |             | <b>45%</b>                | <b>55%</b>  |             |                  |            |            |            |                 |            | <b>14%</b> | <b>35%</b> | <b>25%</b> |



**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005**  
**300 KPH - Existing Row option - Medium Frequency**  
**HSR PRICE = 60% PLANE PRICE**

**MONTREAL-HAMILTON**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |           |            |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|-----------|------------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus   | Bus        | Total     |
| HSR          |              |                |            |            | 30                        | 21         | 52         |                  |            |           |            |                 |            |           |            |           |
| Train        | 13           | 7              | 7          | 13         | 0                         | 0          | 0          | 7                | 100%       | 7         | 100%       | 13              | 100%       |           |            |           |
| Plane        | 21           | 2              | 29         | 31         | 0                         | 28         | 28         | 2                | 100%       | 1         | 3%         | 3               | 10%        |           |            |           |
| Bus          | 3            | 3              | 0          | 3          | 0                         | 0          | 0          | 3                | 100%       | 0         |            | 3               | 100%       |           |            |           |
| Car          | 60           | 69             | 12         | 82         | 54                        | 3          | 57         | 16               | 23%        | 9         | 72%        | 25              | 30%        |           |            |           |
| <b>Total</b> | <b>98</b>    | <b>82</b>      | <b>48</b>  | <b>130</b> | <b>84</b>                 | <b>53</b>  | <b>137</b> | <b>28</b>        | <b>34%</b> | <b>16</b> | <b>34%</b> | <b>44</b>       | <b>34%</b> | <b>2</b>  | <b>5</b>   | <b>7</b>  |
|              |              | <b>63%</b>     | <b>37%</b> |            | <b>61%</b>                | <b>39%</b> |            |                  |            |           |            |                 |            | <b>3%</b> | <b>10%</b> | <b>6%</b> |

**MONTREAL-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |   | INDUCED TRAFFIC |            |            |             |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|---|-----------------|------------|------------|-------------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | % | Total           | %          | Non-Bus    | Bus         | Total     |
| HSR          |              |                |            |            | 28                        | 12         | 40         |                  |            |           |   |                 |            |            |             |           |
| Train        | 22           | 22             | 0          | 22         | 0                         | 0          | 0          | 8                | 38%        | -1        |   | 7               | 33%        |            |             |           |
| Plane        | 28           | 16             | 25         | 41         | 13                        | 16         | 28         | 3                | 21%        | 9         |   | 13              | 31%        |            |             |           |
| Bus          | 3            | 3              | 0          | 3          | 0                         | 0          | 0          | 3                | 100%       | 0         |   | 3               | 100%       |            |             |           |
| Car          | 60           | 57             | 25         | 82         | 59                        | 10         | 69         | -2               | -3%        | 15        |   | 13              | 16%        |            |             |           |
| <b>Total</b> | <b>114</b>   | <b>98</b>      | <b>51</b>  | <b>149</b> | <b>99</b>                 | <b>39</b>  | <b>138</b> | <b>13</b>        | <b>13%</b> | <b>23</b> |   | <b>36</b>       | <b>24%</b> | <b>15</b>  | <b>-11</b>  | <b>4</b>  |
|              |              | <b>66%</b>     | <b>34%</b> |            | <b>72%</b>                | <b>28%</b> |            |                  |            |           |   |                 |            | <b>15%</b> | <b>-21%</b> | <b>3%</b> |

**OTTAWA-KINGSTON**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |             | 485                       | 198        | 683         |                  |            |           |            |                 |            |            |            |            |
| Train        | 42           | 22             | 20         | 42          | 0                         | 0          | 0           | 20               | 92%        | 20        | 100%       | 40              | 96%        |            |            |            |
| Plane        | 0            | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |            | 0         |            | 0               |            |            |            |            |
| Bus          | 70           | 63             | 7          | 70          | 22                        | 4          | 26          | 41               | 65%        | 4         |            | 45              | 64%        |            |            |            |
| Car          | 820          | 849            | 251        | 1101        | 646                       | 182        | 828         | 204              | 24%        | 69        | 27%        | 273             | 25%        |            |            |            |
| <b>Total</b> | <b>932</b>   | <b>934</b>     | <b>278</b> | <b>1213</b> | <b>1153</b>               | <b>384</b> | <b>1537</b> | <b>265</b>       | <b>28%</b> | <b>93</b> | <b>33%</b> | <b>357</b>      | <b>29%</b> | <b>220</b> | <b>106</b> | <b>326</b> |
|              |              | <b>77%</b>     | <b>23%</b> |             | <b>75%</b>                | <b>25%</b> |             |                  |            |           |            |                 |            | <b>24%</b> | <b>38%</b> | <b>27%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005**  
**300 KPH - Existing Row option - Medium Frequency**  
**HSR PRICE = 60% PLANE PRICE**

**OTTAWA-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |             |            | INDUCED TRAFFIC |            |           |            |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|-------------|------------|-----------------|------------|-----------|------------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus         | %          | Total           | %          | Non-Bus   | Bus        | Total      |
| HSR          |              |                |             |             | 725                       | 1289        | 2015        |                  |            |             |            |                 |            |           |            |            |
| Train        | 221          | 132            | 89          | 221         | 0                         | 0           | 0           | 114              | 87%        | 89          | 100%       | 204             | 92%        |           |            |            |
| Plane        | 647          | 128            | 832         | 959         | 10                        | 65          | 75          | 118              | 92%        | 766         | 92%        | 884             | 92%        |           |            |            |
| Bus          | 126          | 107            | 19          | 126         | 8                         | 1           | 9           | 99               | 93%        | 18          | 93%        | 117             | 93%        |           |            |            |
| Car          | 1721         | 1869           | 442         | 2310        | 1466                      | 259         | 1724        | 403              | 22%        | 183         | 41%        | 586             | 25%        |           |            |            |
| <b>Total</b> | <b>2716</b>  | <b>2235</b>    | <b>1382</b> | <b>3617</b> | <b>2208</b>               | <b>1615</b> | <b>3823</b> | <b>734</b>       | <b>33%</b> | <b>1057</b> | <b>76%</b> | <b>1791</b>     | <b>50%</b> | <b>-9</b> | <b>233</b> | <b>22-</b> |
|              |              | <b>62%</b>     | <b>38%</b>  |             | <b>58%</b>                | <b>42%</b>  |             |                  |            |             |            |                 |            | <b>0%</b> | <b>17%</b> | <b>6%</b>  |

**OTTAWA-HAMILTON**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |           |            |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|-----------|------------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus   | Bus        | Total     |
| HSR          |              |                |            |            | 35                        | 29         | 64         |                  |            |           |            |                 |            |           |            |           |
| Train        | 7            | 5              | 2          | 7          | 0                         | 0          | 0          | 5                | 100%       | 2         | 100%       | 7               | 100%       |           |            |           |
| Plane        | 8            | 0              | 12         | 12         | 0                         | 0          | 0          | 0                |            | 12        | 100%       | 12              | 100%       |           |            |           |
| Bus          | 8            | 8              | 0          | 8          | 2                         | 1          | 2          | 7                | 79%        | -1        |            | 6               | 72%        |           |            |           |
| Car          | 96           | 116            | 15         | 131        | 100                       | 5          | 105        | 17               | 15%        | 10        | 65%        | 27              | 20%        |           |            |           |
| <b>Total</b> | <b>121</b>   | <b>130</b>     | <b>28</b>  | <b>158</b> | <b>136</b>                | <b>35</b>  | <b>171</b> | <b>28</b>        | <b>22%</b> | <b>22</b> | <b>79%</b> | <b>51</b>       | <b>32%</b> | <b>7</b>  | <b>6</b>   | <b>13</b> |
|              |              | <b>82%</b>     | <b>18%</b> |            | <b>80%</b>                | <b>20%</b> |            |                  |            |           |            |                 |            | <b>5%</b> | <b>23%</b> | <b>8%</b> |

**OTTAWA-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |           |            |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|-----------|------------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus   | Bus        | Total     |
| HSR          |              |                |            |            | 55                        | 45         | 101        |                  |            |           |            |                 |            |           |            |           |
| Train        | 10           | 8              | 2          | 10         | 0                         | 0          | 0          | 8                | 100%       | 2         | 100%       | 10              | 100%       |           |            |           |
| Plane        | 40           | 12             | 48         | 60         | 2                         | 16         | 18         | 10               | 82%        | 32        | 67%        | 42              | 70%        |           |            |           |
| Bus          | 6            | 6              | 0          | 6          | 0                         | 0          | 0          | 6                | 100%       | 0         |            | 6               | 100%       |           |            |           |
| Car          | 97           | 117            | 12         | 129        | 85                        | 12         | 97         | 31               | 27%        | 0         | 4%         | 32              | 25%        |           |            |           |
| <b>Total</b> | <b>153</b>   | <b>143</b>     | <b>62</b>  | <b>205</b> | <b>143</b>                | <b>73</b>  | <b>216</b> | <b>55</b>        | <b>39%</b> | <b>35</b> | <b>56%</b> | <b>90</b>       | <b>44%</b> | <b>0</b>  | <b>10</b>  | <b>10</b> |
|              |              | <b>70%</b>     | <b>30%</b> |            | <b>66%</b>                | <b>34%</b> |            |                  |            |           |            |                 |            | <b>0%</b> | <b>17%</b> | <b>5%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005**  
**300 KPH - Existing Row option - Medium Frequency**  
**HSR PRICE = 60% PLANE PRICE**

**KINGSTON-TORONTO**

| Mode         | Base 1992   | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|-------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|------------|------------|------------|-----------------|------------|-----------|-----------|-----------|
|              |             | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          |             |                |            |             | 616                       | 184        | 800         |                  |            |            |            |                 |            |           |           |           |
| Train        | 165         | 106            | 59         | 165         | 0                         | 0          | 0           | 102              | 96%        | 53         | 90%        | 155             | 94%        |           |           |           |
| Plane        | 11          | 7              | 9          | 16          | 0                         | 0          | 0           | 7                | 100%       | 9          | 100%       | 16              | 100%       |           |           |           |
| Bus          | 110         | 102            | 7          | 110         | 58                        | 6          | 64          | 44               | 43%        | 2          | 22%        | 46              | 42%        |           |           |           |
| Car          | 1995        | 2220           | 457        | 2677        | 1754                      | 359        | 2114        | 466              | 21%        | 98         | 21%        | 564             | 21%        |           |           |           |
| <b>Total</b> | <b>2281</b> | <b>2435</b>    | <b>533</b> | <b>2968</b> | <b>2429</b>               | <b>549</b> | <b>2978</b> | <b>618</b>       | <b>25%</b> | <b>162</b> | <b>30%</b> | <b>780</b>      | <b>26%</b> | <b>-2</b> | <b>22</b> | <b>19</b> |
|              |             | <b>82%</b>     | <b>18%</b> |             | <b>82%</b>                | <b>18%</b> |             |                  |            |            |            |                 |            | <b>0%</b> | <b>4%</b> | <b>1%</b> |

**KINGSTON-HAMILTON**

| Mode         | Base 1992 | Référence 2005 |           |            | Project situation in 2005 |           |            | DIVERTED TRAFFIC |            |          |   | INDUCED TRAFFIC |            |            |          |            |
|--------------|-----------|----------------|-----------|------------|---------------------------|-----------|------------|------------------|------------|----------|---|-----------------|------------|------------|----------|------------|
|              |           | Non-Bus        | Bus       | Total      | Non-Bus                   | Bus       | Total      | Non-Bus          | %          | Bus      | % | Total           | %          | Non-Bus    | Bus      | Total      |
| HSR          |           |                |           |            | 48                        | 0         | 48         |                  |            |          |   |                 |            |            |          |            |
| Train        | 2         | 2              | 0         | 2          | 0                         | 0         | 0          | 2                | 100%       | 0        |   | 2               | 100%       |            |          |            |
| Plane        | 0         | 0              | 0         | 0          | 0                         | 0         | 0          | 0                |            | 0        |   | 0               |            |            |          |            |
| Bus          | 2         | 2              | 0         | 2          | 0                         | 0         | 0          | 2                | 100%       | 0        |   | 2               | 100%       |            |          |            |
| Car          | 88        | 119            | 0         | 119        | 105                       | 0         | 105        | 14               | 12%        | 0        |   | 14              | 12%        |            |          |            |
| <b>Total</b> | <b>93</b> | <b>123</b>     | <b>0</b>  | <b>123</b> | <b>153</b>                | <b>0</b>  | <b>153</b> | <b>19</b>        | <b>15%</b> | <b>0</b> |   | <b>19</b>       | <b>15%</b> | <b>30</b>  | <b>0</b> | <b>30</b>  |
|              |           | <b>100%</b>    | <b>0%</b> |            | <b>100%</b>               | <b>0%</b> |            |                  |            |          |   |                 |            | <b>24%</b> |          | <b>24%</b> |

**KINGSTON-LONDON**

| Mode         | Base 1992 | Référence 2005 |           |            | Project situation in 2005 |           |            | DIVERTED TRAFFIC |            |          |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|-----------|----------------|-----------|------------|---------------------------|-----------|------------|------------------|------------|----------|------------|-----------------|------------|------------|------------|------------|
|              |           | Non-Bus        | Bus       | Total      | Non-Bus                   | Bus       | Total      | Non-Bus          | %          | Bus      | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |           |                |           |            | 9                         | 4         | 13         |                  |            |          |            |                 |            |            |            |            |
| Train        | 10        | 8              | 2         | 10         | 0                         | 0         | 0          | 2                | 27%        | 1        | 62%        | 4               | 35%        |            |            |            |
| Plane        | 0         | 0              | 0         | 0          | 0                         | 0         | 0          | 0                |            | 0        |            | 0               |            |            |            |            |
| Bus          | 5         | 5              | 0         | 5          | 4                         | 3         | 7          | 0                | 8%         | -3       |            | -3              |            |            |            |            |
| Car          | 81        | 104            | 6         | 109        | 94                        | 2         | 96         | 10               | 10%        | 4        | 66%        | 14              | 13%        |            |            |            |
| <b>Total</b> | <b>96</b> | <b>116</b>     | <b>8</b>  | <b>124</b> | <b>107</b>                | <b>9</b>  | <b>116</b> | <b>12</b>        | <b>11%</b> | <b>2</b> | <b>24%</b> | <b>14</b>       | <b>12%</b> | <b>-3</b>  | <b>2</b>   | <b>-1</b>  |
|              |           | <b>94%</b>     | <b>6%</b> |            | <b>92%</b>                | <b>8%</b> |            |                  |            |          |            |                 |            | <b>-3%</b> | <b>28%</b> | <b>-1%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005**  
**300 KPH - Existing Row option - Medium Frequency**  
**HSR PRICE = 60% PLANE PRICE**

**TORONTO-HAMILTON**

| Mode         | Base<br>1992 | Référence 2005 |           |            | Project situation in 2005 |           |            | DIVERTED TRAFFIC |            |          |   | INDUCED TRAFFIC |            |            |          |            |
|--------------|--------------|----------------|-----------|------------|---------------------------|-----------|------------|------------------|------------|----------|---|-----------------|------------|------------|----------|------------|
|              |              | Non-Bus        | Bus       | Total      | Non-Bus                   | Bus       | Total      | Non-Bus          | %          | Bus      | % | Total           | %          | Non-Bus    | Bus      | Total      |
| HSR          |              |                |           |            |                           |           |            |                  |            |          |   |                 |            |            |          |            |
| Train        | 7            | 7              | 0         | 7          | 70                        | 0         | 70         |                  |            |          |   |                 |            |            |          |            |
| Plane        | 0            | 0              | 0         | 0          | 0                         | 0         | 0          | 7                | 100%       | 0        |   | 7               | 100%       |            |          |            |
| Bus          | 0            | 0              | 0         | 0          | 0                         | 0         | 0          | 0                |            | 0        |   | 0               |            |            |          |            |
| Car          | 154          | 209            | 0         | 209        | 172                       | 0         | 172        | 37               | 18%        | 0        |   | 37              | 18%        |            |          |            |
| <b>Total</b> | <b>161</b>   | <b>215</b>     | <b>0</b>  | <b>215</b> | <b>243</b>                | <b>0</b>  | <b>243</b> | <b>43</b>        | <b>20%</b> | <b>0</b> |   | <b>43</b>       | <b>20%</b> | <b>27</b>  | <b>0</b> | <b>27</b>  |
|              |              | <b>100%</b>    | <b>0%</b> |            | <b>100%</b>               | <b>0%</b> |            |                  |            |          |   |                 |            | <b>13%</b> |          | <b>13%</b> |

**TORONTO-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          |              |                |             |             | 438                       | 225         | 663         |                  |            |            |            |                 |            |           |           |           |
| Train        | 207          | 141            | 66          | 207         | 0                         | 0           | 0           | 119              | 85%        | 54         | 81%        | 173             | 83%        |           |           |           |
| Plane        | 21           | 6              | 25          | 31          | 5                         | 21          | 25          | 1                | 18%        | 5          | 19%        | 6               | 19%        |           |           |           |
| Bus          | 129          | 121            | 8           | 129         | 116                       | 7           | 124         | 5                | 4%         | 0          | 5%         | 5               | 4%         |           |           |           |
| Car          | 4184         | 4060           | 1555        | 5615        | 3761                      | 1391        | 5152        | 299              | 7%         | 164        | 11%        | 463             | 8%         |           |           |           |
| <b>Total</b> | <b>4541</b>  | <b>4328</b>    | <b>1654</b> | <b>5982</b> | <b>4320</b>               | <b>1645</b> | <b>5964</b> | <b>424</b>       | <b>10%</b> | <b>222</b> | <b>13%</b> | <b>647</b>      | <b>11%</b> | <b>13</b> | <b>3</b>  | <b>16</b> |
|              |              | <b>72%</b>     | <b>28%</b>  |             | <b>72%</b>                | <b>28%</b>  |             |                  |            |            |            |                 |            | <b>0%</b> | <b>0%</b> | <b>0%</b> |

**TORONTO-WINDSOR**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |           |            |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|------------|------------|------------|-----------------|------------|-----------|------------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus   | Bus        | Total      |
| HSR          |              |                |            |             | 463                       | 180        | 643         |                  |            |            |            |                 |            |           |            |            |
| Train        | 110          | 78             | 32         | 110         | 0                         | 0          | 0           | 70               | 90%        | 32         | 100%       | 102             | 93%        |           |            |            |
| Plane        | 64           | 24             | 70         | 94          | 9                         | 29         | 37          | 15               | 64%        | 41         | 59%        | 57              | 60%        |           |            |            |
| Bus          | 28           | 20             | 8          | 28          | 9                         | 4          | 12          | 11               | 57%        | 4          | 56%        | 16              | 56%        |           |            |            |
| Car          | 1162         | 1334           | 226        | 1560        | 1047                      | 185        | 1232        | 287              | 21%        | 41         | 18%        | 328             | 21%        |           |            |            |
| <b>Total</b> | <b>1364</b>  | <b>1456</b>    | <b>336</b> | <b>1792</b> | <b>1527</b>               | <b>397</b> | <b>1924</b> | <b>384</b>       | <b>26%</b> | <b>119</b> | <b>35%</b> | <b>502</b>      | <b>28%</b> | <b>79</b> | <b>61</b>  | <b>140</b> |
|              |              | <b>81%</b>     | <b>19%</b> |             | <b>79%</b>                | <b>21%</b> |             |                  |            |            |            |                 |            | <b>5%</b> | <b>18%</b> | <b>8%</b>  |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005**  
**300 KPH - Existing Row option - Medium Frequency**  
**HSR PRICE = 60% PLANE PRICE**

**HAMILTON-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |           |           |           | INDUCED TRAFFIC |           |            |            |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|-----------|-----------|-----------|-----------------|-----------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %         | Bus       | %         | Total           | %         | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |            | 78                        | 104        | 182        |                  |           |           |           |                 |           |            |            |            |
| Train        | 2            | 1              | 1          | 2          | 0                         | 0          | 0          | 1                | 100%      | 1         |           | 2               | 100%      |            |            |            |
| Plane        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |           | 0         |           | 0               |           |            |            |            |
| Bus          | 13           | 13             | 0          | 13         | 7                         | 1          | 8          | 6                | 47%       | -1        |           | 6               | 43%       |            |            |            |
| Car          | 476          | 342            | 296        | 639        | 318                       | 271        | 588        | 25               | 7%        | 26        | 9%        | 51              | 8%        |            |            |            |
| <b>Total</b> | <b>491</b>   | <b>356</b>     | <b>297</b> | <b>654</b> | <b>403</b>                | <b>375</b> | <b>778</b> | <b>32</b>        | <b>9%</b> | <b>26</b> | <b>9%</b> | <b>58</b>       | <b>9%</b> | <b>46</b>  | <b>77</b>  | <b>123</b> |
|              |              | <b>55%</b>     | <b>45%</b> |            | <b>52%</b>                | <b>48%</b> |            |                  |           |           |           |                 |           | <b>13%</b> | <b>26%</b> | <b>19%</b> |

**HAMILTON-WINDSOR**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |          |            | INDUCED TRAFFIC |            |            |           |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|----------|------------|-----------------|------------|------------|-----------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus      | %          | Total           | %          | Non-Bus    | Bus       | Total      |
| HSR          |              |                |            |            | 110                       | 6          | 116        |                  |            |          |            |                 |            |            |           |            |
| Train        | 2            | 2              | 0          | 2          | 0                         | 0          | 0          | 2                | 100%       | 0        |            | 2               | 100%       |            |           |            |
| Plane        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |            | 0        |            | 0               |            |            |           |            |
| Bus          | 2            | 2              | 0          | 2          | 0                         | 0          | 0          | 2                | 100%       | 0        |            | 2               | 100%       |            |           |            |
| Car          | 190          | 220            | 34         | 254        | 187                       | 30         | 217        | 33               | 15%        | 4        | 10%        | 37              | 14%        |            |           |            |
| <b>Total</b> | <b>194</b>   | <b>224</b>     | <b>34</b>  | <b>258</b> | <b>297</b>                | <b>36</b>  | <b>333</b> | <b>37</b>        | <b>17%</b> | <b>4</b> | <b>10%</b> | <b>41</b>       | <b>16%</b> | <b>73</b>  | <b>2</b>  | <b>75</b>  |
|              |              | <b>87%</b>     | <b>13%</b> |            | <b>89%</b>                | <b>11%</b> |            |                  |            |          |            |                 |            | <b>33%</b> | <b>7%</b> | <b>29%</b> |

**LONDON-WINDSOR**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |           |            |            | INDUCED TRAFFIC |            |           |            |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|-----------|------------|------------|-----------------|------------|-----------|------------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %         | Bus        | %          | Total           | %          | Non-Bus   | Bus        | Total      |
| HSR          |              |                |            |             | 101                       | 378        | 479         |                  |           |            |            |                 |            |           |            |            |
| Train        | 28           | 16             | 12         | 28          | 0                         | 0          | 0           | 15               | 92%       | 11         | 95%        | 26              | 93%        |           |            |            |
| Plane        | 0            | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |           | 0          |            | 0               |            |           |            |            |
| Bus          | 20           | 20             | 0          | 20          | 19                        | 0          | 19          | 1                | 6%        | 0          |            | 1               | 6%         |           |            |            |
| Car          | 1710         | 1600           | 696        | 2296        | 1544                      | 515        | 2059        | 56               | 3%        | 181        | 26%        | 237             | 10%        |           |            |            |
| <b>Total</b> | <b>1758</b>  | <b>1636</b>    | <b>708</b> | <b>2344</b> | <b>1664</b>               | <b>893</b> | <b>2557</b> | <b>72</b>        | <b>4%</b> | <b>193</b> | <b>27%</b> | <b>264</b>      | <b>11%</b> | <b>29</b> | <b>186</b> | <b>215</b> |
|              |              | <b>70%</b>     | <b>30%</b> |             | <b>65%</b>                | <b>35%</b> |             |                  |           |            |            |                 |            | <b>2%</b> | <b>26%</b> | <b>9%</b>  |

**TRAFFIC VOLUMES (both directions, in thousands of travellers) for 2005**  
**300 KPH - Existing Row option - Medium Frequency**  
**HSR PRICE = 60% PLANE PRICE**

**TOTAL (both directions)**

| Mode         | Base<br>1992 | Référence 2005 |              |              | Project situation in 2005 |              |              | DIVERTED TRAFFIC |            |             |            | INDUCED TRAFFIC |            |            |             |             |
|--------------|--------------|----------------|--------------|--------------|---------------------------|--------------|--------------|------------------|------------|-------------|------------|-----------------|------------|------------|-------------|-------------|
|              |              | Non-Bus        | Bus          | Total        | Non-Bus                   | Bus          | Total        | Non-Bus          | %          | Bus         | %          | Total           | %          | Non-Bus    | Bus         | Total       |
| HSR          |              |                |              |              | 6659                      | 5630         | 12289        |                  |            |             |            |                 |            |            |             |             |
| Train        | 1767         | 1185           | 583          | 1768         | 0                         | 0            | 0            | 977              | 82%        | 521         | 89%        | 1498            | 85%        |            |             |             |
| Plane        | 2213         | 489            | 2789         | 3278         | 187                       | 1092         | 1279         | 302              | 62%        | 1692        | 61%        | 1994            | 61%        |            |             |             |
| Bus          | 1732         | 1383           | 349          | 1732         | 703                       | 186          | 889          | 458              | 33%        | 135         | 39%        | 593             | 34%        |            |             |             |
| Car          | 41787        | 44474          | 11624        | 56098        | 25932                     | 6511         | 32443        | 3939             | 9%         | 1571        | 14%        | 5511            | 10%        |            |             |             |
| <b>Total</b> | <b>47499</b> | <b>47531</b>   | <b>15345</b> | <b>62876</b> | <b>33481</b>              | <b>13418</b> | <b>46900</b> | <b>5676</b>      | <b>12%</b> | <b>3921</b> | <b>26%</b> | <b>9597</b>     | <b>15%</b> | <b>983</b> | <b>1709</b> | <b>2692</b> |
|              |              | <b>76%</b>     | <b>24%</b>   |              | <b>71%</b>                | <b>29%</b>   |              |                  |            |             |            |                 |            | <b>2%</b>  | <b>11%</b>  | <b>4%</b>   |

# **TEMPS DE PARCOURS HSR**

# CIGGT PRO-207

## FINAL TRIP TIMES

Read across top row or down right hand column for non-stop times.

Read down in lower/left triangle for trip times for all-stop trains.

Station dwell times shown in footings. No dwell time at origin/destination. Dwell times included!

Unless noted, Toronto-Montreal trains stop in Ottawa/Hull.

Run time slack included as follows:

- 6% [stopping trains 200/250 kpm]
- 5% [express trains 200/250 kpm]
- 4% [stopping trains 300/350 kpm]
- 4% [express trains 300/350 kpm]

### SWO

200 kph Existing ROW

|         | <u>Windsor</u> | <u>London</u> | <u>Ham</u> | <u>Tor(Un)</u> |
|---------|----------------|---------------|------------|----------------|
| Windsor |                |               |            |                |
| London  | 00:57          | 00:57         | 01:34      | 01:54          |
| Ham     | 01:39          | 00:40         |            | 00:57          |
| Tor(Un) | 02:01          | 01:02         | 00:20      | 00:20          |

Dwell time:    2                          2

### SWO

250 kph Existing ROW

|         | <u>Windsor</u> | <u>London</u> | <u>Ham</u> | <u>Tor(Un)</u> |       |
|---------|----------------|---------------|------------|----------------|-------|
| Windsor |                |               |            |                |       |
| London  | 00:47          | 00:47         | 01:15      | 01:33          |       |
| Ham     | 01:22          | 00:33         |            | 00:47          | 00:47 |
| Tor(Un) | 01:42          | 00:53         | 00:18      | 00:18          | 00:18 |

Dwell time:    2                          2





# CIGGT PRO-207

# FINAL TRIP TIMES

Read across top row or down right hand column for non-stop times.

Read down in lowerleft triangle for trip times for all-stop trains.

Station dwell times shown in brackets, No dwell time at origin/destination. Dwell times in minutes.

Unless noted, Toronto-Montreal trains stop in Ottawa/Hull.

Run time slack included as follows:

- 5% [stopping trains 200/250 kph]
- 5% [express trains 200/250 kph]
- 4% [stopping trains 300/350 kph]
- 4% [express trains 300/350 kph]

## MONTREAL-QUEBEC

200 kph Existing ROW

|         | Mtl   | Laval | T-Riv | Ano-Lor | G du P |
|---------|-------|-------|-------|---------|--------|
| Mtl     |       | 00:09 | 00:49 | 01:24   | 01:31  |
| Laval   | 00:09 |       |       |         | 01:22  |
| T-Riv   | 00:53 | 00:42 |       |         | 00:42  |
| Ano-Lor | 01:34 | 01:23 | 00:39 |         | 00:07  |
| G du P  | 01:43 | 01:32 | 00:45 | 00:07   |        |

Dwell time:                                      2                                      2                                      2

## MONTREAL-QUEBEC

250 kph Existing ROW

|         | Mtl   | Laval | T-Riv | Ano-Lor | G du P |
|---------|-------|-------|-------|---------|--------|
| Mtl     |       | 00:09 | 00:42 | 01:07   | 01:14  |
| Laval   | 00:09 |       |       |         | 01:05  |
| T-Riv   | 00:46 | 00:35 |       |         | 00:32  |
| Ano-Lor | 01:20 | 01:09 | 00:32 |         | 00:07  |
| G du P  | 01:29 | 01:18 | 00:41 | 00:07   |        |

Dwell time:                                      2                                      2                                      2

# CIGGT PRO-207

# FINAL TRIP TIMES

Read across top row or down right hand column for non-stop times.  
 Read down in lower/left triangle for trip times for all-stop trains.

Station dwell times shown in footings. No dwell time at origin/destination. Dwell times included!

Unless noted, Toronto-Montreal trains stop in Ottawa/Hull.

Run time slack included as follows:

- 5% [stopping trains 200/250 kpm]
- 5% [express trains 200/250 kpm]
- 4% [stopping trains 300/350 kpm]
- 4% [express trains 300/350 kpm]

## TORONTO (Union)-MONTREAL

300 kph New ROW

|                 | Tor(Un)  | E-Tor | Kingston   | Merivale | Hull  | Mirabel | Montreal |  |
|-----------------|----------|-------|--|----------|-------|---------|----------|--|
| Tor(Un)         |          | 00:15 | 01:05  | 01:31    | 01:39 | 02:18   | 02:38    |  |
| E-Tor           | 00:15    |       |  |          |       |         | 02:21    |  |
| Kingston        | 01:09    | 00:52 |  |          |       |         | 01:31    |  |
| Merivale        | 01:44    | 01:27 | 00:33  |          |       |         | 01:05    |  |
| Hull            | 01:55    | 01:38 | 00:44  | 00:09    |       |         | 00:51    |  |
| Mirabel         | 02:35    | 02:18 | 01:24  | 00:49    | 00:35 |         | 00:20    |  |
| Montreal        | 02:57    | 02:40 | 01:46  | 01:11    | 00:57 | 00:20   |          |  |
| Toronto (Mid)   | Subtract | 00:03 | for non-stop trains  |          |       |         |          |  |
| Mirabel by-pass | Subtract | 00:03 | for stopping trains  |          |       |         |          |  |
|                 | Subtract | 00:01 | for non-stop trains if Mirabel station bypass is available |          |       |         |          |  |
| Dwell time:     |          | 2     | 2  | 2        | 5     | 2       |          |  |

## TORONTO (Union)-MONTREAL

350 kph New ROW

|                 | Tor(Un)  | E-Tor | Kingston   | Merivale | Hull  | Mirabel | Montreal |  |
|-----------------|----------|-------|--|----------|-------|---------|----------|--|
| Tor(Un)         |          | 00:14 | 00:58  | 01:20    | 01:28 |         | 02:06    |  |
| E-Tor           | 00:14    |       |  |          |       |         | 01:21    |  |
| Kingston        | 01:01    | 00:45 |  |          |       |         | 00:58    |  |
| Merivale        | 01:31    | 01:15 | 00:28  |          |       |         | 00:45    |  |
| Hull            | 01:42    | 01:28 | 00:39  | 00:08    |       |         | 00:19    |  |
| Mirabel         | 02:18    | 02:02 | 01:15  | 00:45    | 00:31 |         |          |  |
| Montreal        | 02:39    | 02:23 | 01:36  | 01:08    | 00:52 | 00:19   |          |  |
| Toronto (Mid)   | Subtract | 00:03 | for non-stop trains  |          |       |         |          |  |
| Mirabel by-pass | Subtract | 00:03 | for stopping trains  |          |       |         |          |  |
|                 | Subtract | 00:02 | for non-stop trains if Mirabel station bypass is available |          |       |         |          |  |
| Dwell time:     |          | 2     | 2  | 2        | 5     | 2       |          |  |

# CIGGT PRO-207

# FINAL TRIP TIMES

Read across top row or down right hand column for non-stop times.  
Read down in lower/left triangle for trip times for all-stop trains.

Station dwell times shown in footings. No dwell time at origin/destination. Dwell times included!

Unless noted, Toronto-Montreal trains stop in Ottawa/Hull.

Run time slack included as follows:

- 5% [stopping trains 200/250 kpm]
- 5% [express trains 200/250 kpm]
- 4% [stopping trains 300/350 kpm]
- 4% [express trains 300/350 kpm]

## TORONTO (Union)-MONTREAL

300 kph Existing ROW

|          | Tor(Un) | E-Tor | Kingston | Merivale | Ottawa | Montreal |
|----------|---------|-------|----------|----------|--------|----------|
| Tor(Un)  |         | 00:13 | 01:00    |          | 01:32  | 02:26    |
| E-Tor    | 00:13   |       |          |          |        | 02:14    |
| Kingston | 01:04   | 00:49 |          |          |        | 01:28    |
| Merivale |         |       |          |          |        |          |
| Ottawa   | 01:43   | 01:28 | 00:37    |          |        | 00:49    |
| Montreal | 02:37   | 02:22 | 01:31    |          | 00:49  |          |

|             |  |   |   |  |   |  |
|-------------|--|---|---|--|---|--|
| Dwell time: |  | 2 | 2 |  | 5 |  |
|-------------|--|---|---|--|---|--|

## TORONTO (Union)-MONTREAL

350 kph Existing ROW

|          | Tor(Un) | E-Tor | Kingston | Merivale | Ottawa | Montreal |
|----------|---------|-------|----------|----------|--------|----------|
| Tor(Un)  |         | 00:13 | 00:54    |          | 01:22  | 02:11    |
| E-Tor    | 00:13   |       |          |          |        | 02:00    |
| Kingston | 00:59   | 00:44 |          |          |        | 01:19    |
| Merivale |         |       |          |          |        |          |
| Ottawa   | 01:35   | 01:20 | 00:34    |          |        | 00:44    |
| Montreal | 02:24   | 02:09 | 01:23    |          | 00:44  |          |

|             |  |   |   |  |   |  |
|-------------|--|---|---|--|---|--|
| Dwell time: |  | 2 | 2 |  | 5 |  |
|-------------|--|---|---|--|---|--|



**CIGGT PRO-207**

**FINAL TRIP TIMES**

*Read across top row or down right hand column for non-stop times.*

*Read down in lower/left triangle for trip times for all-stop trains.*

*Station dwell times shown in footings. No dwell time at origin/destination. Dwell times included!*

*Unless noted, Toronto-Montreal trains stop in Ottawa/Full.*

*Run time slack included as follows:*

5% [stopping trains 200/250 kpm]

5% [express trains 200/250 kpm]

4% [stopping trains 300/350 kpm]

4% [express trains 300/350 kpm]

**SWO**

**300 kph New ROW**

|                | <u>Windsor</u> | <u>London</u> | <u>Kitch</u> | <u>Pearson</u> | <u>Tor(Un)</u> |
|----------------|----------------|---------------|--------------|----------------|----------------|
| <i>Windsor</i> |                | 00:41         | 01:00        | 01:11          | 01:22          |
| <i>London</i>  | 00:41          |               |              |                | 00:41          |
| <i>Kitch</i>   | 01:05          | 00:22         |              |                | 00:22          |
| <i>Pearson</i> | 01:25          | 00:42         | 00:18        |                | 00:11          |
| <i>Tor(Un)</i> | 01:38          | 00:55         | 00:31        | 00:11          |                |

*Toronto (Mid)*

*Trip time difference less than one minute for Midtown vs Union.*

*Dwell time:*

2

2

2

**SWO**

**350 kph New ROW**

|                | <u>Windsor</u> | <u>London</u> | <u>Kitch</u> | <u>Pearson</u> | <u>Tor(Un)</u> |
|----------------|----------------|---------------|--------------|----------------|----------------|
| <i>Windsor</i> |                | 00:35         | 00:52        | 01:02          | 01:12          |
| <i>London</i>  | 00:35          |               |              |                | 00:37          |
| <i>Kitch</i>   | 00:58          | 00:19         |              |                | 00:20          |
| <i>Pearson</i> | 01:14          | 00:37         | 00:16        |                | 00:10          |
| <i>Tor(Un)</i> | 01:28          | 00:49         | 00:28        | 00:10          |                |

*Toronto (Mid)*

*Trip time difference less than one minute for Midtown vs Union.*

*Dwell time:*

2

2

2

---

**CIGGT PRO-207****FINAL TRIP TIMES**

---

*Read across top row or down right hand column for non-stop times.*

*Read down in lower/left triangle for trip times for all-stop trains.*

*Station dwell times shown in footings. No dwell time at origin/destination. Dwell times included!*

*Unless noted, Toronto-Montreal trains stop in Ottawa/Hull.*

*Run time slack included as follows:*

5% (stopping trains 200/250 kpm)  
5% (express trains 200/250 kpm)  
4% (stopping trains 300/350 kpm)  
4% (express trains 300/350 kpm)

---

**MONTREAL-QUEBEC****300 kph Existing ROW**

---

|         | <u>Mtl</u> | <u>Laval</u> | <u>T-Riv</u> | <u>Anc-Lor</u> | <u>G du P</u> |
|---------|------------|--------------|--------------|----------------|---------------|
| Mtl     |            | 00:10        | 00:39        | 01:01          | 01:38         |
| Laval   | 00:10      |              |              |                | 00:58         |
| T-Riv   | 00:43      | 00:31        |              |                | 00:29         |
| Anc-Lor | 01:13      | 01:01        | 00:28        |                | 00:07         |
| G du P  | 01:22      | 01:10        | 00:37        | 00:07          |               |

Dwell time:    2    2    2

---

**MONTREAL-QUEBEC****350 kph Existing ROW**

---

|         | <u>Mtl</u> | <u>Laval</u> | <u>T-Riv</u> | <u>Anc-Lor</u> | <u>G du P</u> |
|---------|------------|--------------|--------------|----------------|---------------|
| Mtl     |            | 00:10        | 00:36        | 00:55          | 01:08         |
| Laval   | 00:10      |              |              |                | 00:52         |
| T-Riv   | 00:39      | 00:27        |              |                | 00:27         |
| Anc-Lor | 01:08      | 00:54        | 00:25        |                | 00:07         |
| G du P  | 01:15      | 01:03        | 00:34        | 00:07          |               |

Dwell time:    2    2    2

---

Read across top row or down right hand column for non-stop times.

Read down in lowerleft triangle for trip times for all-stop trains.

Station dwell times shown in footings. No dwell time at origin/destination. Dwell times included!

Unless noted, Toronto-Montreal trains stop in Ottawa/Hull.

Run time slack included as follows:

5% [stopping trains 200/250 kpm]  
 5% [express trains 200/250 kpm]  
 4% [stopping trains 300/350 kpm]  
 4% [express trains 300/350 kpm]

**MONTREAL-QUEBEC****300 kph New ROW**

|         | Mtl   | Laval | T-Riv | Anc-Lor | G du P |
|---------|-------|-------|-------|---------|--------|
| Mtl     |       | 00:10 | 00:38 | 00:59   | 01:07  |
| Laval   | 00:10 |       |       |         | 00:57  |
| T-Riv   | 00:42 | 00:30 |       |         | 00:29  |
| Anc-Lor | 01:12 | 01:00 | 00:28 |         | 00:08  |
| G du P  | 01:22 | 01:10 | 00:38 | 00:08   |        |

Dwell time:

2

2

2

**MONTREAL-QUEBEC****350 kph New ROW**

|         | Mtl   | Laval | T-Riv | Anc-Lor | G du P |
|---------|-------|-------|-------|---------|--------|
| Mtl     |       | 00:10 | 00:34 | 00:53   | 01:00  |
| Laval   | 00:10 |       |       |         | 00:50  |
| T-Riv   | 00:38 | 00:26 |       |         | 00:26  |
| Anc-Lor | 01:04 | 00:52 | 00:24 |         | 00:07  |
| G du P  | 01:13 | 01:01 | 00:33 | 00:07   |        |

Dwell time:

2

2

2



*Read across top row or down right hand column for non-stop times.*

*Read down in lower/left triangle for trip times for all-stop trains.*

*Station dwell times shown in footings. No dwell time at origin/destination. Dwell times included!*

*Unless noted, Toronto-Montreal trains stop in Ottawa/Hull.*

*Run time slack included as follows:*

- 5% [stopping trains 200/250 kpm]
- 5% [express trains 200/250 kpm]
- 4% [stopping trains 300/350 kpm]
- 4% [express trains 300/350 kpm]

**SPECIAL THROUGH RUNS (no intermediate stops)**

**Tor(Un)-Montreal (no Ottawa stop)**

|                      |       |                 |
|----------------------|-------|-----------------|
| 200 kph Existing ROW | 03:16 | [bypass Ottawa] |
| 250 kph Existing ROW | 02:43 | [bypass Ottawa] |
| 300 kph Existing ROW | 02:17 | [bypass Ottawa] |
| 350 kph Existing ROW | 02:03 | [bypass Ottawa] |
| 300 kph New ROW      | 02:30 | See notes 1/3   |
| 350 kph New ROW      | 02:14 | See note 2/4    |

**Ottawa/Hull-Quebec**

|                      |       |                                       |
|----------------------|-------|---------------------------------------|
| 200 kph Existing ROW | 02:52 | [10 kph through Central]              |
| 250 kph Existing ROW | 02:09 | [10 kph through Central]              |
| 300 kph Existing ROW | 01:38 | [bypass downtown Montreal]            |
| 350 kph Existing ROW | 01:27 | [bypass downtown Montreal]            |
| 300 kph New ROW      | 01:40 | [bypass downtown Montreal] See note 3 |
| 350 kph New ROW      | 01:29 | [bypass downtown Montreal] See note 4 |

**Mirabel Airport-Quebec (bypass downtown Montreal)**

|                 |       |
|-----------------|-------|
| 300 kph New ROW | 01:09 |
| 350 kph New ROW | 01:01 |

**Note 1** Subtract 3.0 minutes if service to Toronto Midtown rather than Toronto Union

**Note 2** Subtract 3.0 minutes if service to Toronto Midtown rather than Toronto Union

**Note 3** Trip time based on alignment through Mirabel terminal. For Mirabel bypass, subtract 2.0 minutes

**Note 4** Trip time based on alignment through Mirabel terminal. For Mirabel bypass, subtract 2.0 minutes

# **PLANS D'EXPLOITATION**

**OPERATING PLAN**

300 KPH EXISTING ROW - MEDIUM FREQUENCY

| Train Number | Québec  |       | Trois-Rivières |       | Montréal |       | Ottawa    |       | Toronto |  |
|--------------|---------|-------|----------------|-------|----------|-------|-----------|-------|---------|--|
|              | Arrival |       | Departure      |       | Arrival  |       | Departure |       | Arrival |  |
|              |         |       |                |       |          |       |           |       |         |  |
| 101          | 06:46   | 07:23 | 07:25          | 08:08 | 08:18    | 09:07 | 09:12     | 10:55 |         |  |
| 102          | 07:46   | 08:23 | 08:25          | 09:08 |          |       |           |       |         |  |
| 103          | 08:46   | 09:23 | 09:25          | 10:08 | 10:18    | 11:07 | 11:12     | 12:55 |         |  |
| 104          | 10:46   |       |                | 12:08 |          |       |           |       |         |  |
| 105          | 11:46   | 12:23 | 12:25          | 13:08 | 13:18    | 14:07 | 14:12     | 15:55 |         |  |
| 106          | 13:46   |       |                | 15:08 |          |       |           |       |         |  |
| 107          | 14:46   | 15:23 | 15:25          | 16:08 | 16:18    | 17:07 | 17:12     | 18:55 |         |  |
| 108          | 15:46   |       |                | 17:08 |          |       |           |       |         |  |
| 109          | 16:46   | 17:23 | 17:25          | 18:08 | 18:18    | 19:07 | 19:12     | 20:55 |         |  |
| 110          | 17:31   | 18:08 | 18:10          | 18:53 |          |       |           |       |         |  |
| 111          | 18:16   | 18:53 | 18:55          | 19:38 | 19:48    | 20:37 | 20:42     | 22:25 |         |  |
| 112          | 19:16   |       |                | 20:38 |          |       |           |       |         |  |

| Train Number | Montréal |       | Ottawa    |       | Kingston |       | Toronto   |       | Hamilton |       | London    |       | Windsor |  |
|--------------|----------|-------|-----------|-------|----------|-------|-----------|-------|----------|-------|-----------|-------|---------|--|
|              | Arrival  |       | Departure |       | Arrival  |       | Departure |       | Arrival  |       | Departure |       | Arrival |  |
|              |          |       |           |       |          |       |           |       |          |       |           |       |         |  |
| 201          | 06:00    | 06:49 | 06:54     | 08:37 |          |       |           |       |          |       |           |       |         |  |
| 202          | 06:30    | 07:19 | 07:24     | 08:01 | 08:03    | 09:07 | 09:17     | 09:34 | 09:36    | 10:07 | 10:09     | 10:49 |         |  |
| 203          | 07:00    |       |           |       |          | 09:37 |           |       |          |       |           |       |         |  |
| 204          | 07:30    | 08:19 | 08:24     | 09:01 | 09:03    | 10:07 |           |       |          |       |           |       |         |  |
| 101          | 08:18    | 09:07 | 09:12     | 09:49 | 09:51    | 10:55 | 11:05     | 11:22 | 11:24    | 11:55 | 11:57     | 12:37 |         |  |
| 205          | 09:18    | 10:07 | 10:12     |       |          | 11:55 |           |       |          |       |           |       |         |  |
| 103          | 10:18    | 11:07 | 11:12     | 11:49 | 11:51    | 12:55 |           |       |          |       |           |       |         |  |
| 206          | 11:18    | 12:07 | 12:12     |       |          | 13:55 |           |       |          |       |           |       |         |  |
| 207          | 12:18    | 13:07 | 13:12     | 13:49 | 13:51    | 14:55 | 15:05     | 15:22 | 15:24    | 15:55 | 15:57     | 16:37 |         |  |
| 105          | 13:18    | 14:07 | 14:12     | 14:49 | 14:51    | 15:55 |           |       |          |       |           |       |         |  |
| 208          | 14:18    | 15:07 | 15:12     | 15:49 | 15:51    | 16:55 | 17:05     | 17:22 | 17:24    | 17:55 | 17:57     | 18:37 |         |  |
| 209          | 15:18    | 16:07 | 16:12     | 16:49 | 16:51    | 17:55 | 18:05     | 18:22 | 18:24    | 18:55 | 18:57     | 19:37 |         |  |
| 107          | 16:18    | 17:07 | 17:12     | 17:49 | 17:51    | 18:55 |           |       |          |       |           |       |         |  |
| 210          | 17:18    | 18:07 | 18:12     | 18:49 | 18:51    | 19:55 | 20:05     | 20:22 | 20:24    | 20:55 | 20:57     | 21:37 |         |  |
| 211          | 17:48    |       |           |       |          | 20:25 |           |       |          |       |           |       |         |  |
| 109          | 18:18    | 19:07 | 19:12     | 19:49 | 19:51    | 20:55 |           |       |          |       |           |       |         |  |
| 212          | 18:48    |       |           |       |          | 21:25 |           |       |          |       |           |       |         |  |
| 111          | 19:48    | 20:37 | 20:42     | 21:19 | 21:21    | 22:25 |           |       |          |       |           |       |         |  |

| Train Number | Toronto |       | Hamilton  |       | London  |       | Windsor   |  |
|--------------|---------|-------|-----------|-------|---------|-------|-----------|--|
|              | Arrival |       | Departure |       | Arrival |       | Departure |  |
|              |         |       |           |       |         |       |           |  |
| 301          | 07:05   |       |           | 07:53 | 07:55   | 08:37 |           |  |
| 302          | 08:05   | 08:22 | 08:24     | 08:53 | 08:55   | 09:37 |           |  |
| 202          | 09:17   | 09:34 | 09:36     | 10:05 | 10:07   | 10:49 |           |  |
| 101          | 11:05   | 11:22 | 11:24     | 11:53 | 11:55   | 12:37 |           |  |
| 303          | 12:35   |       |           | 13:23 | 13:25   | 14:07 |           |  |
| 304          | 14:05   |       |           | 14:53 | 14:55   | 15:37 |           |  |
| 207          | 15:05   | 15:22 | 15:24     | 15:53 | 15:55   | 16:37 |           |  |
| 305          | 16:05   |       |           | 16:53 | 16:55   | 17:37 |           |  |
| 108          | 17:05   | 17:22 | 17:24     | 17:53 | 17:55   | 18:37 |           |  |
| 209          | 18:05   | 18:22 | 18:24     | 18:53 | 18:55   | 19:37 |           |  |
| 306          | 19:05   | 19:22 | 19:24     | 19:53 | 19:55   | 20:37 |           |  |
| 210          | 20:05   | 20:22 | 20:24     | 20:53 | 20:55   | 21:37 |           |  |

**OPERATING PLAN**

300 KPH NEW ROW - MEDIUM FREQUENCY

| Train Number | Québec  |           | Trois-Rivières |           | Montréal |           | Ottawa    |           | Toronto |           |
|--------------|---------|-----------|----------------|-----------|----------|-----------|-----------|-----------|---------|-----------|
|              | Arrival |           | Departure      |           | Arrival  |           | Departure |           | Arrival |           |
|              | Arrival | Departure | Arrival        | Departure | Arrival  | Departure | Arrival   | Departure | Arrival | Departure |
| 101          | 06:46   | 07:24     | 07:26          | 08:08     | 08:18    | 09:15     | 09:20     | 11:15     |         |           |
| 102          | 07:46   | 08:24     | 08:26          | 09:08     |          |           |           |           |         |           |
| 103          | 08:46   | 09:24     | 09:26          | 10:08     | 10:18    | 11:15     | 11:20     | 13:15     |         |           |
| 104          | 10:46   |           |                | 12:08     |          |           |           |           |         |           |
| 105          | 11:46   | 12:24     | 12:26          | 13:08     | 13:18    | 14:15     | 14:20     | 16:15     |         |           |
| 106          | 13:46   |           |                | 15:08     |          |           |           |           |         |           |
| 107          | 14:46   | 15:24     | 15:26          | 16:08     | 16:18    | 17:15     | 17:20     | 19:15     |         |           |
| 108          | 15:46   |           |                | 17:08     |          |           |           |           |         |           |
| 109          | 16:46   | 17:24     | 17:26          | 18:08     | 18:18    | 19:15     | 19:20     | 21:15     |         |           |
| 110          | 17:31   | 18:09     | 18:11          | 18:53     |          |           |           |           |         |           |
| 111          | 18:16   | 18:54     | 18:56          | 19:38     | 19:48    | 20:45     | 20:50     | 22:45     |         |           |
| 112          | 19:16   |           |                | 20:38     |          |           |           |           |         |           |

| Train Number | Montréal |           | Ottawa    |           | Kingston |           | Toronto   |           | Kitchener |           | London    |           | Windsor |           |
|--------------|----------|-----------|-----------|-----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---------|-----------|
|              | Arrival  |           | Departure |           | Arrival  |           | Departure |           | Arrival   |           | Departure |           | Arrival |           |
|              | Arrival  | Departure | Arrival   | Departure | Arrival  | Departure | Arrival   | Departure | Arrival   | Departure | Arrival   | Departure | Arrival | Departure |
| 201          | 06:00    | 06:57     | 07:02     | 08:57     |          |           | 08:57     |           |           |           |           |           |         |           |
| 202          | 06:30    | 07:27     | 07:32     | 08:16     | 08:18    | 09:27     | 09:37     | 10:08     | 09:10     | 10:32     | 10:34     | 11:15     |         |           |
| 203          | 07:00    |           |           |           |          | 09:57     |           |           |           |           |           |           |         |           |
| 204          | 07:30    | 08:27     | 08:32     | 09:16     | 09:18    | 10:27     |           |           |           |           |           |           |         |           |
| 101          | 08:18    | 09:15     | 09:20     | 10:04     | 10:06    | 11:15     | 11:25     | 11:56     | 11:58     | 12:20     | 12:22     | 13:03     |         |           |
| 205          | 09:18    | 10:15     | 10:20     |           |          | 12:15     |           |           |           |           |           |           |         |           |
| 103          | 10:18    | 11:15     | 11:20     | 12:04     | 12:06    | 13:15     |           |           |           |           |           |           |         |           |
| 206          | 11:18    | 12:15     | 12:20     |           |          | 14:15     |           |           |           |           |           |           |         |           |
| 207          | 12:18    | 13:15     | 13:20     | 14:04     | 14:06    | 15:15     | 15:25     | 15:56     | 15:58     | 16:20     | 16:22     | 17:03     |         |           |
| 105          | 13:18    | 14:15     | 14:20     | 15:04     | 15:06    | 16:15     |           |           |           |           |           |           |         |           |
| 208          | 14:18    | 15:15     | 15:20     | 16:04     | 16:06    | 17:15     | 17:25     | 17:56     | 17:58     | 18:20     | 18:22     | 19:03     |         |           |
| 209          | 15:18    | 16:15     | 16:20     | 17:04     | 17:06    | 18:15     | 18:25     | 18:56     | 18:58     | 19:20     | 19:22     | 20:03     |         |           |
| 107          | 16:18    | 17:15     | 17:20     | 18:04     | 18:06    | 19:15     |           |           |           |           |           |           |         |           |
| 210          | 17:18    | 18:15     | 18:20     | 19:04     | 19:06    | 20:15     | 20:25     | 20:56     | 20:58     | 21:20     | 21:22     | 22:03     |         |           |
| 211          | 17:48    |           |           |           |          | 20:45     |           |           |           |           |           |           |         |           |
| 109          | 18:18    | 19:15     | 19:20     | 20:04     | 20:06    | 21:15     |           |           |           |           |           |           |         |           |
| 212          | 18:48    |           |           |           |          | 21:45     |           |           |           |           |           |           |         |           |
| 111          | 19:48    | 20:45     | 20:50     | 21:34     | 21:36    | 22:45     |           |           |           |           |           |           |         |           |

| Train Number | Toronto |           | Kitchener |           | London  |           | Windsor   |           |
|--------------|---------|-----------|-----------|-----------|---------|-----------|-----------|-----------|
|              | Arrival |           | Departure |           | Arrival |           | Departure |           |
|              | Arrival | Departure | Arrival   | Departure | Arrival | Departure | Arrival   | Departure |
| 301          | 07:05   |           |           | 08:00     | 08:02   | 08:43     |           |           |
| 302          | 08:05   | 08:36     | 08:38     | 09:00     | 09:02   | 09:43     |           |           |
| 202          | 09:37   | 10:08     | 10:10     | 10:32     | 10:34   | 11:15     |           |           |
| 101          | 11:25   | 11:56     | 11:58     | 12:20     | 12:22   | 13:03     |           |           |
| 303          | 12:35   |           |           | 13:30     | 13:32   | 14:13     |           |           |
| 304          | 14:05   |           |           | 15:00     | 15:02   | 15:43     |           |           |
| 207          | 15:25   | 15:56     | 15:58     | 16:20     | 16:22   | 17:03     |           |           |
| 305          | 16:25   |           |           | 17:20     | 17:22   | 18:03     |           |           |
| 108          | 17:25   | 17:56     | 17:58     | 18:20     | 18:22   | 19:03     |           |           |
| 209          | 18:25   | 18:56     | 18:58     | 19:20     | 19:22   | 20:03     |           |           |
| 306          | 19:25   | 19:56     | 19:58     | 20:20     | 20:22   | 21:03     |           |           |
| 210          | 20:25   | 20:56     | 20:58     | 21:20     | 21:22   | 22:03     |           |           |

**OPERATING PLAN**

120 KPH EXISTING ROW - MEDIUM FREQUENCY

| Train Number | Québec  |           | Trois-Rivières |           | Montréal |           | Ottawa  |           | Toronto |           |
|--------------|---------|-----------|----------------|-----------|----------|-----------|---------|-----------|---------|-----------|
|              | Arrival | Departure | Arrival        | Departure | Arrival  | Departure | Arrival | Departure | Arrival | Departure |
| 01           | 06:25   | 07:13     | 07:15          | 08:08     | 08:18    | 09:20     | 09:22   | 11:56     |         |           |
| 102          | 07:25   | 08:13     | 08:15          | 09:08     |          |           |         |           |         |           |
| 103          | 08:25   | 09:13     | 09:15          | 10:08     | 10:18    | 11:20     | 11:22   | 13:56     |         |           |
| 104          | 10:25   |           |                | 12:08     |          |           |         |           |         |           |
| 105          | 11:25   | 12:13     | 12:15          | 13:08     | 13:18    | 14:20     | 14:22   | 16:56     |         |           |
| 106          | 13:25   | 14:13     | 14:15          | 15:08     |          |           |         |           |         |           |
| 107          | 15:25   | 16:13     | 16:15          | 17:08     | 17:18    | 18:20     | 18:22   | 20:56     |         |           |
| 108          | 16:25   | 17:13     | 17:15          | 18:08     | 18:18    | 19:20     | 19:22   | 21:56     |         |           |
| 109          | 17:25   | 18:13     | 18:15          | 19:08     | 19:18    | 20:20     | 20:22   | 22:56     |         |           |
| 110          | 18:25   |           |                | 20:08     |          |           |         |           |         |           |

| Train Number | Montréal |           | Ottawa  |           | Kingston |           | Toronto |           | Kitchener |           | London  |           | Windsor |           |
|--------------|----------|-----------|---------|-----------|----------|-----------|---------|-----------|-----------|-----------|---------|-----------|---------|-----------|
|              | Arrival  | Departure | Arrival | Departure | Arrival  | Departure | Arrival | Departure | Arrival   | Departure | Arrival | Departure | Arrival | Departure |
| 201          | 06:18    | 07:20     | 07:22   | 08:26     | 08:28    | 09:56     | 10:06   | 10:26     | 10:28     | 11:08     | 11:10   | 12:08     |         |           |
| 202          | 07:18    | 08:20     | 08:22   | 09:26     | 09:28    | 10:56     |         |           |           |           |         |           |         |           |
| 101          | 08:18    | 09:20     | 09:22   | 10:26     | 10:28    | 11:56     | 12:06   | 12:26     | 12:28     | 13:08     | 13:10   | 14:08     |         |           |
| 103          | 09:18    | 10:20     | 10:22   | 11:26     | 11:28    | 12:56     |         |           |           |           |         |           |         |           |
| 103          | 10:18    | 11:20     | 11:22   | 12:26     | 12:28    | 13:56     | 14:06   | 14:26     | 14:28     | 15:08     | 15:10   | 16:08     |         |           |
| 104          | 12:18    | 13:20     | 13:22   | 14:26     | 14:28    | 15:56     | 16:06   | 16:26     | 16:28     | 17:08     | 17:10   | 18:08     |         |           |
| 105          | 13:18    | 14:20     | 14:22   | 15:26     | 15:28    | 16:56     | 17:06   | 17:26     | 17:28     | 18:08     | 18:10   | 19:08     |         |           |
| 105          | 15:18    | 16:20     | 16:22   | 17:26     | 17:28    | 18:56     | 19:06   | 19:26     | 19:28     | 20:08     | 20:10   | 21:08     |         |           |
| 206          | 16:18    | 17:20     | 17:22   | 18:26     | 18:28    | 19:56     |         |           |           |           |         |           |         |           |
| 107          | 17:18    | 18:20     | 18:22   | 19:26     | 19:28    | 20:56     |         |           |           |           |         |           |         |           |
| 108          | 18:18    | 19:20     | 19:22   | 20:26     | 20:28    | 21:56     |         |           |           |           |         |           |         |           |
| 109          | 19:18    | 20:20     | 20:22   | 21:26     | 21:28    | 22:56     |         |           |           |           |         |           |         |           |

| Train Number | Toronto |           | Kitchener |           | London  |           | Windsor |           |
|--------------|---------|-----------|-----------|-----------|---------|-----------|---------|-----------|
|              | Arrival | Departure | Arrival   | Departure | Arrival | Departure | Arrival | Departure |
| 101          | 06:06   | 07:08     | 07:10     | 08:07     |         |           |         |           |
| 102          | 07:06   | 07:26     | 07:28     | 08:08     | 08:10   | 09:07     |         |           |
| 103          | 08:06   | 08:26     | 08:28     | 09:08     | 09:10   | 10:07     |         |           |
| 101          | 10:06   | 10:26     | 10:28     | 11:08     | 11:10   | 12:07     |         |           |
| 101          | 12:06   | 12:26     | 12:28     | 13:08     | 03:10   | 14:07     |         |           |
| 103          | 14:06   | 14:26     | 14:28     | 15:08     | 15:10   | 16:07     |         |           |
| 104          | 16:06   | 16:26     | 16:28     | 17:08     | 17:10   | 18:07     |         |           |
| 105          | 17:06   | 17:26     | 17:28     | 18:08     | 18:10   | 19:07     |         |           |
| 104          | 18:06   | 18:26     | 18:28     | 19:08     | 19:10   | 20:07     |         |           |
| 205          | 19:06   | 19:26     | 19:28     | 20:08     | 20:10   | 21:07     |         |           |

# **DONNEES**

AVERAGE KM PRICE ( HSR )

| No - business              | Québec | Trois Rivières | Montréal | Ottawa | Kingston | Toronto | Kitchener | OR  | Hamilton | London | Windsor | Business                   |      |
|----------------------------|--------|----------------|----------|--------|----------|---------|-----------|-----|----------|--------|---------|----------------------------|------|
| Average km price in Can \$ |        |                |          |        |          |         |           |     |          |        |         | Average km price in Can \$ |      |
| 0.20                       | 55     |                | 108      |        |          |         |           |     |          |        |         | 0.40                       |      |
| 0.15                       | 69     |                |          | 143    |          |         |           |     |          |        |         | 0.32                       |      |
| 0.17                       | 121    |                |          |        |          | 146     |           |     |          |        |         | 0.21                       |      |
| 0.18                       |        | 25             | 30       |        |          |         |           |     |          |        |         | 0.21                       |      |
| 0.12                       |        | 40             |          | 55     |          |         |           |     |          |        |         | 0.17                       |      |
| 0.16                       |        | 92             |          |        | 118      |         |           |     |          |        |         | 0.20                       |      |
| 0.23                       |        |                | 42       | 112    |          |         |           |     |          |        |         | 0.62                       |      |
| 0.11                       |        |                | 36       |        | 47       |         |           |     |          |        |         | 0.14                       |      |
| 0.16                       |        |                | 94       |        |          | 135     |           |     |          |        |         | 0.23                       |      |
| 0.12                       |        |                | 80       |        |          |         | 91        |     |          |        |         | 0.13                       |      |
| 0.15                       |        |                | 97       |        |          |         |           | 129 |          |        |         | 0.20                       |      |
| 0.15                       |        |                | 84       |        |          |         |           |     |          | 173    |         | 0.22                       |      |
| 0.25                       |        |                |          | 38     | 51       |         |           |     |          |        |         | 0.34                       |      |
| 0.18                       |        |                |          | 75     |          | 160     |           |     |          |        |         | 0.39                       |      |
| 0.10                       |        |                |          | 51     |          |         | 93        |     |          |        |         | 0.19                       |      |
| 0.15                       |        |                |          | 67     |          |         |           | 144 |          |        |         | 0.31                       |      |
| 0.14                       |        |                |          | 82     |          |         |           |     |          | 92     |         | 0.15                       |      |
| 0.20                       |        |                |          |        | 50       | 71      |           |     |          |        |         | 0.28                       |      |
| 0.15                       |        |                |          |        | 52       |         | 66        |     |          |        |         | 0.19                       |      |
| 0.23                       |        |                |          |        | 71       |         |           |     |          |        |         | 0.20                       |      |
| 0.16                       |        |                |          |        | 70       |         |           |     |          | 90     |         | 0.20                       |      |
| 0.16                       |        |                |          |        |          | 15      | 34        |     |          |        |         | 0.36                       |      |
| 0.42                       |        |                |          |        |          | 23      |           |     |          |        |         | 0.29                       |      |
| 0.18                       |        |                |          |        |          | 35      |           |     |          | 55     |         | 0.31                       |      |
| 0.19                       |        |                |          |        |          | 70      |           |     |          |        | 115     | 0.31                       |      |
| 0.21                       |        |                |          |        |          |         | 20        |     |          | 33     |         | 0.35                       |      |
| 0.15                       |        |                |          |        |          |         | 42        |     |          |        | 56      | 0.20                       |      |
| 0.16                       |        |                |          |        |          |         |           | 18  |          | 23     |         | 0.20                       |      |
| 0.13                       |        |                |          |        |          |         |           | 40  |          |        | 56      | 49                         | 0.19 |
| 0.14                       |        |                |          |        |          |         |           |     |          | 26     | 56      | 0.31                       |      |

**HSR FREQUENCY AND TRAVEL TIME**

|           |             | 300 KPH - EXISTING ROW |            | 300 KPH - NEW ROW |            | 200 KPH - EXISTING ROW |            |
|-----------|-------------|------------------------|------------|-------------------|------------|------------------------|------------|
| ORIGIN    | DESTINATION | MEDIUM FREQUENCY       | TIME<br>mn | MEDIUM FREQUENCY  | TIME<br>mn | MEDIUM FREQUENCY       | TIME<br>mn |
| QUEBEC    | MONTREAL    | 12                     | 01:22      | 12                | 01:22      | 10                     | 01:43      |
| QUEBEC    | OTTAWA      | 6                      | 02:21      | 6                 | 02:29      | 6                      | 02:55      |
| QUEBEC    | TORONTO     | 6                      | 04:09      | 6                 | 04:29      | 6                      | 05:31      |
| MONTREAL  | OTTAWA      | 15                     | 00:49      | 15                | 00:57      | 12                     | 01:02      |
| MONTREAL  | KINGSTON    | 12                     | 01:31      | 12                | 01:46      | 12                     | 02:08      |
| MONTREAL  | TORONTO     | 18                     | 02:37      | 18                | 02:57      | 12                     | 03:38      |
| MONTREAL  | HAMILTON    | 6                      | 03:04      |                   |            | 6                      | 04:08      |
| MONTREAL  | KITCHENER   |                        |            | 6                 | 03:38      |                        |            |
| MONTREAL  | LONDON      | 6                      | 03:37      | 6                 | 04:02      | 6                      | 04:50      |
| OTTAWA    | KINGSTON    | 12                     | 00:37      | 12                | 00:44      | 12                     | 01:04      |
| OTTAWA    | TORONTO     | 15                     | 01:43      | 15                | 01:55      | 12                     | 02:34      |
| OTTAWA    | HAMILTON    | 6                      | 02:10      |                   |            | 6                      | 03:04      |
| OTTAWA    | KITCHENER   |                        |            | 6                 | 02:36      |                        |            |
| OTTAWA    | LONDON      | 6                      | 02:43      | 6                 | 03:00      | 6                      | 03:46      |
| KINGSTON  | TORONTO     | 12                     | 01:04      | 12                | 01:09      | 12                     | 01:28      |
| KINGSTON  | HAMILTON    | 6                      | 01:31      |                   |            | 6                      | 01:58      |
| KINGSTON  | KITCHENER   |                        |            | 6                 | 01:50      | 6                      | 02:40      |
| KINGSTON  | LONDON      | 6                      | 02:04      | 6                 | 02:14      |                        |            |
| TORONTO   | HAMILTON    | 8                      | 00:17      |                   |            | 8                      | 00:20      |
| TORONTO   | KITCHENER   |                        |            | 8                 | 00:31      |                        |            |
| TORONTO   | LONDON      | 12                     | 00:48      | 12                | 00:55      | 10                     | 01:02      |
| TORONTO   | WINDSOR     | 12                     | 01:32      | 12                | 01:38      | 10                     | 02:01      |
| HAMILTON  | LONDON      | 8                      | 00:29      |                   |            | 8                      | 00:40      |
| HAMILTON  | WINDSOR     | 8                      | 01:13      |                   |            | 8                      | 01:39      |
| KITCHENER | LONDON      |                        |            | 8                 | 00:22      |                        |            |
| KITCHENER | WINDSOR     |                        |            | 8                 | 01:05      |                        |            |
| LONDON    | WINDSOR     | 12                     | 00:42      | 12                | 00:41      | 10                     | 00:57      |
| BRIVIERES | MONTREAL    | 8                      | 00:43      | 8                 | 00:42      | 8                      | 00:53      |
| BRIVIERES | OTTAWA      | 6                      | 01:42      | 6                 | 01:49      | 6                      | 02:05      |
| BRIVIERES | TORONTO     | 6                      | 03:30      | 6                 | 03:49      | 6                      | 04:41      |



## HSR DATA

|           |             | ACCESS + EGRESS |                | AVERAGE ONE WAY FARE  |                    |
|-----------|-------------|-----------------|----------------|-----------------------|--------------------|
| ORIGIN    | DESTINATION | TIME<br>mn      | COST<br>can \$ | NO-BUSINESS<br>can \$ | BUSINESS<br>can \$ |
| QUEBEC    | MONTREAL    | 56              | 5,5            | 55                    | 108                |
| QUEBEC    | OTTAWA      | 79              | 5,5            | 69                    | 143                |
| QUEBEC    | TORONTO     | 63              | 9,0            | 121                   | 146                |
| MONTREAL  | OTTAWA      | 57              | 8,5            | 42                    | 112                |
| MONTREAL  | KINGSTON    | 49              | 6,5            | 36                    | 47                 |
| MONTREAL  | TORONTO     | 80              | 15,5           | 94                    | 135                |
| MONTREAL  | HAMILTON    | 68              | 6,0            | 97                    | 129                |
| MONTREAL  | KITCHENER   | 107             | 5,0            | 80                    | 91                 |
| MONTREAL  | LONDON      | 70              | 9,5            | 84                    | 173                |
| OTTAWA    | KINGSTON    | 49              | 6,0            | 38                    | 51                 |
| OTTAWA    | TORONTO     | 66              | 8,0            | 75                    | 160                |
| OTTAWA    | HAMILTON    | 93              | 6,0            | 67                    | 144                |
| OTTAWA    | KITCHENER   | 77              | 5,0            | 51                    | 93                 |
| OTTAWA    | LONDON      | 70              | 6,0            | 82                    | 92                 |
| KINGSTON  | TORONTO     | 59              | 5,5            | 50                    | 71                 |
| KINGSTON  | HAMILTON    | 103             | 5,0            | 71                    |                    |
| KINGSTON  | KITCHENER   | 63              | 2,0            | 52                    | 66                 |
| KINGSTON  | LONDON      | 43              | 8,0            | 70                    | 90                 |
| TORONTO   | HAMILTON    | 75              | 3,0            | 23                    |                    |
| TORONTO   | KITCHENER   | 66              | 3,0            | 15                    | 34                 |
| TORONTO   | LONDON      | 56              | 4,0            | 35                    | 55                 |
| TORONTO   | WINDSOR     | 69              | 6,5            | 70                    | 115                |
| HAMILTON  | LONDON      | 73              | 3,0            | 18                    | 23                 |
| HAMILTON  | WINDSOR     | 90              | 3,0            | 40                    | 49                 |
| KITCHENER | LONDON      | 54              | 5,0            | 20                    | 33                 |
| KITCHENER | WINDSOR     | 50              | 3,0            | 42                    | 56                 |
| LONDON    | WINDSOR     | 51              | 10,0           | 26                    | 56                 |
| BRIVIERES | MONTREAL    | 93              | 4,0            | 25                    | 30                 |
| BRIVIERES | OTTAWA      | 91              | 3,0            | 40                    | 55                 |
| BRIVIERES | TORONTO     | 58              | 3,0            | 92                    | 118                |

### TRAVEL TIME (mn)

| ORIGIN    | DESTINATION | TRAIN | PLANE | BUS | CAR |
|-----------|-------------|-------|-------|-----|-----|
| QUEBEC    | MONTREAL    | 196   | 45    | 180 | 160 |
| QUEBEC    | OTTAWA      | 375   | 65    | 320 | 290 |
| QUEBEC    | TORONTO     | 495   | 91    | 570 | 540 |
| MONTREAL  | OTTAWA      | 123   | 35    | 140 | 125 |
| MONTREAL  | KINGSTON    | 139   |       | 190 | 185 |
| MONTREAL  | TORONTO     | 250   | 71    | 390 | 350 |
| MONTREAL  | HAMILTON    | 385   | 75    | 590 | 420 |
| MONTREAL  | KITCHENER   | 467   |       | 450 | 440 |
| MONTREAL  | LONDON      | 425   | 130   | 620 | 480 |
| OTTAWA    | KINGSTON    | 106   |       | 130 | 130 |
| OTTAWA    | TORONTO     | 242   | 60    | 270 | 265 |
| OTTAWA    | HAMILTON    | 515   | 95    | 410 | 330 |
| OTTAWA    | KITCHENER   | 597   |       | 415 | 345 |
| OTTAWA    | LONDON      | 504   | 95    | 440 | 380 |
| KINGSTON  | TORONTO     | 127   |       | 185 | 170 |
| KINGSTON  | HAMILTON    | 243   |       | 355 | 230 |
| KINGSTON  | KITCHENER   | 325   |       | 290 | 250 |
| KINGSTON  | LONDON      | 283   |       | 395 | 285 |
| TORONTO   | HAMILTON    | 55    |       | 60  | 60  |
| TORONTO   | KITCHENER   | 87    |       | 90  | 80  |
| TORONTO   | LONDON      | 124   | 40    | 140 | 125 |
| TORONTO   | WINDSOR     | 258   | 70    | 305 | 240 |
| HAMILTON  | LONDON      |       |       | 130 | 80  |
| HAMILTON  | WINDSOR     |       |       | 315 | 205 |
| KITCHENER | LONDON      | 77    |       | 120 | 75  |
| KITCHENER | WINDSOR     | 216   |       |     | 200 |
| LONDON    | WINDSOR     | 122   |       | 135 | 120 |
| BRIVIERES | MONTREAL    |       |       | 105 | 95  |
| BRIVIERES | OTTAWA      |       |       | 290 | 220 |
| BRIVIERES | TORONTO     |       | 75    | 550 | 495 |

**ONE WAY FARE per traveller (1992 can \$)**

|           |             | NON BUSINESS PURPOSE |       |     |     | BUSINESS PURPOSE |       |     |     |
|-----------|-------------|----------------------|-------|-----|-----|------------------|-------|-----|-----|
| ORIGIN    | DESTINATION | TRAIN                | PLANE | BUS | CAR | TRAIN            | PLANE | BUS | CAR |
| QUEBEC    | MONTREAL    | 27                   | 160   | 27  | 11  | 40               | 250   | 27  | 56  |
| QUEBEC    | OTTAWA      | 44                   | 164   | 39  | 18  | 88               | 174   | 42  | 96  |
| QUEBEC    | TORONTO     | 67                   | 183   | 91  | 32  | 95               | 280   | 91  | 168 |
| MONTREAL  | OTTAWA      | 22                   | 112   | 20  | 8   | 40               | 192   | 20  | 43  |
| MONTREAL  | KINGSTON    | 27                   |       | 28  | 12  | 39               |       | 31  | 61  |
| MONTREAL  | TORONTO     | 47                   | 109   | 50  | 22  | 71               | 160   | 64  | 115 |
| MONTREAL  | HAMILTON    | 70                   | 140   | 68  | 24  | 85               | 220   | 70  | 128 |
| MONTREAL  | KITCHENER   | 41                   |       | 40  | 25  | 41               |       | 40  | 133 |
| MONTREAL  | LONDON      | 39                   | 213   | 63  | 29  | 39               | 213   | 63  | 150 |
| OTTAWA    | KINGSTON    | 21                   |       | 23  | 7   | 32               |       | 22  | 37  |
| OTTAWA    | TORONTO     | 50                   | 103   | 37  | 16  | 68               | 187   | 51  | 84  |
| OTTAWA    | HAMILTON    | 65                   | 135   | 33  | 19  | 84               | 204   | 50  | 99  |
| OTTAWA    | KITCHENER   | 50                   |       | 52  | 20  | 50               |       | 52  | 103 |
| OTTAWA    | LONDON      | 58                   | 222   | 37  | 23  | 58               | 222   | 37  | 120 |
| KINGSTON  | TORONTO     | 35                   |       | 27  | 10  | 41               |       | 28  | 55  |
| KINGSTON  | HAMILTON    | 57                   |       | 42  | 13  |                  |       |     | 69  |
| KINGSTON  | KITCHENER   | 25                   |       | 35  | 14  | 37               |       | 35  | 74  |
| KINGSTON  | LONDON      | 52                   |       | 47  | 17  | 52               |       | 47  | 90  |
| TORONTO   | HAMILTON    | 16                   |       | 8   | 3   |                  |       |     | 15  |
| TORONTO   | KITCHENER   | 14                   |       | 19  | 4   | 28               |       | 19  | 22  |
| TORONTO   | LONDON      | 25                   | 76    | 20  | 7   | 35               | 96    | 20  | 39  |
| TORONTO   | WINDSOR     | 38                   | 149   | 43  | 15  | 61               | 166   | 43  | 78  |
| HAMILTON  | LONDON      |                      |       | 13  | 5   |                  |       | 13  | 26  |
| HAMILTON  | WINDSOR     |                      |       | 33  | 12  |                  |       | 33  | 65  |
| KITCHENER | LONDON      | 15                   |       | 14  | 4   | 25               |       | 15  | 21  |
| KITCHENER | WINDSOR     | 23                   |       | 29  | 11  |                  |       |     | 60  |
| LONDON    | WINDSOR     | 20                   |       | 19  | 8   | 29               |       | 19  | 40  |
| 3RIVIERES | MONTREAL    |                      |       | 12  | 6   |                  |       | 12  | 30  |
| 3RIVIERES | OTTAWA      |                      |       | 33  | 13  |                  |       | 33  | 70  |
| 3RIVIERES | TORONTO     |                      | 109   | 72  | 28  |                  | 160   | 72  | 144 |

**ACCESS + EGRESS DATA**

All purposes

|           |             | TIME (mn) |       |     | COST per traveller (1992 Can \$) |       |     |
|-----------|-------------|-----------|-------|-----|----------------------------------|-------|-----|
| ORIGIN    | DESTINATION | TRAIN     | PLANE | BUS | TRAIN                            | PLANE | BUS |
| QUEBEC    | MONTREAL    | 46        | 104   | 43  | 5,0                              | 10    | 3   |
| QUEBEC    | OTTAWA      | 69        | 103   | 65  | 5,0                              | 26    | 3   |
| QUEBEC    | TORONTO     | 48        | 123   | 101 | 6,0                              | 20    | 2   |
| MONTREAL  | OTTAWA      | 47        | 107   | 56  | 7,3                              | 17    | 3   |
| MONTREAL  | KINGSTON    | 39        |       | 47  | 5,5                              |       | 3   |
| MONTREAL  | TORONTO     | 70        | 115   | 70  | 14,0                             | 20    | 10  |
| MONTREAL  | HAMILTON    | 58        | 141   | 69  | 5,0                              | 20    | 5   |
| MONTREAL  | KITCHENER   | 97        |       | 95  | 3,1                              |       | 3   |
| MONTREAL  | LONDON      | 60        | 125   | 37  | 8,6                              | 13    | 5   |
| OTTAWA    | KINGSTON    | 39        |       | 49  | 5,2                              |       | 5   |
| OTTAWA    | TORONTO     | 56        | 115   | 126 | 6,4                              | 25    | 2   |
| OTTAWA    | HAMILTON    | 83        | 134   | 116 | 5,0                              | 15    | 8   |
| OTTAWA    | KITCHENER   | 67        |       | 76  | 3,0                              |       | 6   |
| OTTAWA    | LONDON      | 60        | 110   | 64  | 4,5                              | 18    | 8   |
| KINGSTON  | TORONTO     | 49        |       | 56  | 4,6                              |       | 3   |
| KINGSTON  | HAMILTON    | 93        |       | 70  | 3,5                              |       | 4   |
| KINGSTON  | KITCHENER   | 53        |       | 62  | 1,0                              |       | 2   |
| KINGSTON  | LONDON      | 33        |       | 32  | 7,0                              |       | 4   |
| TORONTO   | HAMILTON    | 65        |       | 65  | 2,0                              |       | 2   |
| TORONTO   | KITCHENER   | 56        |       | 57  | 2,0                              |       | 1   |
| TORONTO   | LONDON      | 46        | 124   | 60  | 3,5                              | 19    | 5   |
| TORONTO   | WINDSOR     | 59        | 117   | 51  | 5,6                              | 16    | 2   |
| HAMILTON  | LONDON      |           |       | 63  |                                  |       | 1   |
| HAMILTON  | WINDSOR     |           |       | 80  |                                  |       | 1   |
| KITCHENER | LONDON      | 44        |       | 49  | 3,8                              |       | 1   |
| KITCHENER | WINDSOR     | 40        |       |     | 1,0                              |       |     |
| LONDON    | WINDSOR     | 41        |       | 39  | 8,8                              |       | 2   |
| 3RIVIERES | MONTREAL    |           |       | 83  |                                  |       | 2   |
| 3RIVIERES | OTTAWA      |           |       | 81  |                                  |       | 2   |
| 3RIVIERES | TORONTO     |           | 180   | 48  |                                  | 49    | 2   |

# **PREVISIONS PRELIMINAIRES**

**MAI 1993**

**300 KPH**

**Haute Fréquence**

**Existing Row option**

**Année 2005**

# TRAFFIC AND REVENUES

300 KPH OPTION - HIGH FREQUENCY - YEAR 2005  
(Total both directions)

| Traffic<br>(thousands of travellers) | Québec          | Montréal        | Ottawa          | Kingston        | Toronto        | Kitchener      | London          | Windsor | Revenues<br>(millions of 1992 Can \$) |
|--------------------------------------|-----------------|-----------------|-----------------|-----------------|----------------|----------------|-----------------|---------|---------------------------------------|
|                                      | 01:12<br>271 km | 00:58<br>180 km | 00:42<br>152 km | 01:03<br>255 km | 00:25<br>95 km | 00:20<br>95 km | 00:44<br>183 km |         |                                       |
| 3304                                 | 18              |                 |                 |                 |                |                |                 |         | 214.2                                 |
| 114                                  | 5               |                 |                 |                 |                |                |                 |         | 10.1                                  |
| 195                                  | 6               |                 |                 |                 |                |                |                 |         | 34.8                                  |
| 1948                                 |                 | 20              |                 |                 |                |                |                 |         | 98.3                                  |
| 164                                  |                 | 10              |                 |                 |                |                |                 |         | 6.2                                   |
| 2485                                 |                 | 24              |                 |                 |                |                |                 |         | 292.1                                 |
| 27                                   |                 | 8               |                 |                 |                |                |                 |         | 1.1                                   |
| 74                                   |                 | 8               |                 |                 |                |                |                 |         | 6.3                                   |
| 490                                  |                 |                 | 10              |                 |                |                |                 |         | 20.0                                  |
| 2340                                 |                 |                 | 20              |                 |                |                |                 |         | 243.7                                 |
| 55                                   |                 |                 | 7               |                 |                |                |                 |         | 2.7                                   |
| 138                                  |                 |                 | 8               |                 |                |                |                 |         | 11.2                                  |
| 815                                  |                 |                 |                 | 10              |                |                |                 |         | 39.9                                  |
| 18                                   |                 |                 |                 | 8               |                |                |                 |         | 1.0                                   |
| 49                                   |                 |                 |                 | 8               |                |                |                 |         | 3.2                                   |
| 689                                  |                 |                 |                 |                 | 8              |                |                 |         | 11.6                                  |
| 2277                                 |                 |                 |                 |                 | 18             |                |                 |         | 95.4                                  |
| 1310                                 |                 |                 |                 |                 | 18             |                |                 |         | 98.6                                  |
| 256                                  |                 |                 |                 |                 |                | 8              |                 |         | 7.6                                   |
| 214                                  |                 |                 |                 |                 |                | 8              |                 |         | 9.1                                   |
| 1121                                 |                 |                 |                 |                 |                |                | 18              |         | 41.3                                  |
| 18083                                | 3613            | 5008            | 5969            | 6196            | 4637           | 4318           | 2645            |         | 1248.4                                |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
300 KPH - Existing Row option**

**TOTAL of THE 21 O/D PAIRS (both directions)**

| Mode         | Base<br>1992 | Référence 2005 |              |              | Project situation in 2005 |              |              | DIVERTED TRAFFIC |            |             |            | INDUCED TRAFFIC |            |             |             |             |
|--------------|--------------|----------------|--------------|--------------|---------------------------|--------------|--------------|------------------|------------|-------------|------------|-----------------|------------|-------------|-------------|-------------|
|              |              | Non-Bus        | Bus          | Total        | Non-Bus                   | Bus          | Total        | Non-Bus          | %          | Bus         | %          | Total           | %          | Non-Bus     | Bus         | Total       |
| HSR          | 0            | 0              | 0            | 0            | 11822                     | 6266         | 18088        |                  |            |             |            |                 |            |             |             |             |
| Train        | 1701         | 597            | 305          | 901          | 0                         | 0            | 0            | 597              | 100%       | 305         | 100%       | 901             | 100%       |             |             |             |
| Plane        | 2074         | 467            | 2677         | 3143         | 163                       | 1261         | 1424         | 304              | 65%        | 1416        | 53%        | 1720            | 55%        |             |             |             |
| Bus          | 1766         | 1328           | 349          | 1677         | 788                       | 183          | 971          | 541              | 41%        | 166         | 48%        | 706             | 42%        |             |             |             |
| Car          | 37233        | 38849          | 10588        | 49437        | 33233                     | 8677         | 41910        | 5616             | 14%        | 1911        | 18%        | 7527            | 15%        |             |             |             |
| <b>Total</b> | <b>42738</b> | <b>41241</b>   | <b>13918</b> | <b>55159</b> | <b>46006</b>              | <b>16387</b> | <b>62393</b> | <b>7057</b>      | <b>17%</b> | <b>3798</b> | <b>27%</b> | <b>10855</b>    | <b>20%</b> | <b>4765</b> | <b>2468</b> | <b>7233</b> |
|              |              | <b>75%</b>     | <b>25%</b>   |              | <b>74%</b>                | <b>26%</b>   |              |                  |            |             |            |                 |            | <b>12%</b>  | <b>18%</b>  | <b>13%</b>  |



**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
300 KPH - Existing Row option**

**QUEBEC-MONTREAL**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          | 0            |                |             |             | 2345                      | 958         | 3303        |                  |            |            |            |                 |            |            |            |            |
| Train        | 121          | 38             | 22          | 60          | 0                         | 0           | 0           | 38               | 100%       | 22         | 100%       | 60              | 100%       |            |            |            |
| Plane        | 53           | 5              | 69          | 75          | 0                         | 0           | 0           | 5                | 100%       | 69         | 100%       | 75              | 100%       |            |            |            |
| Bus          | 397          | 236            | 161         | 397         | 112                       | 75          | 187         | 124              | 53%        | 86         | 54%        | 210             | 53%        |            |            |            |
| Car          | 6230         | 6210           | 2048        | 8258        | 4663                      | 1554        | 6218        | 1547             | 25%        | 494        | 24%        | 2041            | 25%        |            |            |            |
| <b>Total</b> | <b>6801</b>  | <b>6490</b>    | <b>2301</b> | <b>8791</b> | <b>7120</b>               | <b>2587</b> | <b>9707</b> | <b>1715</b>      | <b>26%</b> | <b>671</b> | <b>29%</b> | <b>2386</b>     | <b>27%</b> | <b>630</b> | <b>286</b> | <b>916</b> |
|              |              | <b>74%</b>     | <b>26%</b>  |             | <b>73%</b>                | <b>27%</b>  |             |                  |            |            |            |                 |            | <b>10%</b> | <b>12%</b> | <b>10%</b> |

**QUEBEC-OTTAWA**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          | 0            |                |            |            | 84                        | 30         | 114        |                  |            |           |            |                 |            |           |           |           |
| Train        | 9            | 4              | 1          | 4          | 0                         | 0          | 0          | 4                | 100%       | 1         | 100%       | 4               | 100%       |           |           |           |
| Plane        | 29           | 4              | 39         | 43         | 0                         | 25         | 25         | 4                | 100%       | 14        | 36%        | 18              | 42%        |           |           |           |
| Bus          | 23           | 18             | 7          | 25         | 14                        | 0          | 14         | 4                | 20%        | 7         | 100%       | 11              | 43%        |           |           |           |
| Car          | 260          | 324            | 18         | 342        | 265                       | 11         | 276        | 59               | 18%        | 7         | 38%        | 66              | 19%        |           |           |           |
| <b>Total</b> | <b>321</b>   | <b>349</b>     | <b>65</b>  | <b>414</b> | <b>364</b>                | <b>66</b>  | <b>430</b> | <b>70</b>        | <b>20%</b> | <b>29</b> | <b>45%</b> | <b>99</b>       | <b>24%</b> | <b>15</b> | <b>1</b>  | <b>15</b> |
|              |              | <b>84%</b>     | <b>16%</b> |            | <b>85%</b>                | <b>15%</b> |            |                  |            |           |            |                 |            | <b>4%</b> | <b>1%</b> | <b>4%</b> |

**QUEBEC-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          | 0            |                |            |            | 92                        | 104        | 196        |                  |            |           |            |                 |            |            |            |            |
| Train        | 28           | 13             | 3          | 15         | 0                         | 0          | 0          | 13               | 100%       | 3         | 100%       | 15              | 100%       |            |            |            |
| Plane        | 89           | 18             | 109        | 127        | 16                        | 56         | 71         | 2                | 12%        | 54        | 49%        | 56              | 44%        |            |            |            |
| Bus          | 5            | 5              | 1          | 6          | 0                         | 0          | 0          | 5                | 100%       | 1         | 100%       | 6               | 100%       |            |            |            |
| Car          | 87           | 89             | 25         | 115        | 72                        | 12         | 84         | 17               | 19%        | 14        | 54%        | 31              | 27%        |            |            |            |
| <b>Total</b> | <b>209</b>   | <b>125</b>     | <b>138</b> | <b>263</b> | <b>180</b>                | <b>171</b> | <b>351</b> | <b>37</b>        | <b>30%</b> | <b>71</b> | <b>51%</b> | <b>108</b>      | <b>41%</b> | <b>55</b>  | <b>33</b>  | <b>88</b>  |
|              |              | <b>47%</b>     | <b>53%</b> |            | <b>51%</b>                | <b>49%</b> |            |                  |            |           |            |                 |            | <b>44%</b> | <b>24%</b> | <b>34%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
300 KPH - Existing Row option**

**MONTREAL-OTTAWA**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |           |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|-----------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus       | Total      |
| HSR          | 0            |                |             |             | 1714                      | 234         | 1948        |                  |            |            |            |                 |            |            |           |            |
| Train        | 195          | 51             | 49          | 100         | 0                         | 0           | 0           | 51               | 100%       | 49         | 100%       | 100             | 100%       |            |           |            |
| Plane        | 33           | 11             | 36          | 47          | 0                         | 24          | 24          | 11               | 100%       | 13         | 35%        | 24              | 50%        |            |           |            |
| Bus          | 376          | 286            | 88          | 374         | 194                       | 61          | 255         | 92               | 32%        | 26         | 30%        | 119             | 32%        |            |           |            |
| Car          | 3905         | 4332           | 843         | 5175        | 3653                      | 748         | 4401        | 679              | 16%        | 94         | 11%        | 773             | 15%        |            |           |            |
| <b>Total</b> | <b>4509</b>  | <b>4681</b>    | <b>1016</b> | <b>5697</b> | <b>5562</b>               | <b>1067</b> | <b>6629</b> | <b>833</b>       | <b>18%</b> | <b>183</b> | <b>18%</b> | <b>1016</b>     | <b>18%</b> | <b>881</b> | <b>51</b> | <b>932</b> |
|              |              | <b>82%</b>     | <b>18%</b>  |             | <b>84%</b>                | <b>16%</b>  |             |                  |            |            |            |                 |            | <b>19%</b> | <b>5%</b> | <b>16%</b> |

**MONTREAL-KINGSTON**

| Mode         | Base<br>1992 | Référence 2005 |           |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|-----------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus       | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          | 0            |                |           |            | 129                       | 34         | 163        |                  |            |           |            |                 |            |            |            |            |
| Train        | 41           | 24             | 9         | 33         | 0                         | 0          | 0          | 24               | 100%       | 9         | 100%       | 33              | 100%       |            |            |            |
| Plane        | 0            | 0              | 0         | 0          | 0                         | 0          | 0          | 0                | 0%         | 0         | 0%         | 0               | 0%         |            |            |            |
| Bus          | 24           | 20             | 4         | 24         | 11                        | 2          | 13         | 9                | 45%        | 2         | 49%        | 11              | 45%        |            |            |            |
| Car          | 211          | 270            | 9         | 279        | 207                       | 6          | 213        | 63               | 23%        | 2         | 27%        | 65              | 23%        |            |            |            |
| <b>Total</b> | <b>277</b>   | <b>314</b>     | <b>22</b> | <b>335</b> | <b>347</b>                | <b>43</b>  | <b>390</b> | <b>96</b>        | <b>31%</b> | <b>13</b> | <b>60%</b> | <b>109</b>      | <b>32%</b> | <b>33</b>  | <b>21</b>  | <b>54</b>  |
|              |              | <b>94%</b>     | <b>6%</b> |            | <b>89%</b>                | <b>11%</b> |            |                  |            |           |            |                 |            | <b>11%</b> | <b>97%</b> | <b>16%</b> |

**MONTREAL-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          | 0            |                |             |             | 1043                      | 1441        | 2484        |                  |            |            |            |                 |            |            |            |            |
| Train        | 448          | 170            | 60          | 230         | 0                         | 0           | 0           | 170              | 100%       | 60         | 100%       | 230             | 100%       |            |            |            |
| Plane        | 1147         | 245            | 1430        | 1674        | 101                       | 820         | 921         | 144              | 59%        | 610        | 43%        | 753             | 45%        |            |            |            |
| Bus          | 109          | 100            | 9           | 109         | 40                        | 0           | 40          | 60               | 60%        | 9          | 100%       | 70              | 64%        |            |            |            |
| Car          | 1273         | 1254           | 433         | 1688        | 889                       | 251         | 1139        | 366              | 29%        | 183        | 42%        | 548             | 32%        |            |            |            |
| <b>Total</b> | <b>2978</b>  | <b>1769</b>    | <b>1932</b> | <b>3701</b> | <b>2073</b>               | <b>2511</b> | <b>4584</b> | <b>739</b>       | <b>42%</b> | <b>862</b> | <b>45%</b> | <b>1601</b>     | <b>43%</b> | <b>304</b> | <b>579</b> | <b>883</b> |
|              |              | <b>48%</b>     | <b>52%</b>  |             | <b>45%</b>                | <b>55%</b>  |             |                  |            |            |            |                 |            | <b>17%</b> | <b>30%</b> | <b>24%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
300 KPH - Existing Row option**

**MONTREAL-KITCHENER**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |          |   | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|----------|---|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus      | % | Total           | %          | Non-Bus   | Bus       | Total     |
| ISR          |              |                |            |            | 25                        | 3          | 28         |                  |            |          |   |                 |            |           |           |           |
| Train        | 5            | 2              | 2          | 3          | 0                         | 0          | 0          | 2                | 100%       | 2        |   | 3               | 100%       |           |           |           |
| Plane        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |            | 0        |   | 0               |            |           |           |           |
| Bus          | 2            | 2              | 2          | 3          | 1                         | 1          | 2          | 1                | 50%        | 1        |   | 2               | 50%        |           |           |           |
| Car          | 112          | 137            | 12         | 149        | 120                       | 12         | 132        | 17               | 12%        | 1        |   | 17              | 11%        |           |           |           |
| <b>Total</b> | <b>118</b>   | <b>140</b>     | <b>16</b>  | <b>155</b> | <b>146</b>                | <b>15</b>  | <b>162</b> | <b>19</b>        | <b>14%</b> | <b>3</b> |   | <b>22</b>       | <b>14%</b> | <b>6</b>  | <b>0</b>  | <b>6</b>  |
|              |              | <b>90%</b>     | <b>10%</b> |            | <b>90%</b>                | <b>10%</b> |            |                  |            |          |   |                 |            | <b>4%</b> | <b>0%</b> | <b>4%</b> |

**MONTREAL-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |   | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|---|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | % | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |            | 45                        | 28         | 73         |                  |            |           |   |                 |            |            |            |            |
| Train        | 22           | 9              | 0          | 9          | 0                         | 0          | 0          | 9                | 100%       | 0         |   | 9               | 100%       |            |            |            |
| Plane        | 28           | 13             | 25         | 38         | 6                         | 13         | 19         | 6                | 49%        | 13        |   | 19              | 50%        |            |            |            |
| Bus          | 3            | 3              | 0          | 3          | 0                         | 0          | 0          | 3                | 100%       | 0         |   | 3               | 100%       |            |            |            |
| Car          | 60           | 57             | 22         | 79         | 46                        | 18         | 63         | 11               | 20%        | 4         |   | 16              | 20%        |            |            |            |
| <b>Total</b> | <b>114</b>   | <b>82</b>      | <b>51</b>  | <b>133</b> | <b>97</b>                 | <b>58</b>  | <b>155</b> | <b>30</b>        | <b>37%</b> | <b>17</b> |   | <b>47</b>       | <b>36%</b> | <b>15</b>  | <b>7</b>   | <b>22</b>  |
|              |              | <b>62%</b>     | <b>38%</b> |            | <b>63%</b>                | <b>37%</b> |            |                  |            |           |   |                 |            | <b>18%</b> | <b>14%</b> | <b>17%</b> |

**OTTAWA-KINGSTON**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |             | 358                       | 132        | 490         |                  |            |           |            |                 |            |            |            |            |
| Train        | 42           | 10             | 20         | 30          | 0                         | 0          | 0           | 10               | 100%       | 20        | 100%       | 30              | 100%       |            |            |            |
| Plane        | 0            | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |            | 0         |            | 0               |            |            |            |            |
| Bus          | 71           | 62             | 0          | 62          | 32                        | 2          | 34          | 29               | 48%        | -2        |            | 27              | 44%        |            |            |            |
| Car          | 820          | 837            | 246        | 1083        | 639                       | 191        | 830         | 198              | 24%        | 55        | 22%        | 254             | 23%        |            |            |            |
| <b>Total</b> | <b>933</b>   | <b>909</b>     | <b>273</b> | <b>1182</b> | <b>1029</b>               | <b>326</b> | <b>1354</b> | <b>238</b>       | <b>26%</b> | <b>73</b> | <b>27%</b> | <b>310</b>      | <b>26%</b> | <b>120</b> | <b>52</b>  | <b>172</b> |
|              |              | <b>77%</b>     | <b>23%</b> |             | <b>76%</b>                | <b>24%</b> |             |                  |            |           |            |                 |            | <b>13%</b> | <b>19%</b> | <b>15%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
300 KPH - Existing Row option**

**OTTAWA-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |             |             | 1217                      | 1123        | 2340        |                  |            |            |            |                 |            |            |            |            |
| Train        | 221          | 68             | 45          | 112         | 0                         | 0           | 0           | 68               | 100%       | 45         | 100%       | 112             | 100%       |            |            |            |
| Plane        | 647          | 126            | 816         | 942         | 33                        | 293         | 326         | 93               | 74%        | 523        | 64%        | 616             | 65%        |            |            |            |
| Bus          | 126          | 107            | 19          | 126         | 34                        | 9           | 43          | 72               | 68%        | 11         | 56%        | 83              | 66%        |            |            |            |
| Car          | 1721         | 1845           | 436         | 2281        | 1351                      | 257         | 1609        | 494              | 27%        | 179        | 41%        | 673             | 29%        |            |            |            |
| <b>Total</b> | <b>2716</b>  | <b>2146</b>    | <b>1316</b> | <b>3462</b> | <b>2635</b>               | <b>1682</b> | <b>4317</b> | <b>728</b>       | <b>34%</b> | <b>757</b> | <b>58%</b> | <b>1485</b>     | <b>43%</b> | <b>489</b> | <b>366</b> | <b>855</b> |
|              |              | <b>62%</b>     | <b>38%</b>  |             | <b>61%</b>                | <b>39%</b>  |             |                  |            |            |            |                 |            | <b>23%</b> | <b>28%</b> | <b>25%</b> |

**OTTAWA-KITCHENER**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |   |          |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|---|----------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | % | Bus      | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          |              |                |            |            | 48                        | 5          | 54         |                  |   |          |            |                 |            |           |           |           |
| Train        | 6            | 2              | 2          | 4          | 0                         | 0          | 0          | 2                |   | 2        | 100%       | 4               | 100%       |           |           |           |
| Plane        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |   | 0        |            | 0               |            |           |           |           |
| Bus          | 2            | 2              | 2          | 4          | 1                         | 1          | 2          | 1                |   | 1        | 50%        | 2               | 50%        |           |           |           |
| Car          | 159          | 193            | 17         | 211        | 158                       | 16         | 174        | 35               |   | 2        | 9%         | 37              | 17%        |           |           |           |
| <b>Total</b> | <b>168</b>   | <b>198</b>     | <b>21</b>  | <b>219</b> | <b>208</b>                | <b>22</b>  | <b>230</b> | <b>38</b>        |   | <b>5</b> | <b>22%</b> | <b>43</b>       | <b>20%</b> | <b>10</b> | <b>1</b>  | <b>11</b> |
|              |              | <b>90%</b>     | <b>10%</b> |            | <b>90%</b>                | <b>10%</b> |            |                  |   |          |            |                 |            | <b>5%</b> | <b>3%</b> | <b>5%</b> |

**OTTAWA-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |           |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |   | INDUCED TRAFFIC |            |            |           |            |
|--------------|--------------|----------------|-----------|------------|---------------------------|------------|------------|------------------|------------|-----------|---|-----------------|------------|------------|-----------|------------|
|              |              | Non-Bus        | Bus       | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | % | Total           | %          | Non-Bus    | Bus       | Total      |
| HSR          |              |                |           |            | 128                       | 11         | 139        |                  |            |           |   |                 |            |            |           |            |
| Train        | 10           | 4              | 0         | 4          | 0                         | 0          | 0          | 4                | 100%       | 0         |   | 4               | 100%       |            |           |            |
| Plane        | 10           | 10             | 46        | 56         | 2                         | 12         | 14         | 8                | 76%        | 35        |   | 42              | 75%        |            |           |            |
| Bus          | 6            | 6              | 0         | 6          | 2                         | 0          | 2          | 4                | 67%        | 0         |   | 4               | 67%        |            |           |            |
| Car          | 97           | 115            | 12        | 127        | 92                        | 10         | 103        | 22               | 19%        | 2         |   | 24              | 19%        |            |           |            |
| <b>Total</b> | <b>123</b>   | <b>135</b>     | <b>12</b> | <b>147</b> | <b>225</b>                | <b>33</b>  | <b>258</b> | <b>38</b>        | <b>28%</b> | <b>36</b> |   | <b>75</b>       | <b>51%</b> | <b>90</b>  | <b>21</b> | <b>111</b> |
|              |              | <b>92%</b>     | <b>8%</b> |            | <b>87%</b>                | <b>13%</b> |            |                  |            |           |   |                 |            | <b>67%</b> |           | <b>75%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
300 KPH - Existing Row option**

**KINGSTON-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|------------|------------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          |              |                |            |             | 660                       | 155        | 814         |                  |            |            |            |                 |            |           |           |           |
| Train        | 165          | 54             | 30         | 84          | 0                         | 0          | 0           | 54               | 100%       | 30         | 100%       | 84              | 100%       |           |           |           |
| Plane        | 9            | 6              | 9          | 15          | 0                         | 0          | 0           | 6                | 100%       | 9          | 100%       | 15              | 100%       |           |           |           |
| Bus          | 112          | 102            | 7          | 110         | 46                        | 2          | 48          | 56               | 55%        | 6          | 74%        | 61              | 56%        |           |           |           |
| Car          | 1995         | 2192           | 452        | 2644        | 1665                      | 341        | 2006        | 527              | 24%        | 111        | 25%        | 638             | 24%        |           |           |           |
| <b>Total</b> | <b>2281</b>  | <b>2354</b>    | <b>498</b> | <b>2852</b> | <b>2371</b>               | <b>498</b> | <b>2869</b> | <b>642</b>       | <b>27%</b> | <b>155</b> | <b>31%</b> | <b>798</b>      | <b>28%</b> | <b>17</b> | <b>0</b>  | <b>17</b> |
|              |              | <b>83%</b>     | <b>17%</b> |             | <b>83%</b>                | <b>17%</b> |             |                  |            |            |            |                 |            | <b>1%</b> | <b>0%</b> | <b>1%</b> |

**KINGSTON-KITCHENER**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |          |            | INDUCED TRAFFIC |            |           |            |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|----------|------------|-----------------|------------|-----------|------------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus      | %          | Total           | %          | Non-Bus   | Bus        | Total     |
| HSR          |              |                |            |            | 9                         | 8          | 17         |                  |            |          |            |                 |            |           |            |           |
| Train        | 2            | 2              | 0          | 2          | 0                         | 0          | 0          | 2                | 100%       | 0        |            | 2               | 100%       |           |            |           |
| Plane        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |            | 0        |            | 0               |            |           |            |           |
| Bus          | 3            | 2              | 0          | 2          | 2                         | 0          | 2          | 0                | 0%         | 0        |            | 0               | 0%         |           |            |           |
| Car          | 79           | 76             | 28         | 104        | 68                        | 23         | 91         | 7                | 9%         | 6        | 19%        | 13              | 12%        |           |            |           |
| <b>Total</b> | <b>83</b>    | <b>79</b>      | <b>28</b>  | <b>107</b> | <b>79</b>                 | <b>31</b>  | <b>110</b> | <b>9</b>         | <b>11%</b> | <b>6</b> | <b>19%</b> | <b>14</b>       | <b>13%</b> | <b>0</b>  | <b>3</b>   | <b>3</b>  |
|              |              | <b>74%</b>     | <b>26%</b> |            | <b>72%</b>                | <b>28%</b> |            |                  |            |          |            |                 |            | <b>0%</b> | <b>10%</b> | <b>3%</b> |

**KINGSTON-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |             |            | Project situation in 2005 |             |            | DIVERTED TRAFFIC |   |           |            | INDUCED TRAFFIC |            |          |            |            |
|--------------|--------------|----------------|-------------|------------|---------------------------|-------------|------------|------------------|---|-----------|------------|-----------------|------------|----------|------------|------------|
|              |              | Non-Bus        | Bus         | Total      | Non-Bus                   | Bus         | Total      | Non-Bus          | % | Bus       | %          | Total           | %          | Non-Bus  | Bus        | Total      |
| HSR          |              |                |             |            | 0                         | 50          | 50         |                  |   |           |            |                 |            |          |            |            |
| Train        | 9            | 0              | 5           | 5          | 0                         | 0           | 0          | 0                |   | 5         | 100%       | 5               | 100%       |          |            |            |
| Plane        | 0            | 0              | 0           | 0          | 0                         | 0           | 0          | 0                |   | 0         |            | 0               |            |          |            |            |
| Bus          | 2            | 0              | 5           | 5          | 0                         | 0           | 0          | 0                |   | 5         | 100%       | 5               | 100%       |          |            |            |
| Car          | 81           | 0              | 106         | 106        | 0                         | 92          | 92         | 0                |   | 14        | 13%        | 14              | 13%        |          |            |            |
| <b>Total</b> | <b>92</b>    | <b>0</b>       | <b>115</b>  | <b>115</b> | <b>0</b>                  | <b>142</b>  | <b>142</b> | <b>0</b>         |   | <b>23</b> | <b>20%</b> | <b>23</b>       | <b>20%</b> | <b>0</b> | <b>27</b>  | <b>27</b>  |
|              |              | <b>0%</b>      | <b>100%</b> |            | <b>0%</b>                 | <b>100%</b> |            |                  |   |           |            |                 |            |          | <b>24%</b> | <b>24%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
300 KPH - Existing Row option**

**TORONTO-KITCHENER**

| Mode         | Base<br>1992 | Référence 2005 |             |              | Project situation in 2005 |             |              | DIVERTED TRAFFIC |           |           |           | INDUCED TRAFFIC |           |            |           |            |
|--------------|--------------|----------------|-------------|--------------|---------------------------|-------------|--------------|------------------|-----------|-----------|-----------|-----------------|-----------|------------|-----------|------------|
|              |              | Non-Bus        | Bus         | Total        | Non-Bus                   | Bus         | Total        | Non-Bus          | %         | Bus       | %         | Total           | %         | Non-Bus    | Bus       | Total      |
| HSR          |              |                |             |              | 634                       | 69          | 702          |                  |           |           |           |                 |           |            |           |            |
| Train        | 40           | 16             | 2           | 18           | 0                         | 0           | 0            | 16               | 100%      | 2         | 100%      | 18              | 100%      |            |           |            |
| Plane        | 4            | 0              | 0           | 0            | 0                         | 0           | 0            | 0                |           | 0         |           | 0               |           |            |           |            |
| Bus          | 231          | 207            | 26          | 233          | 204                       | 23          | 227          | 3                | 1%        | 3         | 12%       | 6               | 3%        |            |           |            |
| Car          | 11400        | 12345          | 2759        | 15104        | 12089                     | 2744        | 14833        | 256              | 2%        | 15        | 1%        | 271             | 2%        |            |           |            |
| <b>Total</b> | <b>11674</b> | <b>12568</b>   | <b>2787</b> | <b>15355</b> | <b>12927</b>              | <b>2836</b> | <b>15763</b> | <b>275</b>       | <b>2%</b> | <b>20</b> | <b>1%</b> | <b>295</b>      | <b>2%</b> | <b>359</b> | <b>49</b> | <b>408</b> |
|              |              | <b>82%</b>     | <b>18%</b>  |              | <b>82%</b>                | <b>18%</b>  |              |                  |           |           |           |                 |           | <b>3%</b>  | <b>2%</b> | <b>3%</b>  |

**TORONTO-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |             |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|-------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total       |
| HSR          |              |                |             |             | 1549                      | 729         | 2277        |                  |            |            |            |                 |            |            |            |             |
| Train        | 207          | 72             | 35          | 107         | 0                         | 0           | 0           | 72               | 100%       | 35         | 100%       | 107             | 100%       |            |            |             |
| Plane        | 21           | 6              | 25          | 31          | 0                         | 0           | 0           | 6                | 100%       | 25         | 100%       | 31              | 100%       |            |            |             |
| Bus          | 129          | 121            | 8           | 129         | 72                        | 4           | 76          | 49               | 40%        | 4          | 51%        | 53              | 41%        |            |            |             |
| Car          | 4184         | 4010           | 1533        | 5543        | 3272                      | 1210        | 4482        | 738              | 18%        | 323        | 21%        | 1061            | 19%        |            |            |             |
| <b>Total</b> | <b>4541</b>  | <b>4209</b>    | <b>1602</b> | <b>5810</b> | <b>4893</b>               | <b>1943</b> | <b>6836</b> | <b>864</b>       | <b>21%</b> | <b>387</b> | <b>24%</b> | <b>1252</b>     | <b>22%</b> | <b>684</b> | <b>341</b> | <b>1025</b> |
|              |              | <b>72%</b>     | <b>28%</b>  |             | <b>72%</b>                | <b>28%</b>  |             |                  |            |            |            |                 |            | <b>16%</b> | <b>21%</b> | <b>18%</b>  |

**TORONTO-WINDSOR**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |             | 1032                      | 274        | 1306        |                  |            |            |            |                 |            |            |            |            |
| Train        | 110          | 40             | 16         | 56          | 0                         | 0          | 0           | 40               | 100%       | 16         | 100%       | 56              | 100%       |            |            |            |
| Plane        | 64           | 24             | 70         | 94          | 4                         | 20         | 24          | 20               | 82%        | 50         | 72%        | 70              | 74%        |            |            |            |
| Bus          | 28           | 20             | 8          | 28          | 5                         | 3          | 8           | 15               | 73%        | 5          | 67%        | 20              | 71%        |            |            |            |
| Car          | 1162         | 1318           | 222        | 1540        | 911                       | 161        | 1072        | 407              | 31%        | 61         | 28%        | 468             | 30%        |            |            |            |
| <b>Total</b> | <b>1364</b>  | <b>1402</b>    | <b>316</b> | <b>1718</b> | <b>1953</b>               | <b>457</b> | <b>2410</b> | <b>481</b>       | <b>34%</b> | <b>133</b> | <b>42%</b> | <b>614</b>      | <b>36%</b> | <b>551</b> | <b>141</b> | <b>692</b> |
|              |              | <b>82%</b>     | <b>18%</b> |             | <b>81%</b>                | <b>19%</b> |             |                  |            |            |            |                 |            | <b>39%</b> | <b>45%</b> | <b>40%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
300 KPH - Existing Row option**

**KITCHENER-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |           |           |            | INDUCED TRAFFIC |           |           |            |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|-----------|-----------|------------|-----------------|-----------|-----------|------------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %         | Bus       | %          | Total           | %         | Non-Bus   | Bus        | Total      |
| HSR          |              |                |            |             | 61                        | 194        | 256         |                  |           |           |            |                 |           |           |            |            |
| Train        | 18           | 9              | 0          | 9           | 0                         | 0          | 0           | 9                | 100%      | 0         |            | 9               | 100%      |           |            |            |
| Plane        | 0            | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |           | 0         |            | 0               |           |           |            |            |
| Bus          | 11           | 9              | 2          | 11          | 0                         | 0          | 0           | 9                | 100%      | 2         | 100%       | 11              | 100%      |           |            |            |
| Car          | 1472         | 1388           | 564        | 1952        | 1357                      | 477        | 1834        | 31               | 2%        | 87        | 16%        | 118             | 6%        |           |            |            |
| <b>Total</b> | <b>1500</b>  | <b>1405</b>    | <b>566</b> | <b>1971</b> | <b>1418</b>               | <b>671</b> | <b>2089</b> | <b>48</b>        | <b>3%</b> | <b>89</b> | <b>16%</b> | <b>138</b>      | <b>7%</b> | <b>13</b> | <b>105</b> | <b>118</b> |
|              |              | <b>71%</b>     | <b>29%</b> |             | <b>68%</b>                | <b>32%</b> |             |                  |           |           |            |                 |           | <b>1%</b> | <b>19%</b> | <b>6%</b>  |

**KITCHENER-WINDSOR**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |            | 201                       | 13         | 214        |                  |            |           |            |                 |            |            |            |            |
| Train        | 2            | 2              | 0          | 2          | 0                         | 0          | 0          | 2                | 100%       | 0         |            | 2               | 100%       |            |            |            |
| Plane        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |            | 0         |            | 0               |            |            |            |            |
| Bus          | 2            | 2              | 0          | 2          | 0                         | 0          | 0          | 2                | 100%       | 0         |            | 2               | 100%       |            |            |            |
| Car          | 296          | 276            | 116        | 392        | 237                       | 101        | 338        | 39               | 14%        | 15        | 13%        | 54              | 14%        |            |            |            |
| <b>Total</b> | <b>300</b>   | <b>280</b>     | <b>116</b> | <b>396</b> | <b>438</b>                | <b>114</b> | <b>552</b> | <b>43</b>        | <b>16%</b> | <b>15</b> | <b>13%</b> | <b>58</b>       | <b>15%</b> | <b>158</b> | <b>-2</b>  | <b>156</b> |
|              |              | <b>71%</b>     | <b>29%</b> |            | <b>79%</b>                | <b>21%</b> |            |                  |            |           |            |                 |            | <b>56%</b> | <b>-2%</b> | <b>39%</b> |

**LONDON-WINDSOR**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |           |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|-------------|-------------|------------------|-----------|------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %         | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |             | 448                       | 672         | 1120        |                  |           |            |            |                 |            |            |            |            |
| Train        | 28           | 8              | 6          | 14          | 0                         | 0           | 0           | 8                | 100%      | 6          | 100%       | 14              | 100%       |            |            |            |
| Plane        | 0            | 0              | 0          | 0           | 0                         | 0           | 0           | 0                |           | 0          |            | 0               |            |            |            |            |
| Bus          | 20           | 20             | 0          | 20          | 17                        | 1           | 18          | 3                | 14%       | -1         |            | 2               | 10%        |            |            |            |
| Car          | 1710         | 1580           | 686        | 2266        | 1477                      | 441         | 1918        | 103              | 7%        | 245        | 36%        | 348             | 15%        |            |            |            |
| <b>Total</b> | <b>1758</b>  | <b>1608</b>    | <b>692</b> | <b>2300</b> | <b>1942</b>               | <b>1114</b> | <b>3056</b> | <b>114</b>       | <b>7%</b> | <b>250</b> | <b>36%</b> | <b>364</b>      | <b>16%</b> | <b>334</b> | <b>422</b> | <b>756</b> |
|              |              | <b>70%</b>     | <b>30%</b> |             | <b>64%</b>                | <b>36%</b>  |             |                  |           |            |            |                 |            | <b>21%</b> | <b>61%</b> | <b>33%</b> |

**300 KPH**

**Fréquence Moyenne**

**Existing Row option**

**Année 2005**



### TRAFFIC AND REVENUES

300 KPH OPTION - MEDIUM FREQUENCY - YEAR 2005  
(Total both directions)

| Traffic<br>(thousands of travellers) | Québec          | Montréal        | Ottawa          | Kingston        | Toronto        | Kitchener      | London          | Windsor | Revenues<br>(millions of 1992 Can \$) |
|--------------------------------------|-----------------|-----------------|-----------------|-----------------|----------------|----------------|-----------------|---------|---------------------------------------|
|                                      | 01:12<br>271 km | 00:58<br>180 km | 00:42<br>152 km | 01:03<br>255 km | 00:25<br>95 km | 00:20<br>95 km | 00:44<br>183 km |         |                                       |
| 2167                                 | 12              |                 |                 |                 |                |                |                 |         | 140.9                                 |
| 114                                  | 5               |                 |                 |                 |                |                |                 |         | 10.1                                  |
| 195                                  | 6               |                 |                 |                 |                |                |                 |         | 34.8                                  |
| 881                                  |                 | 15              |                 |                 |                |                |                 |         | 50.5                                  |
| 164                                  |                 | 10              |                 |                 |                |                |                 |         | 6.2                                   |
| 1871                                 |                 | 18              |                 |                 |                |                |                 |         | 219.8                                 |
| 27                                   |                 | 8               |                 |                 |                |                |                 |         | 1.1                                   |
| 74                                   |                 | 8               |                 |                 |                |                |                 |         | 6.3                                   |
| 490                                  |                 |                 | 10              |                 |                |                |                 |         | 20.0                                  |
| 1710                                 |                 |                 | 15              |                 |                |                |                 |         | 243.7                                 |
| 55                                   |                 |                 | 7               |                 |                |                |                 |         | 2.7                                   |
| 138                                  |                 |                 | 8               |                 |                |                |                 |         | 11.2                                  |
| 815                                  |                 |                 |                 | 10              |                |                |                 |         | 39.9                                  |
| 18                                   |                 |                 |                 | 8               |                |                |                 |         | 1.0                                   |
| 49                                   |                 |                 |                 | 8               |                |                |                 |         | 3.2                                   |
| 689                                  |                 |                 |                 |                 | 8              |                |                 |         | 11.6                                  |
| 1292                                 |                 |                 |                 |                 | 12             |                |                 |         | 54.2                                  |
| 822                                  |                 |                 |                 |                 | 12             |                |                 |         | 61.9                                  |
| 256                                  |                 |                 |                 |                 |                | 8              |                 |         | 7.6                                   |
| 214                                  |                 |                 |                 |                 |                | 8              |                 |         | 9.1                                   |
| 612                                  |                 |                 |                 |                 |                |                | 12              |         | 24.5                                  |
| 12653                                | 2476            | 3327            | 4725            | 4953            | 3164           | 2845           | 1647            |         | 960.3                                 |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
300 KPH - Existing Row option - Medium Frequency**

**TOTAL of THE 21 O/D PAIRS (both directions)**

| Mode         | Base<br>1992 | Référence 2005 |              |              | Project situation in 2005 |              |              | DIVERTED TRAFFIC |            |             |            | INDUCED TRAFFIC |            |             |             |             |
|--------------|--------------|----------------|--------------|--------------|---------------------------|--------------|--------------|------------------|------------|-------------|------------|-----------------|------------|-------------|-------------|-------------|
|              |              | Non-Bus        | Bus          | Total        | Non-Bus                   | Bus          | Total        | Non-Bus          | %          | Bus         | %          | Total           | %          | Non-Bus     | Bus         | Total       |
| Car          | 0            | 0              | 0            | 0            | 8043                      | 4622         | 12665        |                  |            |             |            |                 |            |             |             |             |
| Train        | 1701         | 597            | 305          | 901          | 0                         | 0            | 0            | 597              | 100%       | 305         | 100%       | 901             | 100%       |             |             |             |
| Plane        | 2074         | 472            | 2684         | 3156         | 204                       | 1424         | 1629         | 268              | 57%        | 1260        | 47%        | 1527            | 48%        |             |             |             |
| Bus          | 1766         | 1328           | 349          | 1677         | 858                       | 205          | 1063         | 470              | 35%        | 143         | 41%        | 614             | 37%        |             |             |             |
| Other        | 37233        | 38849          | 10588        | 49437        | 34055                     | 8962         | 43016        | 4794             | 12%        | 1627        | 15%        | 6421            | 13%        |             |             |             |
| <b>Total</b> | <b>42738</b> | <b>41246</b>   | <b>13926</b> | <b>55172</b> | <b>43161</b>              | <b>15213</b> | <b>58373</b> | <b>6129</b>      | <b>15%</b> | <b>3335</b> | <b>24%</b> | <b>9464</b>     | <b>17%</b> | <b>1914</b> | <b>1287</b> | <b>3202</b> |
|              |              | <b>75%</b>     | <b>25%</b>   |              | <b>74%</b>                | <b>26%</b>   |              |                  |            |             |            |                 |            | <b>5%</b>   | <b>9%</b>   | <b>6%</b>   |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
300 KPH - Existing Row option - Medium Frequency**

**QUEBEC-MONTREAL**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |           |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|-----------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus       | Total      |
| HSR          | 0            |                |             |             | 1539                      | 628         | 2167        |                  |            |            |            |                 |            |            |           |            |
| Train        | 121          | 38             | 22          | 60          | 0                         | 0           | 0           | 38               | 100%       | 22         | 100%       | 60              | 100%       |            |           |            |
| Plane        | 53           | 5              | 69          | 75          | 0                         | 0           | 0           | 5                | 100%       | 69         | 100%       | 75              | 100%       |            |           |            |
| Bus          | 397          | 236            | 161         | 397         | 137                       | 91          | 229         | 99               | 42%        | 69         | 43%        | 168             | 42%        |            |           |            |
| Car          | 6230         | 6210           | 2048        | 8258        | 4964                      | 1655        | 6618        | 1247             | 20%        | 394        | 19%        | 1640            | 20%        |            |           |            |
| <b>Total</b> | <b>6801</b>  | <b>6490</b>    | <b>2301</b> | <b>8791</b> | <b>6639</b>               | <b>2374</b> | <b>9014</b> | <b>1389</b>      | <b>21%</b> | <b>555</b> | <b>24%</b> | <b>1944</b>     | <b>22%</b> | <b>149</b> | <b>74</b> | <b>223</b> |
|              |              | <b>74%</b>     | <b>26%</b>  |             | <b>74%</b>                | <b>26%</b>  |             |                  |            |            |            |                 |            | <b>2%</b>  | <b>3%</b> | <b>3%</b>  |

**QUEBEC-OTTAWA**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          | 0            |                |            |            | 84                        | 30         | 114        |                  |            |           |            |                 |            |           |           |           |
| Train        | 9            | 4              | 1          | 4          | 0                         | 0          | 0          | 4                | 100%       | 1         | 100%       | 4               | 100%       |           |           |           |
| Plane        | 29           | 4              | 39         | 43         | 0                         | 25         | 25         | 4                | 100%       | 14        | 36%        | 18              | 42%        |           |           |           |
| Bus          | 23           | 18             | 7          | 25         | 14                        | 0          | 14         | 4                | 20%        | 7         | 100%       | 11              | 43%        |           |           |           |
| Car          | 260          | 324            | 18         | 342        | 265                       | 11         | 276        | 59               | 18%        | 7         | 38%        | 66              | 19%        |           |           |           |
| <b>Total</b> | <b>321</b>   | <b>349</b>     | <b>65</b>  | <b>414</b> | <b>364</b>                | <b>66</b>  | <b>430</b> | <b>70</b>        | <b>20%</b> | <b>29</b> | <b>45%</b> | <b>99</b>       | <b>24%</b> | <b>15</b> | <b>1</b>  | <b>15</b> |
|              |              | <b>84%</b>     | <b>16%</b> |            | <b>85%</b>                | <b>15%</b> |            |                  |            |           |            |                 |            | <b>4%</b> | <b>1%</b> | <b>4%</b> |

**QUEBEC-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          | 0            |                |            |            | 92                        | 104        | 196        |                  |            |           |            |                 |            |            |            |            |
| Train        | 28           | 13             | 3          | 15         | 0                         | 0          | 0          | 13               | 100%       | 3         | 100%       | 15              | 100%       |            |            |            |
| Plane        | 89           | 18             | 109        | 127        | 16                        | 56         | 71         | 2                | 12%        | 54        | 49%        | 56              | 44%        |            |            |            |
| Bus          | 5            | 5              | 1          | 6          | 0                         | 0          | 0          | 5                | 100%       | 1         | 100%       | 6               | 100%       |            |            |            |
| Car          | 87           | 89             | 25         | 115        | 72                        | 12         | 84         | 17               | 19%        | 14        | 54%        | 31              | 27%        |            |            |            |
| <b>Total</b> | <b>209</b>   | <b>125</b>     | <b>138</b> | <b>263</b> | <b>180</b>                | <b>171</b> | <b>351</b> | <b>37</b>        | <b>30%</b> | <b>71</b> | <b>51%</b> | <b>108</b>      | <b>41%</b> | <b>55</b>  | <b>33</b>  | <b>88</b>  |
|              |              | <b>47%</b>     | <b>53%</b> |            | <b>51%</b>                | <b>49%</b> |            |                  |            |           |            |                 |            | <b>44%</b> | <b>24%</b> | <b>34%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
300 KPH - Existing Row option - Medium Frequency**

**MONTREAL-OTTAWA**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          | 0            |                |             |             | 687                       | 194         | 881         |                  |            |            |            |                 |            |           |           |           |
| Train        | 195          | 51             | 49          | 100         | 0                         | 0           | 0           | 51               | 100%       | 49         | 100%       | 100             | 100%       |           |           |           |
| Plc          | 33           | 16             | 44          | 60          | 8                         | 30          | 38          | 8                | 49%        | 14         | 32%        | 22              | 36%        |           |           |           |
| Bus          | 376          | 286            | 88          | 374         | 212                       | 67          | 279         | 74               | 26%        | 21         | 24%        | 95              | 25%        |           |           |           |
| Car          | 3905         | 4332           | 843         | 5175        | 3820                      | 728         | 4547        | 512              | 12%        | 115        | 14%        | 627             | 12%        |           |           |           |
| <b>Total</b> | <b>4509</b>  | <b>4686</b>    | <b>1023</b> | <b>5709</b> | <b>4728</b>               | <b>1018</b> | <b>5746</b> | <b>646</b>       | <b>14%</b> | <b>199</b> | <b>19%</b> | <b>845</b>      | <b>15%</b> | <b>42</b> | <b>-5</b> | <b>36</b> |
|              |              | <b>82%</b>     | <b>18%</b>  |             | <b>82%</b>                | <b>18%</b>  |             |                  |            |            |            |                 |            | <b>1%</b> | <b>0%</b> | <b>1%</b> |

**MONTREAL-KINGSTON**

| Mode         | Base<br>1992 | Référence 2005 |           |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|-----------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus       | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          | 0            |                |           |            | 129                       | 34         | 163        |                  |            |           |            |                 |            |            |            |            |
| Tr           | 41           | 24             | 9         | 33         | 0                         | 0          | 0          | 24               | 100%       | 9         | 100%       | 33              | 100%       |            |            |            |
| Plc          | 0            | 0              | 0         | 0          | 0                         | 0          | 0          | 0                |            | 0         |            | 0               |            |            |            |            |
| Bus          | 24           | 20             | 4         | 24         | 11                        | 2          | 13         | 9                | 45%        | 2         | 49%        | 11              | 45%        |            |            |            |
| Car          | 211          | 270            | 9         | 279        | 207                       | 6          | 213        | 63               | 23%        | 2         | 27%        | 65              | 23%        |            |            |            |
| <b>Total</b> | <b>277</b>   | <b>314</b>     | <b>22</b> | <b>335</b> | <b>347</b>                | <b>43</b>  | <b>390</b> | <b>96</b>        | <b>31%</b> | <b>13</b> | <b>60%</b> | <b>109</b>      | <b>32%</b> | <b>33</b>  | <b>21</b>  | <b>54</b>  |
|              |              | <b>94%</b>     | <b>6%</b> |            | <b>89%</b>                | <b>11%</b> |            |                  |            |           |            |                 |            | <b>11%</b> | <b>97%</b> | <b>16%</b> |

**MONTREAL-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          | 0            |                |             |             | 805                       | 1067        | 1872        |                  |            |            |            |                 |            |            |            |            |
| Train        | 448          | 170            | 60          | 230         | 0                         | 0           | 0           | 170              | 100%       | 60         | 100%       | 230             | 100%       |            |            |            |
| Plane        | 1147         | 245            | 1430        | 1674        | 126                       | 922         | 1047        | 119              | 49%        | 508        | 36%        | 627             | 37%        |            |            |            |
| Bus          | 109          | 100            | 9           | 109         | 47                        | 0           | 47          | 53               | 53%        | 9          | 100%       | 62              | 57%        |            |            |            |
| Car          | 1273         | 1254           | 433         | 1688        | 944                       | 282         | 1226        | 310              | 25%        | 151        | 35%        | 461             | 27%        |            |            |            |
| <b>Total</b> | <b>2978</b>  | <b>1769</b>    | <b>1932</b> | <b>3701</b> | <b>1922</b>               | <b>2271</b> | <b>4192</b> | <b>652</b>       | <b>37%</b> | <b>729</b> | <b>38%</b> | <b>1381</b>     | <b>37%</b> | <b>153</b> | <b>338</b> | <b>492</b> |
|              |              | <b>48%</b>     | <b>52%</b>  |             | <b>46%</b>                | <b>54%</b>  |             |                  |            |            |            |                 |            | <b>9%</b>  | <b>18%</b> | <b>13%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
300 KPH - Existing Row option - Medium Frequency**

**MONTREAL-KITCHENER**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |          |   | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|----------|---|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus      | % | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          |              |                |            |            | 25                        | 3          | 28         |                  |            |          |   |                 |            |           |           |           |
| Train        | 5            | 2              | 2          | 3          | 0                         | 0          | 0          | 2                | 100%       | 2        |   | 3               | 100%       |           |           |           |
| Plc          | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |            | 0        |   | 0               |            |           |           |           |
| Bus          | 2            | 2              | 2          | 3          | 1                         | 1          | 2          | 1                | 50%        | 1        |   | 2               | 50%        |           |           |           |
| Ca.          | 112          | 137            | 12         | 149        | 120                       | 12         | 132        | 17               | 12%        | 1        |   | 17              | 11%        |           |           |           |
| <b>Total</b> | <b>118</b>   | <b>140</b>     | <b>16</b>  | <b>155</b> | <b>146</b>                | <b>15</b>  | <b>162</b> | <b>19</b>        | <b>14%</b> | <b>3</b> |   | <b>22</b>       | <b>14%</b> | <b>6</b>  | <b>0</b>  | <b>6</b>  |
|              |              | <b>90%</b>     | <b>10%</b> |            | <b>90%</b>                | <b>10%</b> |            |                  |            |          |   |                 |            | <b>4%</b> | <b>0%</b> | <b>4%</b> |

**MONTREAL-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |   | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|---|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | % | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |            | 45                        | 28         | 73         |                  |            |           |   |                 |            |            |            |            |
| Train        | 22           | 9              | 0          | 9          | 0                         | 0          | 0          | 9                | 100%       | 0         |   | 9               | 100%       |            |            |            |
| Plane        | 28           | 13             | 25         | 38         | 6                         | 13         | 19         | 6                | 49%        | 13        |   | 19              | 50%        |            |            |            |
| Bus          | 3            | 3              | 0          | 3          | 0                         | 0          | 0          | 3                | 100%       | 0         |   | 3               | 100%       |            |            |            |
| Car          | 60           | 57             | 22         | 79         | 46                        | 18         | 63         | 11               | 20%        | 4         |   | 16              | 20%        |            |            |            |
| <b>Total</b> | <b>114</b>   | <b>82</b>      | <b>51</b>  | <b>133</b> | <b>97</b>                 | <b>58</b>  | <b>155</b> | <b>30</b>        | <b>37%</b> | <b>17</b> |   | <b>47</b>       | <b>36%</b> | <b>15</b>  | <b>7</b>   | <b>22</b>  |
|              |              | <b>62%</b>     | <b>38%</b> |            | <b>63%</b>                | <b>37%</b> |            |                  |            |           |   |                 |            | <b>18%</b> | <b>14%</b> | <b>17%</b> |

**OTAWA-KINGSTON**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |             | 358                       | 132        | 490         |                  |            |           |            |                 |            |            |            |            |
| Train        | 42           | 10             | 20         | 30          | 0                         | 0          | 0           | 10               | 100%       | 20        | 100%       | 30              | 100%       |            |            |            |
| Plane        | 0            | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |            | 0         |            | 0               |            |            |            |            |
| Bus          | 71           | 62             | 0          | 62          | 32                        | 2          | 34          | 29               | 48%        | -2        |            | 27              | 44%        |            |            |            |
| Car          | 820          | 837            | 246        | 1083        | 639                       | 191        | 830         | 198              | 24%        | 55        | 22%        | 254             | 23%        |            |            |            |
| <b>Total</b> | <b>933</b>   | <b>909</b>     | <b>273</b> | <b>1182</b> | <b>1029</b>               | <b>326</b> | <b>1354</b> | <b>238</b>       | <b>26%</b> | <b>73</b> | <b>27%</b> | <b>310</b>      | <b>26%</b> | <b>120</b> | <b>52</b>  | <b>172</b> |
|              |              | <b>77%</b>     | <b>23%</b> |             | <b>76%</b>                | <b>24%</b> |             |                  |            |           |            |                 |            | <b>13%</b> | <b>19%</b> | <b>15%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
300 KPH - Existing Row option - Medium Frequency**

**OTTAWA-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| Excl         |              |                |             |             | 889                       | 821         | 1710        |                  |            |            |            |                 |            |            |            |            |
| Train        | 221          | 68             | 45          | 112         | 0                         | 0           | 0           | 68               | 100%       | 45         | 100%       | 112             | 100%       |            |            |            |
| Plane        | 647          | 126            | 816         | 942         | 38                        | 344         | 382         | 88               | 70%        | 472        | 58%        | 560             | 59%        |            |            |            |
| Bus          | 126          | 107            | 19          | 126         | 40                        | 10          | 50          | 66               | 62%        | 9          | 48%        | 76              | 60%        |            |            |            |
| C...         | 1721         | 1845           | 436         | 2281        | 1430                      | 272         | 1702        | 416              | 23%        | 164        | 38%        | 580             | 25%        |            |            |            |
| <b>Total</b> | <b>2716</b>  | <b>2146</b>    | <b>1316</b> | <b>3462</b> | <b>2397</b>               | <b>1447</b> | <b>3844</b> | <b>638</b>       | <b>30%</b> | <b>690</b> | <b>52%</b> | <b>1328</b>     | <b>38%</b> | <b>251</b> | <b>131</b> | <b>382</b> |
|              |              | <b>62%</b>     | <b>38%</b>  |             | <b>62%</b>                | <b>38%</b>  |             |                  |            |            |            |                 |            | <b>12%</b> | <b>10%</b> | <b>11%</b> |

**OTTAWA-KITCHENER**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |   |          |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|---|----------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | % | Bus      | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| Excl         |              |                |            |            | 48                        | 5          | 54         |                  |   |          |            |                 |            |           |           |           |
| Train        | 6            | 2              | 2          | 4          | 0                         | 0          | 0          | 2                |   | 2        | 100%       | 4               | 100%       |           |           |           |
| Plane        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |   | 0        |            | 0               |            |           |           |           |
| Bus          | 2            | 2              | 2          | 4          | 1                         | 1          | 2          | 1                |   | 1        | 50%        | 2               | 50%        |           |           |           |
| C...         | 159          | 193            | 17         | 211        | 158                       | 16         | 174        | 35               |   | 2        | 9%         | 37              | 17%        |           |           |           |
| <b>Total</b> | <b>168</b>   | <b>198</b>     | <b>21</b>  | <b>219</b> | <b>208</b>                | <b>22</b>  | <b>230</b> | <b>38</b>        |   | <b>5</b> | <b>22%</b> | <b>43</b>       | <b>20%</b> | <b>10</b> | <b>1</b>  | <b>11</b> |
|              |              | <b>90%</b>     | <b>10%</b> |            | <b>90%</b>                | <b>10%</b> |            |                  |   |          |            |                 |            | <b>5%</b> | <b>3%</b> | <b>5%</b> |

**OTTAWA-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |           |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |   | INDUCED TRAFFIC |            |            |           |            |
|--------------|--------------|----------------|-----------|------------|---------------------------|------------|------------|------------------|------------|-----------|---|-----------------|------------|------------|-----------|------------|
|              |              | Non-Bus        | Bus       | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | % | Total           | %          | Non-Bus    | Bus       | Total      |
| Excl         |              |                |           |            | 128                       | 11         | 139        |                  |            |           |   |                 |            |            |           |            |
| Train        | 10           | 4              | 0         | 4          | 0                         | 0          | 0          | 4                | 100%       | 0         |   | 4               | 100%       |            |           |            |
| Plane        | 10           | 10             | 46        | 56         | 1                         | 13         | 14         | 9                | 86%        | 34        |   | 42              | 75%        |            |           |            |
| Bus          | 6            | 6              | 0         | 6          | 2                         | 0          | 2          | 4                | 67%        | 0         |   | 4               | 67%        |            |           |            |
| C...         | 97           | 115            | 12        | 127        | 92                        | 10         | 103        | 22               | 19%        | 2         |   | 24              | 19%        |            |           |            |
| <b>Total</b> | <b>123</b>   | <b>135</b>     | <b>12</b> | <b>147</b> | <b>224</b>                | <b>34</b>  | <b>258</b> | <b>39</b>        | <b>29%</b> | <b>35</b> |   | <b>75</b>       | <b>51%</b> | <b>89</b>  | <b>22</b> | <b>111</b> |
|              |              | <b>92%</b>     | <b>8%</b> |            | <b>87%</b>                | <b>13%</b> |            |                  |            |           |   |                 |            | <b>66%</b> |           | <b>75%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
300 KPH - Existing Row option - Medium Frequency**

**KINGSTON-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|------------|------------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          |              |                |            |             | 660                       | 155        | 814         |                  |            |            |            |                 |            |           |           |           |
| Train        | 165          | 54             | 30         | 84          | 0                         | 0          | 0           | 54               | 100%       | 30         | 100%       | 84              | 100%       |           |           |           |
| Plane        | 9            | 6              | 9          | 15          | 0                         | 0          | 0           | 6                | 100%       | 9          | 100%       | 15              | 100%       |           |           |           |
| Bus          | 112          | 102            | 7          | 110         | 46                        | 2          | 48          | 56               | 55%        | 6          | 74%        | 61              | 56%        |           |           |           |
| Car          | 1995         | 2192           | 452        | 2644        | 1665                      | 341        | 2006        | 527              | 24%        | 111        | 25%        | 638             | 24%        |           |           |           |
| <b>Total</b> | <b>2281</b>  | <b>2354</b>    | <b>498</b> | <b>2852</b> | <b>2371</b>               | <b>498</b> | <b>2869</b> | <b>642</b>       | <b>27%</b> | <b>155</b> | <b>31%</b> | <b>798</b>      | <b>28%</b> | <b>17</b> | <b>0</b>  | <b>17</b> |
|              |              | <b>83%</b>     | <b>17%</b> |             | <b>83%</b>                | <b>17%</b> |             |                  |            |            |            |                 |            | <b>1%</b> | <b>0%</b> | <b>1%</b> |

**KINGSTON-KITCHENER**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |          |            | INDUCED TRAFFIC |            |           |            |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|----------|------------|-----------------|------------|-----------|------------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus      | %          | Total           | %          | Non-Bus   | Bus        | Total     |
| HSR          |              |                |            |            | 9                         | 8          | 17         |                  |            |          |            |                 |            |           |            |           |
| Train        | 2            | 2              | 0          | 2          | 0                         | 0          | 0          | 2                | 100%       | 0        |            | 2               | 100%       |           |            |           |
| Plane        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                | 0%         | 0        |            | 0               | 0%         |           |            |           |
| Bus          | 3            | 2              | 0          | 2          | 2                         | 0          | 2          | 0                | 0%         | 0        |            | 0               | 0%         |           |            |           |
| Car          | 79           | 76             | 28         | 104        | 68                        | 23         | 91         | 7                | 9%         | 6        | 19%        | 13              | 12%        |           |            |           |
| <b>Total</b> | <b>83</b>    | <b>79</b>      | <b>28</b>  | <b>107</b> | <b>79</b>                 | <b>31</b>  | <b>110</b> | <b>9</b>         | <b>11%</b> | <b>6</b> | <b>19%</b> | <b>14</b>       | <b>13%</b> | <b>0</b>  | <b>3</b>   | <b>3</b>  |
|              |              | <b>74%</b>     | <b>26%</b> |            | <b>72%</b>                | <b>28%</b> |            |                  |            |          |            |                 |            | <b>0%</b> | <b>10%</b> | <b>3%</b> |

**KINGSTON-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |             |            | Project situation in 2005 |             |            | DIVERTED TRAFFIC |   |           |            | INDUCED TRAFFIC |            |          |            |            |
|--------------|--------------|----------------|-------------|------------|---------------------------|-------------|------------|------------------|---|-----------|------------|-----------------|------------|----------|------------|------------|
|              |              | Non-Bus        | Bus         | Total      | Non-Bus                   | Bus         | Total      | Non-Bus          | % | Bus       | %          | Total           | %          | Non-Bus  | Bus        | Total      |
| HSR          |              |                |             |            | 0                         | 50          | 50         |                  |   |           |            |                 |            |          |            |            |
| Train        | 9            | 0              | 5           | 5          | 0                         | 0           | 0          | 0                |   | 5         | 100%       | 5               | 100%       |          |            |            |
| Plane        | 0            | 0              | 0           | 0          | 0                         | 0           | 0          | 0                |   | 0         |            | 0               |            |          |            |            |
| Bus          | 2            | 0              | 5           | 5          | 0                         | 0           | 0          | 0                |   | 5         | 100%       | 5               | 100%       |          |            |            |
| Car          | 81           | 0              | 106         | 106        | 0                         | 92          | 92         | 0                |   | 14        | 13%        | 14              | 13%        |          |            |            |
| <b>Total</b> | <b>92</b>    | <b>0</b>       | <b>115</b>  | <b>115</b> | <b>0</b>                  | <b>142</b>  | <b>142</b> | <b>0</b>         |   | <b>23</b> | <b>20%</b> | <b>23</b>       | <b>20%</b> | <b>0</b> | <b>27</b>  | <b>27</b>  |
|              |              | <b>0%</b>      | <b>100%</b> |            | <b>0%</b>                 | <b>100%</b> |            |                  |   |           |            |                 |            |          | <b>24%</b> | <b>24%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
300 KPH - Existing Row option - Medium Frequency**

**TORONTO-KITCHENER**

| Mode         | Base<br>1992 | Référence 2005 |             |              | Project situation in 2005 |             |              | DIVERTED TRAFFIC |           |           |           | INDUCED TRAFFIC |           |            |           |            |
|--------------|--------------|----------------|-------------|--------------|---------------------------|-------------|--------------|------------------|-----------|-----------|-----------|-----------------|-----------|------------|-----------|------------|
|              |              | Non-Bus        | Bus         | Total        | Non-Bus                   | Bus         | Total        | Non-Bus          | %         | Bus       | %         | Total           | %         | Non-Bus    | Bus       | Total      |
| HSR          |              |                |             |              | 634                       | 69          | 702          |                  |           |           |           |                 |           |            |           |            |
| Train        | 40           | 16             | 2           | 18           | 0                         | 0           | 0            | 16               | 100%      | 2         | 100%      | 18              | 100%      |            |           |            |
| Plane        | 4            | 0              | 0           | 0            | 0                         | 0           | 0            | 0                |           | 0         |           | 0               |           |            |           |            |
| Bus          | 231          | 207            | 26          | 233          | 204                       | 23          | 227          | 3                | 1%        | 3         | 12%       | 6               | 3%        |            |           |            |
| Car          | 11400        | 12345          | 2759        | 15104        | 12089                     | 2744        | 14833        | 256              | 2%        | 15        | 1%        | 271             | 2%        |            |           |            |
| <b>Total</b> | <b>11674</b> | <b>12568</b>   | <b>2787</b> | <b>15355</b> | <b>12927</b>              | <b>2836</b> | <b>15763</b> | <b>275</b>       | <b>2%</b> | <b>20</b> | <b>1%</b> | <b>295</b>      | <b>2%</b> | <b>359</b> | <b>49</b> | <b>408</b> |
|              |              | <b>82%</b>     | <b>18%</b>  |              | <b>82%</b>                | <b>18%</b>  |              |                  |           |           |           |                 |           | <b>3%</b>  | <b>2%</b> | <b>3%</b>  |

**TORONTO-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |             |             | 865                       | 426         | 1291        |                  |            |            |            |                 |            |            |            |            |
| Train        | 207          | 72             | 35          | 107         | 0                         | 0           | 0           | 72               | 100%       | 35         | 100%       | 107             | 100%       |            |            |            |
| Plane        | 21           | 6              | 25          | 31          | 0                         | 0           | 0           | 6                | 100%       | 25         | 100%       | 31              | 100%       |            |            |            |
| Bus          | 129          | 121            | 8           | 129         | 82                        | 3           | 86          | 39               | 32%        | 4          | 56%        | 43              | 33%        |            |            |            |
| Car          | 4184         | 4010           | 1533        | 5543        | 3403                      | 1323        | 4727        | 607              | 15%        | 210        | 14%        | 816             | 15%        |            |            |            |
| <b>Total</b> | <b>4541</b>  | <b>4209</b>    | <b>1602</b> | <b>5810</b> | <b>4351</b>               | <b>1753</b> | <b>6103</b> | <b>723</b>       | <b>17%</b> | <b>275</b> | <b>17%</b> | <b>998</b>      | <b>17%</b> | <b>142</b> | <b>151</b> | <b>293</b> |
|              |              | <b>72%</b>     | <b>28%</b>  |             | <b>71%</b>                | <b>29%</b>  |             |                  |            |            |            |                 |            | <b>3%</b>  | <b>9%</b>  | <b>5%</b>  |

**TORONTO-WINDSOR**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |             | 649                       | 173        | 822         |                  |            |            |            |                 |            |            |            |            |
| Train        | 110          | 40             | 16         | 56          | 0                         | 0          | 0           | 40               | 100%       | 16         | 100%       | 56              | 100%       |            |            |            |
| Plane        | 64           | 24             | 70         | 94          | 9                         | 23         | 32          | 15               | 64%        | 47         | 67%        | 62              | 66%        |            |            |            |
| Bus          | 28           | 20             | 8          | 28          | 8                         | 2          | 10          | 12               | 61%        | 6          | 74%        | 18              | 64%        |            |            |            |
| Car          | 1162         | 1318           | 222        | 1540        | 967                       | 171        | 1138        | 351              | 27%        | 51         | 23%        | 402             | 26%        |            |            |            |
| <b>Total</b> | <b>1364</b>  | <b>1402</b>    | <b>316</b> | <b>1718</b> | <b>1633</b>               | <b>369</b> | <b>2002</b> | <b>418</b>       | <b>30%</b> | <b>120</b> | <b>38%</b> | <b>538</b>      | <b>31%</b> | <b>231</b> | <b>53</b>  | <b>284</b> |
|              |              | <b>82%</b>     | <b>18%</b> |             | <b>82%</b>                | <b>18%</b> |             |                  |            |            |            |                 |            | <b>16%</b> | <b>17%</b> | <b>17%</b> |



**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
300 KPH - Existing Row option - Medium Frequency**

**KITCHENER-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |           |           |            | INDUCED TRAFFIC |           |           |            |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|-----------|-----------|------------|-----------------|-----------|-----------|------------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %         | Bus       | %          | Total           | %         | Non-Bus   | Bus        | Total      |
| HSR          |              |                |            |             | 61                        | 194        | 256         |                  |           |           |            |                 |           |           |            |            |
| Train        | 18           | 9              | 0          | 9           | 0                         | 0          | 0           | 9                | 100%      | 0         |            | 9               | 100%      |           |            |            |
| Plane        | 0            | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |           | 0         |            | 0               |           |           |            |            |
| Bus          | 11           | 9              | 2          | 11          | 0                         | 0          | 0           | 9                | 100%      | 2         | 100%       | 11              | 100%      |           |            |            |
| Car          | 1472         | 1388           | 564        | 1952        | 1357                      | 477        | 1834        | 31               | 2%        | 87        | 16%        | 118             | 6%        |           |            |            |
| <b>Total</b> | <b>1500</b>  | <b>1405</b>    | <b>566</b> | <b>1971</b> | <b>1418</b>               | <b>671</b> | <b>2089</b> | <b>48</b>        | <b>3%</b> | <b>89</b> | <b>16%</b> | <b>138</b>      | <b>7%</b> | <b>13</b> | <b>105</b> | <b>118</b> |
|              |              | <b>71%</b>     | <b>29%</b> |             | <b>68%</b>                | <b>32%</b> |             |                  |           |           |            |                 |           | <b>1%</b> | <b>19%</b> | <b>6%</b>  |

**KITCHENER-WINDSOR**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |            | 201                       | 13         | 214        |                  |            |           |            |                 |            |            |            |            |
| Train        | 2            | 2              | 0          | 2          | 0                         | 0          | 0          | 2                | 100%       | 0         |            | 2               | 100%       |            |            |            |
| Plane        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |            | 0         |            | 0               |            |            |            |            |
| Bus          | 2            | 2              | 0          | 2          | 0                         | 0          | 0          | 2                | 100%       | 0         |            | 2               | 100%       |            |            |            |
| Car          | 296          | 276            | 116        | 392        | 237                       | 101        | 338        | 39               | 14%        | 15        | 13%        | 54              | 14%        |            |            |            |
| <b>Total</b> | <b>300</b>   | <b>280</b>     | <b>116</b> | <b>396</b> | <b>438</b>                | <b>114</b> | <b>552</b> | <b>43</b>        | <b>16%</b> | <b>15</b> | <b>13%</b> | <b>58</b>       | <b>15%</b> | <b>158</b> | <b>-2</b>  | <b>156</b> |
|              |              | <b>71%</b>     | <b>29%</b> |            | <b>79%</b>                | <b>21%</b> |            |                  |            |           |            |                 |            | <b>56%</b> | <b>-2%</b> | <b>39%</b> |

**LONDON-WINDSOR**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |           |            |            | INDUCED TRAFFIC |            |           |            |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|-----------|------------|------------|-----------------|------------|-----------|------------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %         | Bus        | %          | Total           | %          | Non-Bus   | Bus        | Total      |
| HSR          |              |                |            |             | 135                       | 477        | 612         |                  |           |            |            |                 |            |           |            |            |
| Train        | 28           | 8              | 6          | 14          | 0                         | 0          | 0           | 8                | 100%      | 6          | 100%       | 14              | 100%       |           |            |            |
| Plane        | 0            | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |           | 0          |            | 0               |            |           |            |            |
| Bus          | 20           | 20             | 0          | 20          | 18                        | 0          | 18          | 2                | 10%       | 0          |            | 2               | 10%        |           |            |            |
| Car          | 1710         | 1580           | 686        | 2266        | 1511                      | 477        | 1988        | 69               | 4%        | 209        | 30%        | 278             | 12%        |           |            |            |
| <b>Total</b> | <b>1758</b>  | <b>1608</b>    | <b>692</b> | <b>2300</b> | <b>1664</b>               | <b>954</b> | <b>2618</b> | <b>79</b>        | <b>5%</b> | <b>215</b> | <b>31%</b> | <b>294</b>      | <b>13%</b> | <b>56</b> | <b>262</b> | <b>318</b> |
|              |              | <b>70%</b>     | <b>30%</b> |             | <b>64%</b>                | <b>36%</b> |             |                  |           |            |            |                 |            | <b>3%</b> | <b>38%</b> | <b>14%</b> |

**300 KPH**

**Basse Fréquence**

**Existing Row option**

**Année 2005**

### TRAFFIC AND REVENUES

300 KPH OPTION - LOW FREQUENCY - YEAR 2005  
(Total both directions)

| Traffic<br>(thousands of travellers) | Québec          | Montréal        | Ottawa          | Kingston        | Toronto        | Kitchener      | London          | Windsor | Revenues<br>(millions of 1992 Can \$) |
|--------------------------------------|-----------------|-----------------|-----------------|-----------------|----------------|----------------|-----------------|---------|---------------------------------------|
|                                      | 01:12<br>271 km | 00:58<br>180 km | 00:42<br>152 km | 01:03<br>255 km | 00:25<br>95 km | 00:20<br>95 km | 00:44<br>183 km |         |                                       |
| 1648                                 | 8               |                 |                 |                 |                |                |                 |         | 107.3                                 |
| 114                                  | 5               |                 |                 |                 |                |                |                 |         | 10.1                                  |
| 195                                  | 6               |                 |                 |                 |                |                |                 |         | 34.8                                  |
| 776                                  |                 | 12              |                 |                 |                |                |                 |         | 43.5                                  |
| 164                                  |                 | 10              |                 |                 |                |                |                 |         | 6.2                                   |
| 1257                                 |                 | 12              |                 |                 |                |                |                 |         | 147.3                                 |
| 27                                   |                 | 8               |                 |                 |                |                |                 |         | 1.1                                   |
| 74                                   |                 | 8               |                 |                 |                |                |                 |         | 6.3                                   |
| 490                                  |                 |                 | 10              |                 |                |                |                 |         | 20.0                                  |
| 1357                                 |                 |                 | 12              |                 |                |                |                 |         | 141.9                                 |
| 55                                   |                 |                 | 7               |                 |                |                |                 |         | 2.7                                   |
| 138                                  |                 |                 | 8               |                 |                |                |                 |         | 11.2                                  |
| 815                                  |                 |                 |                 | 10              |                |                |                 |         | 39.9                                  |
| 18                                   |                 |                 |                 | 8               |                |                |                 |         | 1.0                                   |
| 49                                   |                 |                 |                 | 8               |                |                |                 |         | 3.2                                   |
| 689                                  |                 |                 |                 |                 | 8              |                |                 |         | 11.6                                  |
| 824                                  |                 |                 |                 |                 | 8              |                |                 |         | 34.6                                  |
| 504                                  |                 |                 |                 |                 | 8              |                |                 |         | 38.0                                  |
| 256                                  |                 |                 |                 |                 |                | 8              |                 |         | 7.6                                   |
| 214                                  |                 |                 |                 |                 |                | 8              |                 |         | 9.1                                   |
| 450                                  |                 |                 |                 |                 |                |                | 8               |         | 18.0                                  |
| 10114                                | 1958            | 2607            | 3758            | 3986            | 2378           | 2059           | 1168            |         | 695.4                                 |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
300 KPH - Existing Row option - Low Frequency**

**TOTAL of THE 21 O/D PAIRS (both directions)**

| Mode         | Base<br>1992 | Référence 2005 |              |              | Project situation in 2005 |              |              | DIVERTED TRAFFIC |            |             |            | INDUCED TRAFFIC |            |             |            |             |
|--------------|--------------|----------------|--------------|--------------|---------------------------|--------------|--------------|------------------|------------|-------------|------------|-----------------|------------|-------------|------------|-------------|
|              |              | Non-Bus        | Bus          | Total        | Non-Bus                   | Bus          | Total        | Non-Bus          | %          | Bus         | %          | Total           | %          | Non-Bus     | Bus        | Total       |
| HSR          | 0            | 0              | 0            | 0            | 6546                      | 3576         | 10122        |                  |            |             |            |                 |            |             |            |             |
| Train        | 1701         | 597            | 305          | 901          | 0                         | 0            | 0            | 597              | 100%       | 305         | 100%       | 901             | 100%       |             |            |             |
| Plane        | 2074         | 472            | 2684         | 3156         | 237                       | 1666         | 1903         | 235              | 50%        | 1017        | 38%        | 1253            | 40%        |             |            |             |
| Bus          | 1766         | 1328           | 349          | 1677         | 918                       | 225          | 1144         | 410              | 31%        | 123         | 35%        | 533             | 32%        |             |            |             |
| Car          | 37233        | 38849          | 10588        | 49437        | 34713                     | 9245         | 43958        | 4136             | 11%        | 1344        | 13%        | 5480            | 11%        |             |            |             |
| <b>Total</b> | <b>42738</b> | <b>41246</b>   | <b>13926</b> | <b>55172</b> | <b>42414</b>              | <b>14713</b> | <b>57127</b> | <b>5378</b>      | <b>13%</b> | <b>2789</b> | <b>20%</b> | <b>8167</b>     | <b>15%</b> | <b>1168</b> | <b>787</b> | <b>1955</b> |
|              |              | <b>75%</b>     | <b>25%</b>   |              | <b>74%</b>                | <b>26%</b>   |              |                  |            |             |            |                 |            | <b>3%</b>   | <b>6%</b>  | <b>4%</b>   |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
300 KPH - Existing Row option - Low Frequency**

**QUEBEC-MONTREAL**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          | 0            |                |             |             | 1153                      | 494         | 1648        |                  |            |            |            |                 |            |           |           |           |
| Train        | 121          | 38             | 22          | 60          | 0                         | 0           | 0           | 38               | 100%       | 22         | 100%       | 60              | 100%       |           |           |           |
| Plane        | 53           | 5              | 69          | 75          | 0                         | 20          | 20          | 5                | 100%       | 49         | 71%        | 55              | 73%        |           |           |           |
| Bus          | 397          | 236            | 161         | 397         | 157                       | 105         | 262         | 79               | 33%        | 56         | 35%        | 135             | 34%        |           |           |           |
| Car          | 6230         | 6210           | 2048        | 8258        | 5205                      | 1735        | 6940        | 1005             | 16%        | 313        | 15%        | 1318            | 16%        |           |           |           |
| <b>Total</b> | <b>6801</b>  | <b>6490</b>    | <b>2301</b> | <b>8791</b> | <b>6515</b>               | <b>2354</b> | <b>8869</b> | <b>1128</b>      | <b>17%</b> | <b>441</b> | <b>19%</b> | <b>1569</b>     | <b>18%</b> | <b>25</b> | <b>53</b> | <b>79</b> |
|              |              | <b>74%</b>     | <b>26%</b>  |             | <b>73%</b>                | <b>27%</b>  |             |                  |            |            |            |                 |            | <b>0%</b> | <b>2%</b> | <b>1%</b> |

**QUEBEC-OTTAWA**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          | 0            |                |            |            | 84                        | 30         | 114        |                  |            |           |            |                 |            |           |           |           |
| Train        | 9            | 4              | 1          | 4          | 0                         | 0          | 0          | 4                | 100%       | 1         | 100%       | 4               | 100%       |           |           |           |
| Plane        | 29           | 4              | 39         | 43         | 0                         | 25         | 25         | 4                | 100%       | 14        | 36%        | 18              | 42%        |           |           |           |
| Bus          | 23           | 18             | 7          | 25         | 14                        | 0          | 14         | 4                | 20%        | 7         | 100%       | 11              | 43%        |           |           |           |
| Car          | 260          | 324            | 18         | 342        | 265                       | 11         | 276        | 59               | 18%        | 7         | 38%        | 66              | 19%        |           |           |           |
| <b>Total</b> | <b>321</b>   | <b>349</b>     | <b>65</b>  | <b>414</b> | <b>364</b>                | <b>66</b>  | <b>430</b> | <b>70</b>        | <b>20%</b> | <b>29</b> | <b>45%</b> | <b>99</b>       | <b>24%</b> | <b>15</b> | <b>1</b>  | <b>15</b> |
|              |              | <b>84%</b>     | <b>16%</b> |            | <b>85%</b>                | <b>15%</b> |            |                  |            |           |            |                 |            | <b>4%</b> | <b>1%</b> | <b>4%</b> |

**QUEBEC-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          | 0            |                |            |            | 92                        | 104        | 196        |                  |            |           |            |                 |            |            |            |            |
| Train        | 28           | 13             | 3          | 15         | 0                         | 0          | 0          | 13               | 100%       | 3         | 100%       | 15              | 100%       |            |            |            |
| Plane        | 89           | 18             | 109        | 127        | 16                        | 56         | 71         | 2                | 12%        | 54        | 49%        | 56              | 44%        |            |            |            |
| Bus          | 5            | 5              | 1          | 6          | 0                         | 0          | 0          | 5                | 100%       | 1         | 100%       | 6               | 100%       |            |            |            |
| Car          | 87           | 89             | 25         | 115        | 72                        | 12         | 84         | 17               | 19%        | 14        | 54%        | 31              | 27%        |            |            |            |
| <b>Total</b> | <b>209</b>   | <b>125</b>     | <b>138</b> | <b>263</b> | <b>180</b>                | <b>171</b> | <b>351</b> | <b>37</b>        | <b>30%</b> | <b>71</b> | <b>51%</b> | <b>108</b>      | <b>41%</b> | <b>55</b>  | <b>33</b>  | <b>88</b>  |
|              |              | <b>47%</b>     | <b>53%</b> |            | <b>51%</b>                | <b>49%</b> |            |                  |            |           |            |                 |            | <b>44%</b> | <b>24%</b> | <b>34%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
300 KPH - Existing Row option - Low Frequency**

**MONTREAL-OTTAWA**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          | 0            |                |             |             | 620                       | 155         | 775         |                  |            |            |            |                 |            |           |           |           |
| Train        | 195          | 51             | 49          | 100         | 0                         | 0           | 0           | 51               | 100%       | 49         | 100%       | 100             | 100%       |           |           |           |
| Plane        | 33           | 16             | 44          | 60          | 11                        | 34          | 46          | 5                | 31%        | 10         | 22%        | 15              | 24%        |           |           |           |
| Bus          | 376          | 286            | 88          | 374         | 223                       | 70          | 294         | 63               | 22%        | 17         | 20%        | 80              | 21%        |           |           |           |
| Car          | 3905         | 4332           | 843         | 5175        | 3845                      | 788         | 4633        | 487              | 11%        | 55         | 7%         | 542             | 10%        |           |           |           |
| <b>Total</b> | <b>4509</b>  | <b>4686</b>    | <b>1023</b> | <b>5709</b> | <b>4700</b>               | <b>1047</b> | <b>5748</b> | <b>606</b>       | <b>13%</b> | <b>131</b> | <b>13%</b> | <b>737</b>      | <b>13%</b> | <b>14</b> | <b>24</b> | <b>38</b> |
|              |              | <b>82%</b>     | <b>18%</b>  |             | <b>82%</b>                | <b>18%</b>  |             |                  |            |            |            |                 |            | <b>0%</b> | <b>2%</b> | <b>1%</b> |

**MONTREAL-KINGSTON**

| Mode         | Base<br>1992 | Référence 2005 |           |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|-----------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus       | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          | 0            |                |           |            | 129                       | 34         | 163        |                  |            |           |            |                 |            |            |            |            |
| Train        | 41           | 24             | 9         | 33         | 0                         | 0          | 0          | 24               | 100%       | 9         | 100%       | 33              | 100%       |            |            |            |
| Plane        | 0            | 0              | 0         | 0          | 0                         | 0          | 0          | 0                |            | 0         |            | 0               |            |            |            |            |
| Bus          | 24           | 20             | 4         | 24         | 11                        | 2          | 13         | 9                | 45%        | 2         | 49%        | 11              | 45%        |            |            |            |
| Car          | 211          | 270            | 9         | 279        | 207                       | 6          | 213        | 63               | 23%        | 2         | 27%        | 65              | 23%        |            |            |            |
| <b>Total</b> | <b>277</b>   | <b>314</b>     | <b>22</b> | <b>335</b> | <b>347</b>                | <b>43</b>  | <b>390</b> | <b>96</b>        | <b>31%</b> | <b>13</b> | <b>60%</b> | <b>109</b>      | <b>32%</b> | <b>33</b>  | <b>21</b>  | <b>54</b>  |
|              |              | <b>94%</b>     | <b>6%</b> |            | <b>89%</b>                | <b>11%</b> |            |                  |            |           |            |                 |            | <b>11%</b> | <b>97%</b> | <b>16%</b> |

**MONTREAL-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |           |            |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|-----------|------------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus   | Bus        | Total      |
| HSR          | 0            |                |             |             | 553                       | 703         | 1256        |                  |            |            |            |                 |            |           |            |            |
| Train        | 448          | 170            | 60          | 230         | 0                         | 0           | 0           | 170              | 100%       | 60         | 100%       | 230             | 100%       |           |            |            |
| Plane        | 1147         | 245            | 1430        | 1674        | 147                       | 1079        | 1226        | 98               | 40%        | 351        | 25%        | 448             | 27%        |           |            |            |
| Bus          | 109          | 100            | 9           | 109         | 58                        | 0           | 58          | 41               | 42%        | 9          | 100%       | 51              | 47%        |           |            |            |
| Car          | 1273         | 1254           | 433         | 1688        | 1018                      | 321         | 1339        | 237              | 19%        | 112        | 26%        | 348             | 21%        |           |            |            |
| <b>Total</b> | <b>2978</b>  | <b>1769</b>    | <b>1932</b> | <b>3701</b> | <b>1776</b>               | <b>2104</b> | <b>3880</b> | <b>545</b>       | <b>31%</b> | <b>532</b> | <b>28%</b> | <b>1077</b>     | <b>29%</b> | <b>7</b>  | <b>171</b> | <b>179</b> |
|              |              | <b>48%</b>     | <b>52%</b>  |             | <b>46%</b>                | <b>54%</b>  |             |                  |            |            |            |                 |            | <b>0%</b> | <b>9%</b>  | <b>5%</b>  |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
300 KPH - Existing Row option - Low Frequency**

**MONTREAL-KITCHENER**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |          |   | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|----------|---|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus      | % | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          |              |                |            |            | 25                        | 3          | 28         |                  |            |          |   |                 |            |           |           |           |
| Train        | 5            | 2              | 2          | 3          | 0                         | 0          | 0          | 2                | 100%       | 2        |   | 3               | 100%       |           |           |           |
| Plane        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |            | 0        |   | 0               |            |           |           |           |
| Bus          | 2            | 2              | 2          | 3          | 1                         | 1          | 2          | 1                | 50%        | 1        |   | 2               | 50%        |           |           |           |
| Car          | 112          | 137            | 12         | 149        | 120                       | 12         | 132        | 17               | 12%        | 1        |   | 17              | 11%        |           |           |           |
| <b>Total</b> | <b>118</b>   | <b>140</b>     | <b>16</b>  | <b>155</b> | <b>146</b>                | <b>15</b>  | <b>162</b> | <b>19</b>        | <b>14%</b> | <b>3</b> |   | <b>22</b>       | <b>14%</b> | <b>6</b>  | <b>0</b>  | <b>6</b>  |
|              |              | <b>90%</b>     | <b>10%</b> |            | <b>90%</b>                | <b>10%</b> |            |                  |            |          |   |                 |            | <b>4%</b> | <b>0%</b> | <b>4%</b> |

**MONTREAL-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |   | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|---|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | % | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |            | 45                        | 28         | 73         |                  |            |           |   |                 |            |            |            |            |
| Train        | 22           | 9              | 0          | 9          | 0                         | 0          | 0          | 9                | 100%       | 0         |   | 9               | 100%       |            |            |            |
| Plane        | 28           | 13             | 25         | 38         | 6                         | 13         | 19         | 6                | 49%        | 13        |   | 19              | 50%        |            |            |            |
| Bus          | 3            | 3              | 0          | 3          | 0                         | 0          | 0          | 3                | 100%       | 0         |   | 3               | 100%       |            |            |            |
| Car          | 60           | 57             | 22         | 79         | 46                        | 18         | 63         | 11               | 20%        | 4         |   | 16              | 20%        |            |            |            |
| <b>Total</b> | <b>114</b>   | <b>82</b>      | <b>51</b>  | <b>133</b> | <b>97</b>                 | <b>58</b>  | <b>155</b> | <b>30</b>        | <b>37%</b> | <b>17</b> |   | <b>47</b>       | <b>36%</b> | <b>15</b>  | <b>7</b>   | <b>22</b>  |
|              |              | <b>62%</b>     | <b>38%</b> |            | <b>63%</b>                | <b>37%</b> |            |                  |            |           |   |                 |            | <b>18%</b> | <b>14%</b> | <b>17%</b> |

**OTTAWA-KINGSTON**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |             | 358                       | 132        | 490         |                  |            |           |            |                 |            |            |            |            |
| Train        | 42           | 10             | 20         | 30          | 0                         | 0          | 0           | 10               | 100%       | 20        | 100%       | 30              | 100%       |            |            |            |
| Plane        | 0            | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |            | 0         |            | 0               |            |            |            |            |
| Bus          | 71           | 62             | 0          | 62          | 32                        | 2          | 34          | 29               | 48%        | -2        |            | 27              | 44%        |            |            |            |
| Car          | 820          | 837            | 246        | 1083        | 639                       | 191        | 830         | 198              | 24%        | 55        | 22%        | 254             | 23%        |            |            |            |
| <b>Total</b> | <b>933</b>   | <b>909</b>     | <b>273</b> | <b>1182</b> | <b>1029</b>               | <b>326</b> | <b>1354</b> | <b>238</b>       | <b>26%</b> | <b>73</b> | <b>27%</b> | <b>310</b>      | <b>26%</b> | <b>120</b> | <b>52</b>  | <b>172</b> |
|              |              | <b>77%</b>     | <b>23%</b> |             | <b>76%</b>                | <b>24%</b> |             |                  |            |           |            |                 |            | <b>13%</b> | <b>19%</b> | <b>15%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
300 KPH - Existing Row option - Low Frequency**

**OTTAWA-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |           |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|-----------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus       | Total      |
| HSR          |              |                |             |             | 706                       | 651         | 1357        |                  |            |            |            |                 |            |            |           |            |
| Train        | 221          | 68             | 45          | 112         | 0                         | 0           | 0           | 68               | 100%       | 45         | 100%       | 112             | 100%       |            |           |            |
| Plane        | 647          | 126            | 816         | 942         | 42                        | 380         | 423         | 84               | 66%        | 436        | 53%        | 519             | 55%        |            |           |            |
| Bus          | 126          | 107            | 19          | 126         | 46                        | 11          | 56          | 61               | 57%        | 9          | 45%        | 70              | 55%        |            |           |            |
| Car          | 1721         | 1845           | 436         | 2281        | 1457                      | 320         | 1777        | 388              | 21%        | 116        | 27%        | 504             | 22%        |            |           |            |
| <b>Total</b> | <b>2716</b>  | <b>2146</b>    | <b>1316</b> | <b>3462</b> | <b>2251</b>               | <b>1362</b> | <b>3613</b> | <b>600</b>       | <b>28%</b> | <b>605</b> | <b>46%</b> | <b>1206</b>     | <b>35%</b> | <b>105</b> | <b>46</b> | <b>151</b> |
|              |              | <b>62%</b>     | <b>38%</b>  |             | <b>62%</b>                | <b>38%</b>  |             |                  |            |            |            |                 |            | <b>5%</b>  | <b>4%</b> | <b>4%</b>  |

**OTTAWA-KITCHENER**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |   |          |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|---|----------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | % | Bus      | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          |              |                |            |            | 48                        | 5          | 54         |                  |   |          |            |                 |            |           |           |           |
| Train        | 6            | 2              | 2          | 4          | 0                         | 0          | 0          | 2                |   | 2        | 100%       | 4               | 100%       |           |           |           |
| Plane        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |   | 0        |            | 0               |            |           |           |           |
| Bus          | 2            | 2              | 2          | 4          | 1                         | 1          | 2          | 1                |   | 1        | 50%        | 2               | 50%        |           |           |           |
| Car          | 159          | 193            | 17         | 211        | 158                       | 16         | 174        | 35               |   | 2        | 9%         | 37              | 17%        |           |           |           |
| <b>Total</b> | <b>168</b>   | <b>198</b>     | <b>21</b>  | <b>219</b> | <b>208</b>                | <b>22</b>  | <b>230</b> | <b>38</b>        |   | <b>5</b> | <b>22%</b> | <b>43</b>       | <b>20%</b> | <b>10</b> | <b>1</b>  | <b>11</b> |
|              |              | <b>90%</b>     | <b>10%</b> |            | <b>90%</b>                | <b>10%</b> |            |                  |   |          |            |                 |            | <b>5%</b> | <b>3%</b> | <b>5%</b> |

**OTTAWA-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |           |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |   | INDUCED TRAFFIC |            |            |           |            |
|--------------|--------------|----------------|-----------|------------|---------------------------|------------|------------|------------------|------------|-----------|---|-----------------|------------|------------|-----------|------------|
|              |              | Non-Bus        | Bus       | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | % | Total           | %          | Non-Bus    | Bus       | Total      |
| HSR          |              |                |           |            | 128                       | 11         | 139        |                  |            |           |   |                 |            |            |           |            |
| Train        | 10           | 4              | 0         | 4          | 0                         | 0          | 0          | 4                | 100%       | 0         |   | 4               | 100%       |            |           |            |
| Plane        | 10           | 10             | 46        | 56         | 1                         | 13         | 14         | 9                | 86%        | 34        |   | 42              | 75%        |            |           |            |
| Bus          | 6            | 6              | 0         | 6          | 2                         | 0          | 2          | 4                | 67%        | 0         |   | 4               | 67%        |            |           |            |
| Car          | 97           | 115            | 12        | 127        | 92                        | 10         | 103        | 22               | 19%        | 2         |   | 24              | 19%        |            |           |            |
| <b>Total</b> | <b>123</b>   | <b>135</b>     | <b>12</b> | <b>147</b> | <b>224</b>                | <b>34</b>  | <b>258</b> | <b>39</b>        | <b>29%</b> | <b>35</b> |   | <b>75</b>       | <b>51%</b> | <b>89</b>  | <b>22</b> | <b>111</b> |
|              |              | <b>92%</b>     | <b>8%</b> |            | <b>87%</b>                | <b>13%</b> |            |                  |            |           |   |                 |            | <b>66%</b> |           | <b>75%</b> |



**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
300 KPH - Existing Row option - Low Frequency**

**KINGSTON-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|------------|------------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          |              |                |            |             | 660                       | 155        | 814         |                  |            |            |            |                 |            |           |           |           |
| Train        | 165          | 54             | 30         | 84          | 0                         | 0          | 0           | 54               | 100%       | 30         | 100%       | 84              | 100%       |           |           |           |
| Plane        | 9            | 6              | 9          | 15          | 0                         | 0          | 0           | 6                | 100%       | 9          | 100%       | 15              | 100%       |           |           |           |
| Bus          | 112          | 102            | 7          | 110         | 46                        | 2          | 48          | 56               | 55%        | 6          | 74%        | 61              | 56%        |           |           |           |
| Car          | 1995         | 2192           | 452        | 2644        | 1665                      | 341        | 2006        | 527              | 24%        | 111        | 25%        | 638             | 24%        |           |           |           |
| <b>Total</b> | <b>2281</b>  | <b>2354</b>    | <b>498</b> | <b>2852</b> | <b>2371</b>               | <b>498</b> | <b>2869</b> | <b>642</b>       | <b>27%</b> | <b>155</b> | <b>31%</b> | <b>798</b>      | <b>28%</b> | <b>17</b> | <b>0</b>  | <b>17</b> |
|              |              | <b>83%</b>     | <b>17%</b> |             | <b>83%</b>                | <b>17%</b> |             |                  |            |            |            |                 |            | <b>1%</b> | <b>0%</b> | <b>1%</b> |

**KINGSTON-KITCHENER**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |          |            | INDUCED TRAFFIC |            |           |            |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|----------|------------|-----------------|------------|-----------|------------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus      | %          | Total           | %          | Non-Bus   | Bus        | Total     |
| HSR          |              |                |            |            | 9                         | 8          | 17         |                  |            |          |            |                 |            |           |            |           |
| Train        | 2            | 2              | 0          | 2          | 0                         | 0          | 0          | 2                | 100%       | 0        |            | 2               | 100%       |           |            |           |
| Plane        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                | 0%         | 0        |            | 0               | 0%         |           |            |           |
| Bus          | 3            | 2              | 0          | 2          | 2                         | 0          | 2          | 0                | 0%         | 0        |            | 0               | 0%         |           |            |           |
| Car          | 79           | 76             | 28         | 104        | 68                        | 23         | 91         | 7                | 9%         | 6        | 19%        | 13              | 12%        |           |            |           |
| <b>Total</b> | <b>83</b>    | <b>79</b>      | <b>28</b>  | <b>107</b> | <b>79</b>                 | <b>31</b>  | <b>110</b> | <b>9</b>         | <b>11%</b> | <b>6</b> | <b>19%</b> | <b>14</b>       | <b>13%</b> | <b>0</b>  | <b>3</b>   | <b>3</b>  |
|              |              | <b>74%</b>     | <b>26%</b> |            | <b>72%</b>                | <b>28%</b> |            |                  |            |          |            |                 |            | <b>0%</b> | <b>10%</b> | <b>3%</b> |

**KINGSTON-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |             |            | Project situation in 2005 |             |            | DIVERTED TRAFFIC |   |           |            | INDUCED TRAFFIC |            |          |            |            |
|--------------|--------------|----------------|-------------|------------|---------------------------|-------------|------------|------------------|---|-----------|------------|-----------------|------------|----------|------------|------------|
|              |              | Non-Bus        | Bus         | Total      | Non-Bus                   | Bus         | Total      | Non-Bus          | % | Bus       | %          | Total           | %          | Non-Bus  | Bus        | Total      |
| HSR          |              |                |             |            | 0                         | 50          | 50         |                  |   |           |            |                 |            |          |            |            |
| Train        | 9            | 0              | 5           | 5          | 0                         | 0           | 0          | 0                |   | 5         | 100%       | 5               | 100%       |          |            |            |
| Plane        | 0            | 0              | 0           | 0          | 0                         | 0           | 0          | 0                |   | 0         |            | 0               |            |          |            |            |
| Bus          | 2            | 0              | 5           | 5          | 0                         | 0           | 0          | 0                |   | 5         | 100%       | 5               | 100%       |          |            |            |
| Car          | 81           | 0              | 106         | 106        | 0                         | 92          | 92         | 0                |   | 14        | 13%        | 14              | 13%        |          |            |            |
| <b>Total</b> | <b>92</b>    | <b>0</b>       | <b>115</b>  | <b>115</b> | <b>0</b>                  | <b>142</b>  | <b>142</b> | <b>0</b>         |   | <b>23</b> | <b>20%</b> | <b>23</b>       | <b>20%</b> | <b>0</b> | <b>27</b>  | <b>27</b>  |
|              |              | <b>0%</b>      | <b>100%</b> |            | <b>0%</b>                 | <b>100%</b> |            |                  |   |           |            |                 |            |          | <b>24%</b> | <b>24%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
300 KPH - Existing Row option - Low Frequency**

**TORONTO-KITCHENER**

| Mode         | Base<br>1992 | Référence 2005 |             |              | Project situation in 2005 |             |              | DIVERTED TRAFFIC |           |           |           | INDUCED TRAFFIC |           |            |           |            |
|--------------|--------------|----------------|-------------|--------------|---------------------------|-------------|--------------|------------------|-----------|-----------|-----------|-----------------|-----------|------------|-----------|------------|
|              |              | Non-Bus        | Bus         | Total        | Non-Bus                   | Bus         | Total        | Non-Bus          | %         | Bus       | %         | Total           | %         | Non-Bus    | Bus       | Total      |
| HSR          |              |                |             |              | 634                       | 69          | 702          |                  |           |           |           |                 |           |            |           |            |
| Train        | 40           | 16             | 2           | 18           | 0                         | 0           | 0            | 16               | 100%      | 2         | 100%      | 18              | 100%      |            |           |            |
| Plane        | 4            | 0              | 0           | 0            | 0                         | 0           | 0            | 0                |           | 0         |           | 0               |           |            |           |            |
| Bus          | 231          | 207            | 26          | 233          | 204                       | 23          | 227          | 3                | 1%        | 3         | 12%       | 6               | 3%        |            |           |            |
| Car          | 11400        | 12345          | 2759        | 15104        | 12089                     | 2744        | 14833        | 256              | 2%        | 15        | 1%        | 271             | 2%        |            |           |            |
| <b>Total</b> | <b>11674</b> | <b>12568</b>   | <b>2787</b> | <b>15355</b> | <b>12927</b>              | <b>2836</b> | <b>15763</b> | <b>275</b>       | <b>2%</b> | <b>20</b> | <b>1%</b> | <b>295</b>      | <b>2%</b> | <b>359</b> | <b>49</b> | <b>408</b> |
|              |              | <b>82%</b>     | <b>18%</b>  |              | <b>82%</b>                | <b>18%</b>  |              |                  |           |           |           |                 |           | <b>3%</b>  | <b>2%</b> | <b>3%</b>  |

**TORONTO-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          |              |                |             |             | 544                       | 280         | 824         |                  |            |            |            |                 |            |           |           |           |
| Train        | 207          | 72             | 35          | 107         | 0                         | 0           | 0           | 72               | 100%       | 35         | 100%       | 107             | 100%       |           |           |           |
| Plane        | 21           | 6              | 25          | 31          | 4                         | 15          | 20          | 2                | 30%        | 10         | 39%        | 12              | 38%        |           |           |           |
| Bus          | 129          | 121            | 8           | 129         | 93                        | 5           | 98          | 28               | 23%        | 3          | 38%        | 31              | 24%        |           |           |           |
| Car          | 4184         | 4010           | 1533        | 5543        | 3599                      | 1331        | 4930        | 411              | 10%        | 202        | 13%        | 613             | 11%        |           |           |           |
| <b>Total</b> | <b>4541</b>  | <b>4209</b>    | <b>1602</b> | <b>5810</b> | <b>4239</b>               | <b>1632</b> | <b>5871</b> | <b>513</b>       | <b>12%</b> | <b>250</b> | <b>16%</b> | <b>764</b>      | <b>13%</b> | <b>31</b> | <b>30</b> | <b>61</b> |
|              |              | <b>72%</b>     | <b>28%</b>  |             | <b>72%</b>                | <b>28%</b>  |             |                  |            |            |            |                 |            | <b>1%</b> | <b>2%</b> | <b>1%</b> |

**TORONTO-WINDSOR**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|------------|-----------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          |              |                |            |             | 397                       | 105        | 502         |                  |            |           |            |                 |            |           |           |           |
| Train        | 110          | 40             | 16         | 56          | 0                         | 0          | 0           | 40               | 100%       | 16        | 100%       | 56              | 100%       |           |           |           |
| Plane        | 64           | 24             | 70         | 94          | 8                         | 32         | 40          | 16               | 65%        | 38        | 55%        | 54              | 57%        |           |           |           |
| Bus          | 28           | 20             | 8          | 28          | 10                        | 4          | 14          | 10               | 48%        | 4         | 55%        | 14              | 50%        |           |           |           |
| Car          | 1162         | 1318           | 222        | 1540        | 1032                      | 182        | 1214        | 286              | 22%        | 40        | 18%        | 326             | 21%        |           |           |           |
| <b>Total</b> | <b>1364</b>  | <b>1402</b>    | <b>316</b> | <b>1718</b> | <b>1447</b>               | <b>323</b> | <b>1770</b> | <b>351</b>       | <b>25%</b> | <b>99</b> | <b>31%</b> | <b>450</b>      | <b>26%</b> | <b>45</b> | <b>7</b>  | <b>52</b> |
|              |              | <b>82%</b>     | <b>18%</b> |             | <b>82%</b>                | <b>18%</b> |             |                  |            |           |            |                 |            | <b>3%</b> | <b>2%</b> | <b>3%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
300 KPH - Existing Row option - Low Frequency**

**KITCHENER-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |           |           |            | INDUCED TRAFFIC |           |           |            |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|-----------|-----------|------------|-----------------|-----------|-----------|------------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %         | Bus       | %          | Total           | %         | Non-Bus   | Bus        | Total      |
| HSR          |              |                |            |             | 61                        | 194        | 256         |                  |           |           |            |                 |           |           |            |            |
| Train        | 18           | 9              | 0          | 9           | 0                         | 0          | 0           | 9                | 100%      | 0         |            | 9               | 100%      |           |            |            |
| Plane        | 0            | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |           | 0         |            | 0               |           |           |            |            |
| Bus          | 11           | 9              | 2          | 11          | 0                         | 0          | 0           | 9                | 100%      | 2         | 100%       | 11              | 100%      |           |            |            |
| Car          | 1472         | 1388           | 564        | 1952        | 1357                      | 477        | 1834        | 31               | 2%        | 87        | 16%        | 118             | 6%        |           |            |            |
| <b>Total</b> | <b>1500</b>  | <b>1405</b>    | <b>566</b> | <b>1971</b> | <b>1418</b>               | <b>671</b> | <b>2089</b> | <b>48</b>        | <b>3%</b> | <b>89</b> | <b>16%</b> | <b>138</b>      | <b>7%</b> | <b>13</b> | <b>105</b> | <b>118</b> |
|              |              | <b>71%</b>     | <b>29%</b> |             | <b>68%</b>                | <b>32%</b> |             |                  |           |           |            |                 |           | <b>1%</b> | <b>19%</b> | <b>6%</b>  |

**KITCHENER-WINDSOR**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |            | 201                       | 13         | 214        |                  |            |           |            |                 |            |            |            |            |
| Train        | 2            | 2              | 0          | 2          | 0                         | 0          | 0          | 2                | 100%       | 0         |            | 2               | 100%       |            |            |            |
| Plane        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |            | 0         |            | 0               |            |            |            |            |
| Bus          | 2            | 2              | 0          | 2          | 0                         | 0          | 0          | 2                | 100%       | 0         |            | 2               | 100%       |            |            |            |
| Car          | 296          | 276            | 116        | 392        | 237                       | 101        | 338        | 39               | 14%        | 15        | 13%        | 54              | 14%        |            |            |            |
| <b>Total</b> | <b>300</b>   | <b>280</b>     | <b>116</b> | <b>396</b> | <b>438</b>                | <b>114</b> | <b>552</b> | <b>43</b>        | <b>16%</b> | <b>15</b> | <b>13%</b> | <b>58</b>       | <b>15%</b> | <b>158</b> | <b>-2</b>  | <b>156</b> |
|              |              | <b>71%</b>     | <b>29%</b> |            | <b>79%</b>                | <b>21%</b> |            |                  |            |           |            |                 |            | <b>56%</b> | <b>-2%</b> | <b>39%</b> |

**LONDON-WINDSOR**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |           |            |            | INDUCED TRAFFIC |            |           |            |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|-----------|------------|------------|-----------------|------------|-----------|------------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %         | Bus        | %          | Total           | %          | Non-Bus   | Bus        | Total      |
| HSR          |              |                |            |             | 99                        | 351        | 450         |                  |           |            |            |                 |            |           |            |            |
| Train        | 28           | 8              | 6          | 14          | 0                         | 0          | 0           | 8                | 100%      | 6          | 100%       | 14              | 100%       |           |            |            |
| Plane        | 0            | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |           | 0          |            | 0               |            |           |            |            |
| Bus          | 20           | 20             | 0          | 20          | 18                        | 0          | 18          | 2                | 10%       | 0          |            | 2               | 10%        |           |            |            |
| Car          | 1710         | 1580           | 686        | 2266        | 1541                      | 514        | 2054        | 40               | 3%        | 173        | 25%        | 212             | 9%         |           |            |            |
| <b>Total</b> | <b>1758</b>  | <b>1608</b>    | <b>692</b> | <b>2300</b> | <b>1658</b>               | <b>865</b> | <b>2522</b> | <b>50</b>        | <b>3%</b> | <b>179</b> | <b>26%</b> | <b>228</b>      | <b>10%</b> | <b>50</b> | <b>173</b> | <b>222</b> |
|              |              | <b>70%</b>     | <b>30%</b> |             | <b>66%</b>                | <b>34%</b> |             |                  |           |            |            |                 |            | <b>3%</b> | <b>25%</b> | <b>10%</b> |

**300 KPH**

**Fréquence Moyenne**

**New Row option**

**Année 2005**

**TRAFFIC AND REVENUES**  
 300 KPH OPTION - MEDIUM FREQUENCY - YEAR 2005  
 New Row option (Total both directions)

| Traffic<br>(thousands of travellers) | Québec          | Montréal        | Ottawa          | Kingston        | Toronto        | Kitchener      | London          | Windsor | Revenues<br>(millions of 1992 Can \$) |
|--------------------------------------|-----------------|-----------------|-----------------|-----------------|----------------|----------------|-----------------|---------|---------------------------------------|
|                                      | 01:13<br>271 km | 01:03<br>180 km | 00:50<br>152 km | 01:03<br>255 km | 00:57<br>95 km | 00:44<br>95 km | 00:44<br>183 km |         |                                       |
| 2159                                 | 12              |                 |                 |                 |                |                |                 |         | 140.3                                 |
| 116                                  | 5               |                 |                 |                 |                |                |                 |         | 17.5                                  |
| 195                                  | 6               |                 |                 |                 |                |                |                 |         | 34.8                                  |
| 875                                  |                 | 15              |                 |                 |                |                |                 |         | 50.1                                  |
| 164                                  |                 | 10              |                 |                 |                |                |                 |         | 6.2                                   |
| 1806                                 |                 | 18              |                 |                 |                |                |                 |         | 211.3                                 |
| 27                                   |                 | 8               |                 |                 |                |                |                 |         | 1.1                                   |
| 74                                   |                 | 8               |                 |                 |                |                |                 |         | 6.3                                   |
| 490                                  |                 |                 | 10              |                 |                |                |                 |         | 20.0                                  |
| 1689                                 |                 |                 | 15              |                 |                |                |                 |         | 175.6                                 |
| 55                                   |                 |                 | 7               |                 |                |                |                 |         | 2.7                                   |
| 138                                  |                 |                 | 8               |                 |                |                |                 |         | 11.2                                  |
| 815                                  |                 |                 |                 | 10              |                |                |                 |         | 39.9                                  |
| 18                                   |                 |                 |                 | 8               |                |                |                 |         | 1.0                                   |
| 49                                   |                 |                 |                 | 8               |                |                |                 |         | 3.2                                   |
| 689                                  |                 |                 |                 |                 | 8              |                |                 |         | 11.6                                  |
| 1277                                 |                 |                 |                 |                 | 12             |                |                 |         | 53.6                                  |
| 816                                  |                 |                 |                 |                 | 12             |                |                 |         | 61.3                                  |
| 256                                  |                 |                 |                 |                 |                | 8              |                 |         | 7.6                                   |
| 214                                  |                 |                 |                 |                 |                | 8              |                 |         | 9.1                                   |
| 612                                  |                 |                 |                 |                 |                |                | 12              |         | 24.5                                  |
| 12532                                | 2469            | 3257            | 4638            | 4866            | 3142           | 2823           | 1642            |         | 889.0                                 |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
300 KPH - New Row option - Medium Frequency**

**TOTAL of THE 21 O/D PAIRS (both directions)**

| Mode         | Base<br>1992 | Référence 2005 |              |              | Project situation in 2005 |              |              | DIVERTED TRAFFIC |            |             |            | INDUCED TRAFFIC |            |             |             |             |
|--------------|--------------|----------------|--------------|--------------|---------------------------|--------------|--------------|------------------|------------|-------------|------------|-----------------|------------|-------------|-------------|-------------|
|              |              | Non-Bus        | Bus          | Total        | Non-Bus                   | Bus          | Total        | Non-Bus          | %          | Bus         | %          | Total           | %          | Non-Bus     | Bus         | Total       |
| HSR          | 0            | 0              | 0            | 0            | 7979                      | 4564         | 12544        |                  |            |             |            |                 |            |             |             |             |
| Train        | 1701         | 597            | 305          | 901          | 0                         | 0            | 0            | 597              | 100%       | 305         | 100%       | 901             | 100%       |             |             |             |
| Plane        | 2074         | 472            | 2684         | 3156         | 208                       | 1449         | 1657         | 264              | 56%        | 1235        | 46%        | 1499            | 47%        |             |             |             |
| Bus          | 1766         | 1328           | 349          | 1677         | 857                       | 206          | 1063         | 471              | 35%        | 142         | 41%        | 614             | 37%        |             |             |             |
| Car          | 37233        | 38849          | 10588        | 49437        | 34056                     | 8983         | 43039        | 4793             | 12%        | 1605        | 15%        | 6398            | 13%        |             |             |             |
| <b>Total</b> | <b>42738</b> | <b>41246</b>   | <b>13926</b> | <b>55172</b> | <b>43100</b>              | <b>15203</b> | <b>58303</b> | <b>6125</b>      | <b>15%</b> | <b>3287</b> | <b>24%</b> | <b>9413</b>     | <b>17%</b> | <b>1854</b> | <b>1277</b> | <b>3131</b> |
|              |              | <b>75%</b>     | <b>25%</b>   |              | <b>74%</b>                | <b>26%</b>   |              |                  |            |             |            |                 |            | <b>4%</b>   | <b>9%</b>   | <b>6%</b>   |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
300 KPH - New Row option - Medium Frequency**

**QUEBEC-MONTREAL**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |           |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|-----------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus       | Total      |
| HSR          | 0            |                |             |             | 1532                      | 626         | 2158        |                  |            |            |            |                 |            |            |           |            |
| Train        | 121          | 38             | 22          | 60          | 0                         | 0           | 0           | 38               | 100%       | 22         | 100%       | 60              | 100%       |            |           |            |
| Plane        | 53           | 5              | 69          | 75          | 0                         | 0           | 0           | 5                | 100%       | 69         | 100%       | 75              | 100%       |            |           |            |
| Buses        | 397          | 236            | 161         | 397         | 137                       | 91          | 229         | 99               | 42%        | 69         | 43%        | 168             | 42%        |            |           |            |
| Car          | 6230         | 6210           | 2048        | 8258        | 4964                      | 1655        | 6618        | 1247             | 20%        | 394        | 19%        | 1640            | 20%        |            |           |            |
| <b>Total</b> | <b>6801</b>  | <b>6490</b>    | <b>2301</b> | <b>8791</b> | <b>6633</b>               | <b>2372</b> | <b>9005</b> | <b>1389</b>      | <b>21%</b> | <b>555</b> | <b>24%</b> | <b>1944</b>     | <b>22%</b> | <b>143</b> | <b>71</b> | <b>214</b> |
|              |              | <b>74%</b>     | <b>26%</b>  |             | <b>74%</b>                | <b>26%</b>  |             |                  |            |            |            |                 |            | <b>2%</b>  | <b>3%</b> | <b>2%</b>  |

**QUEBEC-OTTAWA**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          | 0            |                |            |            | 84                        | 30         | 114        |                  |            |           |            |                 |            |           |           |           |
| Train        | 9            | 4              | 1          | 4          | 0                         | 0          | 0          | 4                | 100%       | 1         | 100%       | 4               | 100%       |           |           |           |
| Plane        | 29           | 4              | 39         | 43         | 0                         | 25         | 25         | 4                | 100%       | 14        | 36%        | 18              | 42%        |           |           |           |
| Bus          | 23           | 18             | 7          | 25         | 14                        | 0          | 14         | 4                | 20%        | 7         | 100%       | 11              | 43%        |           |           |           |
| Car          | 260          | 324            | 18         | 342        | 265                       | 11         | 276        | 59               | 18%        | 7         | 38%        | 66              | 19%        |           |           |           |
| <b>Total</b> | <b>321</b>   | <b>349</b>     | <b>65</b>  | <b>414</b> | <b>364</b>                | <b>66</b>  | <b>430</b> | <b>70</b>        | <b>20%</b> | <b>29</b> | <b>45%</b> | <b>99</b>       | <b>24%</b> | <b>15</b> | <b>1</b>  | <b>15</b> |
|              |              | <b>84%</b>     | <b>16%</b> |            | <b>85%</b>                | <b>15%</b> |            |                  |            |           |            |                 |            | <b>4%</b> | <b>1%</b> | <b>4%</b> |

**QUEBEC-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          | 0            |                |            |            | 92                        | 104        | 196        |                  |            |           |            |                 |            |            |            |            |
| Train        | 28           | 13             | 3          | 15         | 0                         | 0          | 0          | 13               | 100%       | 3         | 100%       | 15              | 100%       |            |            |            |
| Plane        | 89           | 18             | 109        | 127        | 16                        | 56         | 71         | 2                | 12%        | 54        | 49%        | 56              | 44%        |            |            |            |
| Bus          | 5            | 5              | 1          | 6          | 0                         | 0          | 0          | 5                | 100%       | 1         | 100%       | 6               | 100%       |            |            |            |
| Car          | 87           | 89             | 25         | 115        | 72                        | 12         | 84         | 17               | 19%        | 14        | 54%        | 31              | 27%        |            |            |            |
| <b>Total</b> | <b>209</b>   | <b>125</b>     | <b>138</b> | <b>263</b> | <b>180</b>                | <b>171</b> | <b>351</b> | <b>37</b>        | <b>30%</b> | <b>71</b> | <b>51%</b> | <b>108</b>      | <b>41%</b> | <b>55</b>  | <b>33</b>  | <b>88</b>  |
|              |              | <b>47%</b>     | <b>53%</b> |            | <b>51%</b>                | <b>49%</b> |            |                  |            |           |            |                 |            | <b>44%</b> | <b>24%</b> | <b>34%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
300 KPH - New Row option - Medium Frequency**

**MONTREAL-OTTAWA**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |           |           |           |  |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|-----------|-----------|-----------|--|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus   | Bus       | Total     |  |
| HSR          | 0            |                |             |             | 683                       | 193         | 876         |                  |            |            |            |                 |            |           |           |           |  |
| Train        | 195          | 51             | 49          | 100         | 0                         | 0           | 0           | 51               | 100%       | 49         | 100%       | 100             | 100%       |           |           |           |  |
| Plane        | 33           | 16             | 44          | 60          | 9                         | 31          | 40          | 8                | 46%        | 12         | 29%        | 20              | 33%        |           |           |           |  |
| Bus          | 376          | 286            | 88          | 374         | 212                       | 67          | 279         | 74               | 26%        | 21         | 24%        | 95              | 25%        |           |           |           |  |
| Car          | 3905         | 4332           | 843         | 5175        | 3826                      | 729         | 4555        | 506              | 12%        | 114        | 14%        | 620             | 12%        |           |           |           |  |
| <b>Total</b> | <b>4509</b>  | <b>4686</b>    | <b>1023</b> | <b>5709</b> | <b>4730</b>               | <b>1020</b> | <b>5749</b> | <b>639</b>       | <b>14%</b> | <b>196</b> | <b>19%</b> | <b>835</b>      | <b>15%</b> | <b>44</b> | <b>-4</b> | <b>40</b> |  |
|              |              | <b>82%</b>     | <b>18%</b>  |             | <b>82%</b>                | <b>18%</b>  |             |                  |            |            |            |                 |            | <b>1%</b> | <b>0%</b> | <b>1%</b> |  |

**MONTREAL-KINGSTON**

| Mode         | Base<br>1992 | Référence 2005 |           |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |  |
|--------------|--------------|----------------|-----------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|--|
|              |              | Non-Bus        | Bus       | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |  |
| HSR          | 0            |                |           |            | 129                       | 34         | 163        |                  |            |           |            |                 |            |            |            |            |  |
| Train        | 41           | 24             | 9         | 33         | 0                         | 0          | 0          | 24               | 100%       | 9         | 100%       | 33              | 100%       |            |            |            |  |
| Plane        | 0            | 0              | 0         | 0          | 0                         | 0          | 0          | 0                |            | 0         |            | 0               |            |            |            |            |  |
| Bus          | 24           | 20             | 4         | 24         | 11                        | 2          | 13         | 9                | 45%        | 2         | 49%        | 11              | 45%        |            |            |            |  |
| Car          | 211          | 270            | 9         | 279        | 207                       | 6          | 213        | 63               | 23%        | 2         | 27%        | 65              | 23%        |            |            |            |  |
| <b>Total</b> | <b>277</b>   | <b>314</b>     | <b>22</b> | <b>335</b> | <b>347</b>                | <b>43</b>  | <b>390</b> | <b>96</b>        | <b>31%</b> | <b>13</b> | <b>60%</b> | <b>109</b>      | <b>32%</b> | <b>33</b>  | <b>21</b>  | <b>54</b>  |  |
|              |              | <b>94%</b>     | <b>6%</b> |            | <b>89%</b>                | <b>11%</b> |            |                  |            |           |            |                 |            | <b>11%</b> | <b>97%</b> | <b>16%</b> |  |

**MONTREAL-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |            |  |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|------------|--|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |  |
| HSR          | 0            |                |             |             | 777                       | 1030        | 1806        |                  |            |            |            |                 |            |            |            |            |  |
| Train        | 448          | 170            | 60          | 230         | 0                         | 0           | 0           | 170              | 100%       | 60         | 100%       | 230             | 100%       |            |            |            |  |
| Plane        | 1147         | 245            | 1430        | 1674        | 128                       | 941         | 1070        | 116              | 48%        | 488        | 34%        | 605             | 36%        |            |            |            |  |
| Bus          | 109          | 100            | 9           | 109         | 47                        | 0           | 47          | 53               | 53%        | 9          | 100%       | 62              | 57%        |            |            |            |  |
| Car          | 1273         | 1254           | 435         | 1688        | 950                       | 284         | 1234        | 304              | 24%        | 149        | 35%        | 454             | 27%        |            |            |            |  |
| <b>Total</b> | <b>2978</b>  | <b>1769</b>    | <b>1932</b> | <b>3701</b> | <b>1902</b>               | <b>2255</b> | <b>4157</b> | <b>643</b>       | <b>36%</b> | <b>707</b> | <b>37%</b> | <b>1350</b>     | <b>36%</b> | <b>133</b> | <b>322</b> | <b>456</b> |  |
|              |              | <b>48%</b>     | <b>52%</b>  |             | <b>46%</b>                | <b>54%</b>  |             |                  |            |            |            |                 |            | <b>8%</b>  | <b>17%</b> | <b>12%</b> |  |



**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
300 KPH - New Row option - Medium Frequency**

**MONTREAL-KITCHENER**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |          |   | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|----------|---|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus      | % | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          |              |                |            |            | 25                        | 3          | 28         |                  |            |          |   |                 |            |           |           |           |
| Train        | 5            | 2              | 2          | 3          | 0                         | 0          | 0          | 2                | 100%       | 2        |   | 3               | 100%       |           |           |           |
| Plane        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |            | 0        |   | 0               |            |           |           |           |
| s            | 2            | 2              | 2          | 3          | 1                         | 1          | 2          | 1                | 50%        | 1        |   | 2               | 50%        |           |           |           |
| Car          | 112          | 137            | 12         | 149        | 120                       | 12         | 132        | 17               | 12%        | 1        |   | 17              | 11%        |           |           |           |
| <b>Total</b> | <b>118</b>   | <b>140</b>     | <b>16</b>  | <b>155</b> | <b>146</b>                | <b>15</b>  | <b>162</b> | <b>19</b>        | <b>14%</b> | <b>3</b> |   | <b>22</b>       | <b>14%</b> | <b>6</b>  | <b>0</b>  | <b>6</b>  |
|              |              | <b>90%</b>     | <b>10%</b> |            | <b>90%</b>                | <b>10%</b> |            |                  |            |          |   |                 |            | <b>4%</b> | <b>0%</b> | <b>4%</b> |

**MONTREAL-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |   | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|---|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | % | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |            | 45                        | 28         | 73         |                  |            |           |   |                 |            |            |            |            |
| Train        | 22           | 9              | 0          | 9          | 0                         | 0          | 0          | 9                | 100%       | 0         |   | 9               | 100%       |            |            |            |
| Plane        | 28           | 13             | 25         | 38         | 6                         | 13         | 19         | 6                | 49%        | 13        |   | 19              | 50%        |            |            |            |
| Bus          | 3            | 3              | 0          | 3          | 0                         | 0          | 0          | 3                | 100%       | 0         |   | 3               | 100%       |            |            |            |
| Car          | 60           | 57             | 22         | 79         | 46                        | 18         | 63         | 11               | 20%        | 4         |   | 16              | 20%        |            |            |            |
| <b>Total</b> | <b>114</b>   | <b>82</b>      | <b>51</b>  | <b>133</b> | <b>97</b>                 | <b>58</b>  | <b>155</b> | <b>30</b>        | <b>37%</b> | <b>17</b> |   | <b>47</b>       | <b>36%</b> | <b>15</b>  | <b>7</b>   | <b>22</b>  |
|              |              | <b>62%</b>     | <b>38%</b> |            | <b>63%</b>                | <b>37%</b> |            |                  |            |           |   |                 |            | <b>18%</b> | <b>14%</b> | <b>17%</b> |

**OTTAWA-KINGSTON**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |             | 358                       | 132        | 490         |                  |            |           |            |                 |            |            |            |            |
| Train        | 42           | 10             | 20         | 30          | 0                         | 0          | 0           | 10               | 100%       | 20        | 100%       | 30              | 100%       |            |            |            |
| Plane        | 0            | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |            | 0         |            | 0               |            |            |            |            |
| Bus          | 71           | 62             | 0          | 62          | 32                        | 2          | 34          | 29               | 48%        | -2        |            | 27              | 44%        |            |            |            |
| Car          | 820          | 837            | 246        | 1083        | 639                       | 191        | 830         | 198              | 24%        | 55        | 22%        | 254             | 23%        |            |            |            |
| <b>Total</b> | <b>933</b>   | <b>909</b>     | <b>273</b> | <b>1182</b> | <b>1029</b>               | <b>326</b> | <b>1354</b> | <b>238</b>       | <b>26%</b> | <b>73</b> | <b>27%</b> | <b>310</b>      | <b>26%</b> | <b>120</b> | <b>52</b>  | <b>172</b> |
|              |              | <b>77%</b>     | <b>23%</b> |             | <b>76%</b>                | <b>24%</b> |             |                  |            |           |            |                 |            | <b>13%</b> | <b>19%</b> | <b>15%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
300 KPH - New Row option - Medium Frequency**

**OTTAWA-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |             |             | 878                       | 810         | 1688        |                  |            |            |            |                 |            |            |            |            |
| Train        | 221          | 68             | 45          | 112         | 0                         | 0           | 0           | 68               | 100%       | 45         | 100%       | 112             | 100%       |            |            |            |
| Plane        | 647          | 126            | 816         | 942         | 39                        | 347         | 386         | 87               | 69%        | 469        | 57%        | 556             | 59%        |            |            |            |
| Bus          | 126          | 107            | 19          | 126         | 39                        | 11          | 50          | 67               | 63%        | 8          | 43%        | 76              | 60%        |            |            |            |
| Car          | 1721         | 1845           | 436         | 2281        | 1416                      | 290         | 1706        | 430              | 23%        | 146        | 34%        | 576             | 25%        |            |            |            |
| <b>Total</b> | <b>2716</b>  | <b>2146</b>    | <b>1316</b> | <b>3462</b> | <b>2372</b>               | <b>1459</b> | <b>3830</b> | <b>652</b>       | <b>30%</b> | <b>668</b> | <b>51%</b> | <b>1320</b>     | <b>38%</b> | <b>226</b> | <b>142</b> | <b>368</b> |
|              |              | <b>62%</b>     | <b>38%</b>  |             | <b>62%</b>                | <b>38%</b>  |             |                  |            |            |            |                 |            | <b>11%</b> | <b>11%</b> | <b>11%</b> |

**OTTAWA-KITCHENER**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |   |          |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|---|----------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | % | Bus      | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          |              |                |            |            | 48                        | 5          | 54         |                  |   |          |            |                 |            |           |           |           |
| Train        | 6            | 2              | 2          | 4          | 0                         | 0          | 0          | 2                |   | 2        | 100%       | 4               | 100%       |           |           |           |
| Plane        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |   | 0        |            | 0               |            |           |           |           |
| Bus          | 2            | 2              | 2          | 4          | 1                         | 1          | 2          | 1                |   | 1        | 50%        | 2               | 50%        |           |           |           |
| Car          | 159          | 193            | 17         | 211        | 158                       | 16         | 174        | 35               |   | 2        | 9%         | 37              | 17%        |           |           |           |
| <b>Total</b> | <b>168</b>   | <b>198</b>     | <b>21</b>  | <b>219</b> | <b>208</b>                | <b>22</b>  | <b>230</b> | <b>38</b>        |   | <b>5</b> | <b>22%</b> | <b>43</b>       | <b>20%</b> | <b>10</b> | <b>1</b>  | <b>11</b> |
|              |              | <b>90%</b>     | <b>10%</b> |            | <b>90%</b>                | <b>10%</b> |            |                  |   |          |            |                 |            | <b>5%</b> | <b>3%</b> | <b>5%</b> |

**OTTAWA-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |           |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |   | INDUCED TRAFFIC |            |            |           |            |
|--------------|--------------|----------------|-----------|------------|---------------------------|------------|------------|------------------|------------|-----------|---|-----------------|------------|------------|-----------|------------|
|              |              | Non-Bus        | Bus       | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | % | Total           | %          | Non-Bus    | Bus       | Total      |
| HSR          |              |                |           |            | 128                       | 11         | 139        |                  |            |           |   |                 |            |            |           |            |
| Train        | 10           | 4              | 0         | 4          | 0                         | 0          | 0          | 4                | 100%       | 0         |   | 4               | 100%       |            |           |            |
| Plane        | 10           | 10             | 46        | 56         | 1                         | 13         | 14         | 9                | 86%        | 34        |   | 42              | 75%        |            |           |            |
| Bus          | 6            | 6              | 0         | 6          | 2                         | 0          | 2          | 4                | 67%        | 0         |   | 4               | 67%        |            |           |            |
| Car          | 97           | 115            | 12        | 127        | 92                        | 10         | 103        | 22               | 19%        | 2         |   | 24              | 19%        |            |           |            |
| <b>Total</b> | <b>123</b>   | <b>135</b>     | <b>12</b> | <b>147</b> | <b>224</b>                | <b>34</b>  | <b>258</b> | <b>39</b>        | <b>29%</b> | <b>35</b> |   | <b>75</b>       | <b>51%</b> | <b>89</b>  | <b>22</b> | <b>111</b> |
|              |              | <b>92%</b>     | <b>8%</b> |            | <b>87%</b>                | <b>13%</b> |            |                  |            |           |   |                 |            | <b>66%</b> |           | <b>75%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
300 KPH - New Row option - Medium Frequency**

**KINGSTON-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|------------|------------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          |              |                |            |             | 660                       | 155        | 814         |                  |            |            |            |                 |            |           |           |           |
| Train        | 165          | 54             | 30         | 84          | 0                         | 0          | 0           | 54               | 100%       | 30         | 100%       | 84              | 100%       |           |           |           |
| Plane        | 9            | 6              | 9          | 15          | 0                         | 0          | 0           | 6                | 100%       | 9          | 100%       | 15              | 100%       |           |           |           |
| Bus          | 112          | 102            | 7          | 110         | 46                        | 2          | 48          | 56               | 55%        | 6          | 74%        | 61              | 56%        |           |           |           |
| Car          | 1995         | 2192           | 452        | 2644        | 1665                      | 341        | 2006        | 527              | 24%        | 111        | 25%        | 638             | 24%        |           |           |           |
| <b>Total</b> | <b>2281</b>  | <b>2354</b>    | <b>498</b> | <b>2852</b> | <b>2371</b>               | <b>498</b> | <b>2869</b> | <b>642</b>       | <b>27%</b> | <b>155</b> | <b>31%</b> | <b>798</b>      | <b>28%</b> | <b>17</b> | <b>0</b>  | <b>17</b> |
|              |              | <b>83%</b>     | <b>17%</b> |             | <b>83%</b>                | <b>17%</b> |             |                  |            |            |            |                 |            | <b>1%</b> | <b>0%</b> | <b>1%</b> |

**KINGSTON-KITCHENER**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |          |            | INDUCED TRAFFIC |            |           |            |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|----------|------------|-----------------|------------|-----------|------------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus      | %          | Total           | %          | Non-Bus   | Bus        | Total     |
| HSR          |              |                |            |            | 9                         | 8          | 17         |                  |            |          |            |                 |            |           |            |           |
| Train        | 2            | 2              | 0          | 2          | 0                         | 0          | 0          | 2                | 100%       | 0        |            | 2               | 100%       |           |            |           |
| Plane        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |            | 0        |            | 0               |            |           |            |           |
| Bus          | 3            | 2              | 0          | 2          | 2                         | 0          | 2          | 0                | 0%         | 0        |            | 0               | 0%         |           |            |           |
| Car          | 79           | 76             | 28         | 104        | 68                        | 23         | 91         | 7                | 9%         | 6        | 19%        | 13              | 12%        |           |            |           |
| <b>Total</b> | <b>83</b>    | <b>79</b>      | <b>28</b>  | <b>107</b> | <b>79</b>                 | <b>31</b>  | <b>110</b> | <b>9</b>         | <b>11%</b> | <b>6</b> | <b>19%</b> | <b>14</b>       | <b>13%</b> | <b>0</b>  | <b>3</b>   | <b>3</b>  |
|              |              | <b>74%</b>     | <b>26%</b> |            | <b>72%</b>                | <b>28%</b> |            |                  |            |          |            |                 |            | <b>0%</b> | <b>10%</b> | <b>3%</b> |

**KINGSTON-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |             |            | Project situation in 2005 |             |            | DIVERTED TRAFFIC |   |           |            | INDUCED TRAFFIC |            |          |            |            |
|--------------|--------------|----------------|-------------|------------|---------------------------|-------------|------------|------------------|---|-----------|------------|-----------------|------------|----------|------------|------------|
|              |              | Non-Bus        | Bus         | Total      | Non-Bus                   | Bus         | Total      | Non-Bus          | % | Bus       | %          | Total           | %          | Non-Bus  | Bus        | Total      |
| HSR          |              |                |             |            | 0                         | 50          | 50         |                  |   |           |            |                 |            |          |            |            |
| Train        | 9            | 0              | 5           | 5          | 0                         | 0           | 0          | 0                |   | 5         | 100%       | 5               | 100%       |          |            |            |
| Plane        | 0            | 0              | 0           | 0          | 0                         | 0           | 0          | 0                |   | 0         |            | 0               |            |          |            |            |
| Bus          | 2            | 0              | 5           | 5          | 0                         | 0           | 0          | 0                |   | 5         | 100%       | 5               | 100%       |          |            |            |
| Car          | 81           | 0              | 106         | 106        | 0                         | 92          | 92         | 0                |   | 14        | 13%        | 14              | 13%        |          |            |            |
| <b>Total</b> | <b>92</b>    | <b>0</b>       | <b>115</b>  | <b>115</b> | <b>0</b>                  | <b>142</b>  | <b>142</b> | <b>0</b>         |   | <b>23</b> | <b>20%</b> | <b>23</b>       | <b>20%</b> | <b>0</b> | <b>27</b>  | <b>27</b>  |
|              |              | <b>0%</b>      | <b>100%</b> |            | <b>0%</b>                 | <b>100%</b> |            |                  |   |           |            |                 |            |          | <b>24%</b> | <b>24%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
300 KPH - New Row option - Medium Frequency**

**TORONTO-KITCHENER**

| Mode         | Base<br>1992 | Référence 2005 |             |              | Project situation in 2005 |             |              | DIVERTED TRAFFIC |           |           |           | INDUCED TRAFFIC |           |            |           |            |
|--------------|--------------|----------------|-------------|--------------|---------------------------|-------------|--------------|------------------|-----------|-----------|-----------|-----------------|-----------|------------|-----------|------------|
|              |              | Non-Bus        | Bus         | Total        | Non-Bus                   | Bus         | Total        | Non-Bus          | %         | Bus       | %         | Total           | %         | Non-Bus    | Bus       | Total      |
| HSR          |              |                |             |              | 634                       | 69          | 702          |                  |           |           |           |                 |           |            |           |            |
| Train        | 40           | 16             | 2           | 18           | 0                         | 0           | 0            | 16               | 100%      | 2         | 100%      | 18              | 100%      |            |           |            |
| Plane        | 4            | 0              | 0           | 0            | 0                         | 0           | 0            | 0                | 0         | 0         | 0         | 0               |           |            |           |            |
| Bus          | 231          | 207            | 26          | 233          | 204                       | 23          | 227          | 3                | 1%        | 3         | 12%       | 6               | 3%        |            |           |            |
| Car          | 11400        | 12345          | 2759        | 15104        | 12089                     | 2744        | 14833        | 256              | 2%        | 15        | 1%        | 271             | 2%        |            |           |            |
| <b>Total</b> | <b>11674</b> | <b>12568</b>   | <b>2787</b> | <b>15355</b> | <b>12927</b>              | <b>2836</b> | <b>15763</b> | <b>275</b>       | <b>2%</b> | <b>20</b> | <b>1%</b> | <b>295</b>      | <b>2%</b> | <b>359</b> | <b>49</b> | <b>408</b> |
|              |              | <b>82%</b>     | <b>18%</b>  |              | <b>82%</b>                | <b>18%</b>  |              |                  |           |           |           |                 |           | <b>3%</b>  | <b>2%</b> | <b>3%</b>  |

**TORONTO-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |             |             | 856                       | 422         | 1277        |                  |            |            |            |                 |            |            |            |            |
| Train        | 207          | 72             | 35          | 107         | 0                         | 0           | 0           | 72               | 100%       | 35         | 100%       | 107             | 100%       |            |            |            |
| Plane        | 21           | 6              | 25          | 31          | 0                         | 0           | 0           | 6                | 100%       | 25         | 100%       | 31              | 100%       |            |            |            |
| Bus          | 129          | 121            | 8           | 129         | 82                        | 3           | 86          | 39               | 32%        | 4          | 56%        | 43              | 33%        |            |            |            |
| Car          | 4184         | 4010           | 1533        | 5543        | 3406                      | 1325        | 4730        | 604              | 15%        | 209        | 14%        | 812             | 15%        |            |            |            |
| <b>Total</b> | <b>4541</b>  | <b>4209</b>    | <b>1602</b> | <b>5810</b> | <b>4344</b>               | <b>1749</b> | <b>6094</b> | <b>721</b>       | <b>17%</b> | <b>274</b> | <b>17%</b> | <b>994</b>      | <b>17%</b> | <b>135</b> | <b>148</b> | <b>283</b> |
|              |              | <b>72%</b>     | <b>28%</b>  |             | <b>71%</b>                | <b>29%</b>  |             |                  |            |            |            |                 |            | <b>3%</b>  | <b>9%</b>  | <b>5%</b>  |

**TORONTO-WINDSOR**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |             | 645                       | 171        | 816         |                  |            |            |            |                 |            |            |            |            |
| Train        | 110          | 40             | 16         | 56          | 0                         | 0          | 0           | 40               | 100%       | 16         | 100%       | 56              | 100%       |            |            |            |
| Plane        | 64           | 24             | 70         | 94          | 9                         | 23         | 32          | 15               | 64%        | 47         | 67%        | 62              | 66%        |            |            |            |
| Bus          | 28           | 20             | 8          | 28          | 8                         | 2          | 10          | 12               | 61%        | 6          | 74%        | 18              | 64%        |            |            |            |
| Car          | 1162         | 1318           | 222        | 1540        | 967                       | 171        | 1138        | 351              | 27%        | 51         | 23%        | 402             | 26%        |            |            |            |
| <b>Total</b> | <b>1364</b>  | <b>1402</b>    | <b>316</b> | <b>1718</b> | <b>1628</b>               | <b>368</b> | <b>1996</b> | <b>418</b>       | <b>30%</b> | <b>120</b> | <b>38%</b> | <b>538</b>      | <b>31%</b> | <b>226</b> | <b>52</b>  | <b>278</b> |
|              |              | <b>82%</b>     | <b>18%</b> |             | <b>82%</b>                | <b>18%</b> |             |                  |            |            |            |                 |            | <b>16%</b> | <b>16%</b> | <b>16%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
300 KPH - New Row option - Medium Frequency**

**KITCHENER-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |           |           |            | INDUCED TRAFFIC |           |           |            |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|-----------|-----------|------------|-----------------|-----------|-----------|------------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %         | Bus       | %          | Total           | %         | Non-Bus   | Bus        | Total      |
| HSR          |              |                |            |             | 61                        | 194        | 256         |                  |           |           |            |                 |           |           |            |            |
| Train        | 18           | 9              | 0          | 9           | 0                         | 0          | 0           | 9                | 100%      | 0         |            | 9               | 100%      |           |            |            |
| Plane        | 0            | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |           | 0         |            | 0               |           |           |            |            |
| Bus          | 11           | 9              | 2          | 11          | 0                         | 0          | 0           | 9                | 100%      | 2         | 100%       | 11              | 100%      |           |            |            |
| Car          | 1472         | 1388           | 564        | 1952        | 1357                      | 477        | 1834        | 31               | 2%        | 87        | 16%        | 118             | 6%        |           |            |            |
| <b>Total</b> | <b>1500</b>  | <b>1405</b>    | <b>566</b> | <b>1971</b> | <b>1418</b>               | <b>671</b> | <b>2089</b> | <b>48</b>        | <b>3%</b> | <b>89</b> | <b>16%</b> | <b>138</b>      | <b>7%</b> | <b>13</b> | <b>105</b> | <b>118</b> |
|              |              | <b>71%</b>     | <b>29%</b> |             | <b>68%</b>                | <b>32%</b> |             |                  |           |           |            |                 |           | <b>1%</b> | <b>19%</b> | <b>6%</b>  |

**KITCHENER-WINDSOR**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |            | 201                       | 13         | 214        |                  |            |           |            |                 |            |            |            |            |
| Train        | 2            | 2              | 0          | 2          | 0                         | 0          | 0          | 2                | 100%       | 0         |            | 2               | 100%       |            |            |            |
| Plane        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |            | 0         |            | 0               |            |            |            |            |
| Bus          | 2            | 2              | 0          | 2          | 0                         | 0          | 0          | 2                | 100%       | 0         |            | 2               | 100%       |            |            |            |
| Car          | 296          | 276            | 116        | 392        | 237                       | 101        | 338        | 39               | 14%        | 15        | 13%        | 54              | 14%        |            |            |            |
| <b>Total</b> | <b>300</b>   | <b>280</b>     | <b>116</b> | <b>396</b> | <b>438</b>                | <b>114</b> | <b>552</b> | <b>43</b>        | <b>16%</b> | <b>15</b> | <b>13%</b> | <b>58</b>       | <b>15%</b> | <b>158</b> | <b>-2</b>  | <b>156</b> |
|              |              | <b>71%</b>     | <b>29%</b> |            | <b>79%</b>                | <b>21%</b> |            |                  |            |           |            |                 |            | <b>56%</b> | <b>-2%</b> | <b>39%</b> |

**LONDON-WINDSOR**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |           |            |            | INDUCED TRAFFIC |            |           |            |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|-----------|------------|------------|-----------------|------------|-----------|------------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %         | Bus        | %          | Total           | %          | Non-Bus   | Bus        | Total      |
| HSR          |              |                |            |             | 135                       | 477        | 612         |                  |           |            |            |                 |            |           |            |            |
| Train        | 28           | 8              | 6          | 14          | 0                         | 0          | 0           | 8                | 100%      | 6          | 100%       | 14              | 100%       |           |            |            |
| Plane        | 0            | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |           | 0          |            | 0               |            |           |            |            |
| Bus          | 20           | 20             | 0          | 20          | 18                        | 0          | 18          | 2                | 10%       | 0          |            | 2               | 10%        |           |            |            |
| Car          | 1710         | 1580           | 686        | 2266        | 1511                      | 477        | 1988        | 69               | 4%        | 209        | 30%        | 278             | 12%        |           |            |            |
| <b>Total</b> | <b>1758</b>  | <b>1608</b>    | <b>692</b> | <b>2300</b> | <b>1664</b>               | <b>954</b> | <b>2618</b> | <b>79</b>        | <b>5%</b> | <b>215</b> | <b>31%</b> | <b>294</b>      | <b>13%</b> | <b>56</b> | <b>262</b> | <b>318</b> |
|              |              | <b>70%</b>     | <b>30%</b> |             | <b>64%</b>                | <b>36%</b> |             |                  |           |            |            |                 |            | <b>3%</b> | <b>38%</b> | <b>14%</b> |

**200 KPH**

**Haute Fréquence**

**Année 2005**

**TRAFFIC AND REVENUES**  
 200 KPH OPTION - HIGH FREQUENCY - YEAR 2005  
 (Total both directions)

| Traffic<br>(thousands of travellers) | Québec          | Montréal        | Ottawa          | Kingston        | Toronto         | Kitchener      | London          | Windsor | Revenues<br>(millions of 1992 Can \$) |
|--------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|----------------|-----------------|---------|---------------------------------------|
|                                      | 01:33<br>272 km | 01:10<br>183 km | 01:08<br>152 km | 01:23<br>254 km | 00:35<br>101 km | 00:27<br>74 km | 00:59<br>172 km |         |                                       |
| 2638                                 | 14              |                 |                 |                 |                 |                |                 |         | 171.2                                 |
| 127                                  | 6               |                 |                 |                 |                 |                |                 |         | 11.2                                  |
| 160                                  | 6               |                 |                 |                 |                 |                |                 |         | 29.0                                  |
| 1202                                 |                 | 18              |                 |                 |                 |                |                 |         | 66.2                                  |
| 104                                  |                 | 8               |                 |                 |                 |                |                 |         | 3.9                                   |
| 1849                                 |                 | 18              |                 |                 |                 |                |                 |         | 213.2                                 |
| 21                                   |                 | 7               |                 |                 |                 |                |                 |         | 1.0                                   |
| 67                                   |                 | 8               |                 |                 |                 |                |                 |         | 5.7                                   |
| 327                                  |                 |                 | 8               |                 |                 |                |                 |         | 13.3                                  |
| 2188                                 |                 |                 | 18              |                 |                 |                |                 |         | 228.0                                 |
| 41                                   |                 |                 | 7               |                 |                 |                |                 |         | 2.0                                   |
| 117                                  |                 |                 | 8               |                 |                 |                |                 |         | 9.4                                   |
| 773                                  |                 |                 |                 | 8               |                 |                |                 |         | 30.3                                  |
| 5                                    |                 |                 |                 | 3               |                 |                |                 |         | 0.3                                   |
| 15                                   |                 |                 |                 | 4               |                 |                |                 |         | 1.0                                   |
| 624                                  |                 |                 |                 |                 | 8               |                |                 |         | 10.5                                  |
| 1588                                 |                 |                 |                 |                 | 14              |                |                 |         | 66.6                                  |
| 955                                  |                 |                 |                 |                 | 14              |                |                 |         | 71.8                                  |
| 214                                  |                 |                 |                 |                 |                 | 8              |                 |         | 6.4                                   |
| 159                                  |                 |                 |                 |                 |                 | 8              |                 |         | 6.8                                   |
| 635                                  |                 |                 |                 |                 |                 |                | 14              |         | 25.4                                  |
| 13809                                | 2925            | 3530            | 4875            | 5236            | 3433            | 3115           | 1749            |         | 973.2                                 |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
200 KPH - High Frequency**

**TOTAL of THE 21 O/D PAIRS (both directions)**

| Mode         | Base<br>1992 | Référence 2005 |              |              | Project situation in 2005 |              |              | DIVERTED TRAFFIC |            |             |            | INDUCED TRAFFIC |            |             |             |             |
|--------------|--------------|----------------|--------------|--------------|---------------------------|--------------|--------------|------------------|------------|-------------|------------|-----------------|------------|-------------|-------------|-------------|
|              |              | Non-Bus        | Bus          | Total        | Non-Bus                   | Bus          | Total        | Non-Bus          | %          | Bus         | %          | Total           | %          | Non-Bus     | Bus         | Total       |
| HSR          | 0            | 0              | 0            | 0            | 8918                      | 4892         | 13810        |                  |            |             |            |                 |            |             |             |             |
| Train        | 1701         | 597            | 305          | 901          | 4                         | 2            | 6            | 593              | 99%        | 303         | 99%        | 896             | 99%        |             |             |             |
| Plane        | 2074         | 467            | 2677         | 3143         | 216                       | 1483         | 1699         | 251              | 54%        | 1194        | 45%        | 1444            | 46%        |             |             |             |
| Bus          | 1766         | 1328           | 349          | 1677         | 843                       | 205          | 1048         | 485              | 37%        | 144         | 41%        | 629             | 38%        |             |             |             |
| Car          | 37233        | 38849          | 10588        | 49437        | 33904                     | 8945         | 42849        | 4945             | 13%        | 1643        | 16%        | 6588            | 13%        |             |             |             |
| <b>Total</b> | <b>42738</b> | <b>41241</b>   | <b>13918</b> | <b>55159</b> | <b>43885</b>              | <b>15527</b> | <b>59412</b> | <b>6274</b>      | <b>15%</b> | <b>3284</b> | <b>24%</b> | <b>9557</b>     | <b>17%</b> | <b>2644</b> | <b>1608</b> | <b>4252</b> |
|              |              | <b>75%</b>     | <b>25%</b>   |              | <b>74%</b>                | <b>26%</b>   |              |                  |            |             |            |                 |            | <b>6%</b>   | <b>12%</b>  | <b>8%</b>   |



**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
200 KPH - High Frequency**

**QUEBEC-MONTREAL**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          | 0            |                |             |             | 1874                      | 765         | 2639        |                  |            |            |            |                 |            |            |            |            |
| Train        | 121          | 38             | 22          | 60          | 0                         | 0           | 0           | 38               | 100%       | 22         | 100%       | 60              | 100%       |            |            |            |
| Plane        | 53           | 5              | 69          | 75          | 0                         | 16          | 16          | 5                | 100%       | 53         | 76%        | 59              | 78%        |            |            |            |
| Bus          | 397          | 236            | 161         | 397         | 132                       | 84          | 216         | 104              | 44%        | 77         | 48%        | 181             | 46%        |            |            |            |
| Car          | 6230         | 6210           | 2048        | 8258        | 4894                      | 1631        | 6525        | 1317             | 21%        | 417        | 20%        | 1734            | 21%        |            |            |            |
| <b>Total</b> | <b>6801</b>  | <b>6490</b>    | <b>2301</b> | <b>8791</b> | <b>6899</b>               | <b>2497</b> | <b>9396</b> | <b>1465</b>      | <b>23%</b> | <b>569</b> | <b>25%</b> | <b>2034</b>     | <b>23%</b> | <b>409</b> | <b>197</b> | <b>605</b> |
|              |              | <b>74%</b>     | <b>26%</b>  |             | <b>73%</b>                | <b>27%</b>  |             |                  |            |            |            |                 |            | <b>6%</b>  | <b>9%</b>  | <b>7%</b>  |

**QUEBEC-OTTAWA**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          | 0            |                |            |            | 94                        | 33         | 127        |                  |            |           |            |                 |            |           |           |           |
| Train        | 9            | 4              | 1          | 4          | 0                         | 0          | 0          | 4                | 100%       | 1         | 100%       | 4               | 100%       |           |           |           |
| Plane        | 29           | 4              | 39         | 43         | 0                         | 21         | 21         | 4                | 100%       | 18        | 45%        | 21              | 50%        |           |           |           |
| Bus          | 23           | 18             | 7          | 25         | 14                        | 1          | 14         | 4                | 24%        | 6         | 90%        | 11              | 43%        |           |           |           |
| Car          | 260          | 324            | 18         | 342        | 260                       | 11         | 271        | 64               | 20%        | 7         | 39%        | 71              | 21%        |           |           |           |
| <b>Total</b> | <b>321</b>   | <b>349</b>     | <b>65</b>  | <b>414</b> | <b>367</b>                | <b>66</b>  | <b>433</b> | <b>76</b>        | <b>22%</b> | <b>32</b> | <b>49%</b> | <b>108</b>      | <b>26%</b> | <b>18</b> | <b>1</b>  | <b>19</b> |
|              |              | <b>84%</b>     | <b>16%</b> |            | <b>85%</b>                | <b>15%</b> |            |                  |            |           |            |                 |            | <b>5%</b> | <b>1%</b> | <b>5%</b> |

**QUEBEC-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          | 0            |                |            |            | 72                        | 88         | 160        |                  |            |           |            |                 |            |            |            |            |
| Train        | 28           | 13             | 3          | 15         | 0                         | 0          | 0          | 13               | 100%       | 3         | 100%       | 15              | 100%       |            |            |            |
| Plane        | 89           | 18             | 109        | 127        | 16                        | 60         | 76         | 2                | 10%        | 49        | 45%        | 51              | 40%        |            |            |            |
| Bus          | 5            | 5              | 1          | 6          | 0                         | 0          | 0          | 5                | 100%       | 1         | 100%       | 6               | 100%       |            |            |            |
| Car          | 87           | 89             | 25         | 115        | 74                        | 13         | 87         | 16               | 17%        | 12        | 49%        | 28              | 24%        |            |            |            |
| <b>Total</b> | <b>209</b>   | <b>125</b>     | <b>138</b> | <b>263</b> | <b>162</b>                | <b>162</b> | <b>323</b> | <b>35</b>        | <b>28%</b> | <b>65</b> | <b>47%</b> | <b>100</b>      | <b>38%</b> | <b>37</b>  | <b>23</b>  | <b>60</b>  |
|              |              | <b>47%</b>     | <b>53%</b> |            | <b>50%</b>                | <b>50%</b> |            |                  |            |           |            |                 |            | <b>30%</b> | <b>17%</b> | <b>23%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
200 KPH - High Frequency**

**MONTREAL-OTTAWA**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |           |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|-----------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus       | Total      |
| HSR          | 0            |                |             |             | 974                       | 228         | 1202        |                  |            |            |            |                 |            |            |           |            |
| Train        | 195          | 51             | 49          | 100         | 0                         | 0           | 0           | 51               | 100%       | 49         | 100%       | 100             | 100%       |            |           |            |
| Plane        | 33           | 11             | 36          | 47          | 23                        | 1           | 24          | -12              | -110%      | 36         | 98%        | 24              | 50%        |            |           |            |
| Bus          | 376          | 286            | 88          | 374         | 202                       | 64          | 266         | 84               | 29%        | 24         | 27%        | 108             | 29%        |            |           |            |
| Car          | 3905         | 4332           | 843         | 5175        | 3708                      | 759         | 4467        | 624              | 14%        | 83         | 10%        | 708             | 14%        |            |           |            |
| <b>Total</b> | <b>4509</b>  | <b>4681</b>    | <b>1016</b> | <b>5697</b> | <b>4907</b>               | <b>1052</b> | <b>5959</b> | <b>747</b>       | <b>16%</b> | <b>192</b> | <b>19%</b> | <b>939</b>      | <b>16%</b> | <b>226</b> | <b>36</b> | <b>263</b> |
|              |              | <b>82%</b>     | <b>18%</b>  |             | <b>82%</b>                | <b>18%</b>  |             |                  |            |            |            |                 |            | <b>5%</b>  | <b>4%</b> | <b>5%</b>  |

**MONTREAL-KINGSTON**

| Mode         | Base<br>1992 | Référence 2005 |           |            | Project situation in 2005 |           |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |           |            |           |
|--------------|--------------|----------------|-----------|------------|---------------------------|-----------|------------|------------------|------------|-----------|------------|-----------------|------------|-----------|------------|-----------|
|              |              | Non-Bus        | Bus       | Total      | Non-Bus                   | Bus       | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus   | Bus        | Total     |
| HSR          | 0            |                |           |            | 84                        | 21        | 105        |                  |            |           |            |                 |            |           |            |           |
| Train        | 41           | 24             | 9         | 33         | 0                         | 0         | 0          | 24               | 100%       | 9         | 100%       | 33              | 100%       |           |            |           |
| Plane        | 0            | 0              | 0         | 0          | 0                         | 0         | 0          | 0                |            | 0         |            | 0               |            |           |            |           |
| Bus          | 24           | 20             | 4         | 24         | 12                        | 3         | 15         | 7                | 37%        | 1         | 34%        | 9               | 36%        |           |            |           |
| Car          | 211          | 270            | 9         | 279        | 220                       | 7         | 227        | 50               | 19%        | 2         | 22%        | 52              | 19%        |           |            |           |
| <b>Total</b> | <b>277</b>   | <b>314</b>     | <b>22</b> | <b>335</b> | <b>316</b>                | <b>31</b> | <b>346</b> | <b>82</b>        | <b>26%</b> | <b>12</b> | <b>56%</b> | <b>94</b>       | <b>28%</b> | <b>2</b>  | <b>9</b>   | <b>11</b> |
|              |              | <b>94%</b>     | <b>6%</b> |            | <b>91%</b>                | <b>9%</b> |            |                  |            |           |            |                 |            | <b>1%</b> | <b>41%</b> | <b>3%</b> |

**MONTREAL-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |             |             | 888                       | 962         | 1850        |                  |            |            |            |                 |            |            |            |            |
| Train        | 448          | 170            | 60          | 230         | 0                         | 0           | 0           | 170              | 100%       | 60         | 100%       | 230             | 100%       |            |            |            |
| Plane        | 1147         | 245            | 1430        | 1674        | 125                       | 1012        | 1138        | 120              | 49%        | 417        | 29%        | 537             | 32%        |            |            |            |
| Bus          | 109          | 100            | 9           | 109         | 49                        | 0           | 49          | 51               | 51%        | 9          | 100%       | 60              | 55%        |            |            |            |
| Car          | 1273         | 1254           | 433         | 1688        | 955                       | 301         | 1256        | 300              | 24%        | 132        | 30%        | 431             | 26%        |            |            |            |
| <b>Total</b> | <b>2978</b>  | <b>1769</b>    | <b>1932</b> | <b>3701</b> | <b>2017</b>               | <b>2276</b> | <b>4292</b> | <b>640</b>       | <b>36%</b> | <b>618</b> | <b>32%</b> | <b>1258</b>     | <b>34%</b> | <b>248</b> | <b>343</b> | <b>591</b> |
|              |              | <b>48%</b>     | <b>52%</b>  |             | <b>47%</b>                | <b>53%</b>  |             |                  |            |            |            |                 |            | <b>14%</b> | <b>18%</b> | <b>16%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
200 KPH - High Frequency**

**MONTREAL-KITCHENER**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |          |   | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|----------|---|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus      | % | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          |              |                |            |            | 18                        | 2          | 20         |                  |            |          |   |                 |            |           |           |           |
| Train        | 5            | 2              | 2          | 3          | 0                         | 0          | 0          | 2                | 100%       | 2        |   | 3               | 100%       |           |           |           |
| Plane        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |            | 0        |   | 0               |            |           |           |           |
| Bus          | 2            | 2              | 2          | 3          | 1                         | 1          | 2          | 1                | 50%        | 1        |   | 2               | 50%        |           |           |           |
| Car          | 112          | 137            | 12         | 149        | 123                       | 12         | 135        | 14               | 10%        | 0        |   | 14              | 9%         |           |           |           |
| <b>Total</b> | <b>118</b>   | <b>140</b>     | <b>16</b>  | <b>155</b> | <b>142</b>                | <b>15</b>  | <b>157</b> | <b>16</b>        | <b>11%</b> | <b>3</b> |   | <b>19</b>       | <b>12%</b> | <b>2</b>  | <b>0</b>  | <b>2</b>  |
|              |              | <b>90%</b>     | <b>10%</b> |            | <b>90%</b>                | <b>10%</b> |            |                  |            |          |   |                 |            | <b>2%</b> | <b>0%</b> | <b>1%</b> |

**MONTREAL-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |   | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|---|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | % | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |            | 41                        | 25         | 66         |                  |            |           |   |                 |            |            |            |            |
| Train        | 22           | 9              | 0          | 9          | 0                         | 0          | 0          | 9                | 100%       | 0         |   | 9               | 100%       |            |            |            |
| Plane        | 28           | 13             | 25         | 38         | 6                         | 13         | 19         | 6                | 49%        | 13        |   | 19              | 50%        |            |            |            |
| Bus          | 3            | 3              | 0          | 3          | 0                         | 0          | 0          | 3                | 100%       | 0         |   | 3               | 100%       |            |            |            |
| Car          | 60           | 57             | 22         | 79         | 46                        | 18         | 63         | 11               | 20%        | 4         |   | 16              | 20%        |            |            |            |
| <b>Total</b> | <b>114</b>   | <b>82</b>      | <b>51</b>  | <b>133</b> | <b>93</b>                 | <b>55</b>  | <b>149</b> | <b>30</b>        | <b>37%</b> | <b>17</b> |   | <b>47</b>       | <b>36%</b> | <b>11</b>  | <b>5</b>   | <b>16</b>  |
|              |              | <b>62%</b>     | <b>38%</b> |            | <b>63%</b>                | <b>37%</b> |            |                  |            |           |   |                 |            | <b>13%</b> | <b>10%</b> | <b>12%</b> |

**OTTAWA-KINGSTON**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|------------|-----------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          |              |                |            |             | 246                       | 82         | 327         |                  |            |           |            |                 |            |           |           |           |
| Train        | 42           | 10             | 20         | 30          | 0                         | 0          | 0           | 10               | 100%       | 20        | 100%       | 30              | 100%       |           |           |           |
| Plane        | 0            | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |            | 0         |            | 0               |            |           |           |           |
| Bus          | 71           | 62             | 0          | 62          | 39                        | 0          | 39          | 22               | 36%        | 0         |            | 22              | 36%        |           |           |           |
| Car          | 820          | 837            | 246        | 1083        | 669                       | 200        | 869         | 168              | 20%        | 46        | 19%        | 214             | 20%        |           |           |           |
| <b>Total</b> | <b>933</b>   | <b>909</b>     | <b>273</b> | <b>1182</b> | <b>954</b>                | <b>282</b> | <b>1236</b> | <b>200</b>       | <b>22%</b> | <b>66</b> | <b>24%</b> | <b>266</b>      | <b>23%</b> | <b>46</b> | <b>8</b>  | <b>54</b> |
|              |              | <b>77%</b>     | <b>23%</b> |             | <b>77%</b>                | <b>23%</b> |             |                  |            |           |            |                 |            | <b>5%</b> | <b>3%</b> | <b>5%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
200 KPH - High Frequency**

**OTTAWA-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |             |             | 1138                      | 1050        | 2188        |                  |            |            |            |                 |            |            |            |            |
| Train        | 221          | 68             | 45          | 112         | 0                         | 0           | 0           | 68               | 100%       | 45         | 100%       | 112             | 100%       |            |            |            |
| Plane        | 647          | 126            | 816         | 942         | 36                        | 324         | 361         | 90               | 71%        | 492        | 60%        | 581             | 62%        |            |            |            |
| Bus          | 126          | 107            | 19          | 126         | 36                        | 12          | 48          | 70               | 66%        | 7          | 38%        | 78              | 62%        |            |            |            |
| Car          | 1721         | 1845           | 436         | 2281        | 1384                      | 283         | 1667        | 462              | 25%        | 153        | 35%        | 614             | 27%        |            |            |            |
| <b>Total</b> | <b>2716</b>  | <b>2146</b>    | <b>1316</b> | <b>3462</b> | <b>2594</b>               | <b>1670</b> | <b>4264</b> | <b>690</b>       | <b>32%</b> | <b>696</b> | <b>53%</b> | <b>1386</b>     | <b>40%</b> | <b>448</b> | <b>354</b> | <b>802</b> |
|              |              | <b>62%</b>     | <b>38%</b>  |             | <b>61%</b>                | <b>39%</b>  |             |                  |            |            |            |                 |            | <b>21%</b> | <b>27%</b> | <b>23%</b> |

**OTTAWA-KITCHENER**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |          |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|----------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus      | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          |              |                |            |            | 37                        | 4          | 41         |                  |            |          |            |                 |            |           |           |           |
| Train        | 6            | 2              | 2          | 4          | 0                         | 0          | 0          | 2                | 100%       | 2        | 100%       | 4               | 100%       |           |           |           |
| Plane        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |            | 0        |            | 0               |            |           |           |           |
| Bus          | 2            | 2              | 2          | 4          | 2                         | 2          | 4          | 0                | 18%        | 0        | 18%        | 1               | 18%        |           |           |           |
| Car          | 159          | 193            | 17         | 211        | 159                       | 16         | 175        | 34               | 18%        | 1        | 8%         | 35              | 17%        |           |           |           |
| <b>Total</b> | <b>168</b>   | <b>198</b>     | <b>21</b>  | <b>219</b> | <b>198</b>                | <b>22</b>  | <b>220</b> | <b>37</b>        | <b>18%</b> | <b>4</b> | <b>18%</b> | <b>41</b>       | <b>18%</b> | <b>0</b>  | <b>0</b>  | <b>0</b>  |
|              |              | <b>90%</b>     | <b>10%</b> |            | <b>90%</b>                | <b>10%</b> |            |                  |            |          |            |                 |            | <b>0%</b> | <b>1%</b> | <b>0%</b> |

**OTTAWA-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |           |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|-----------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus       | Total      |
| HSR          |              |                |            |            | 81                        | 36         | 117        |                  |            |           |            |                 |            |            |           |            |
| Train        | 10           | 4              | 0          | 4          | 0                         | 0          | 0          | 4                | 100%       | 0         |            | 4               | 100%       |            |           |            |
| Plane        | 10           | 10             | 46         | 56         | 2                         | 12         | 14         | 8                | 76%        | 35        | 75%        | 42              | 75%        |            |           |            |
| Bus          | 6            | 6              | 0          | 6          | 2                         | 0          | 2          | 4                | 67%        | 0         |            | 4               | 67%        |            |           |            |
| Car          | 97           | 115            | 12         | 127        | 96                        | 11         | 107        | 19               | 16%        | 1         | 12%        | 20              | 16%        |            |           |            |
| <b>Total</b> | <b>123</b>   | <b>135</b>     | <b>58</b>  | <b>193</b> | <b>181</b>                | <b>59</b>  | <b>240</b> | <b>34</b>        | <b>26%</b> | <b>36</b> | <b>62%</b> | <b>70</b>       | <b>36%</b> | <b>46</b>  | <b>0</b>  | <b>46</b>  |
|              |              | <b>70%</b>     | <b>30%</b> |            | <b>76%</b>                | <b>24%</b> |            |                  |            |           |            |                 |            | <b>34%</b> | <b>0%</b> | <b>24%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
200 KPH - High Frequency**

**KINGSTON-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|------------|------------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          |              |                |            |             | 634                       | 139        | 773         |                  |            |            |            |                 |            |           |           |           |
| Train        | 165          | 54             | 30         | 84          | 4                         | 2          | 6           | 50               | 93%        | 28         | 93%        | 78              | 93%        |           |           |           |
| Plane        | 9            | 6              | 9          | 15          | 0                         | 0          | 0           | 6                | 100%       | 9          | 100%       | 15              | 100%       |           |           |           |
| Bus          | 112          | 102            | 7          | 110         | 47                        | 5          | 52          | 55               | 54%        | 2          | 30%        | 58              | 53%        |           |           |           |
| Car          | 1995         | 2192           | 452        | 2644        | 1691                      | 346        | 2038        | 501              | 23%        | 105        | 23%        | 606             | 23%        |           |           |           |
| <b>Total</b> | <b>2281</b>  | <b>2354</b>    | <b>498</b> | <b>2852</b> | <b>2376</b>               | <b>493</b> | <b>2869</b> | <b>612</b>       | <b>26%</b> | <b>145</b> | <b>29%</b> | <b>757</b>      | <b>27%</b> | <b>22</b> | <b>0</b>  | <b>22</b> |
|              |              | <b>83%</b>     | <b>17%</b> |             | <b>83%</b>                | <b>17%</b> |             |                  |            |            |            |                 |            | <b>1%</b> | <b>0%</b> | <b>1%</b> |

**KINGSTON-KITCHENER**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |           |          |           | INDUCED TRAFFIC |           |           |           |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|-----------|----------|-----------|-----------------|-----------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %         | Bus      | %         | Total           | %         | Non-Bus   | Bus       | Total     |
| HSR          |              |                |            |            | 4                         | 1          | 5          |                  |           |          |           |                 |           |           |           |           |
| Train        | 2            | 2              | 0          | 2          | 0                         | 0          | 0          | 2                | 100%      | 0        |           | 2               | 100%      |           |           |           |
| Plane        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |           | 0        |           | 0               |           |           |           |           |
| Bus          | 3            | 2              | 0          | 2          | 1                         | 0          | 1          | 0                | 20%       | 0        |           | 0               | 20%       |           |           |           |
| Car          | 79           | 76             | 28         | 104        | 74                        | 29         | 102        | 2                | 3%        | 0        | 0%        | 2               | 2%        |           |           |           |
| <b>Total</b> | <b>83</b>    | <b>79</b>      | <b>28</b>  | <b>107</b> | <b>79</b>                 | <b>29</b>  | <b>108</b> | <b>4</b>         | <b>5%</b> | <b>0</b> | <b>0%</b> | <b>3</b>        | <b>3%</b> | <b>0</b>  | <b>1</b>  | <b>1</b>  |
|              |              | <b>74%</b>     | <b>26%</b> |            | <b>73%</b>                | <b>27%</b> |            |                  |           |          |           |                 |           | <b>1%</b> | <b>3%</b> | <b>1%</b> |

**KINGSTON-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |             |            | Project situation in 2005 |             |            | DIVERTED TRAFFIC |   |           |            | INDUCED TRAFFIC |            |          |           |           |
|--------------|--------------|----------------|-------------|------------|---------------------------|-------------|------------|------------------|---|-----------|------------|-----------------|------------|----------|-----------|-----------|
|              |              | Non-Bus        | Bus         | Total      | Non-Bus                   | Bus         | Total      | Non-Bus          | % | Bus       | %          | Total           | %          | Non-Bus  | Bus       | Total     |
| HSR          |              |                |             |            | 0                         | 14          | 14         |                  |   |           |            |                 |            |          |           |           |
| Train        | 9            | 0              | 5           | 5          | 0                         | 0           | 0          | 0                |   | 5         | 100%       | 5               | 100%       |          |           |           |
| Plane        | 0            | 0              | 0           | 0          | 0                         | 0           | 0          | 0                |   | 0         |            | 0               |            |          |           |           |
| Bus          | 2            | 0              | 5           | 5          | 0                         | 2           | 2          | 0                |   | 2         | 50%        | 2               | 50%        |          |           |           |
| Car          | 81           | 0              | 106         | 106        | 0                         | 101         | 101        | 0                |   | 5         | 4%         | 5               | 4%         |          |           |           |
| <b>Total</b> | <b>92</b>    | <b>0</b>       | <b>115</b>  | <b>115</b> | <b>0</b>                  | <b>117</b>  | <b>117</b> | <b>0</b>         |   | <b>11</b> | <b>10%</b> | <b>11</b>       | <b>10%</b> | <b>0</b> | <b>2</b>  | <b>2</b>  |
|              |              | <b>0%</b>      | <b>100%</b> |            | <b>0%</b>                 | <b>100%</b> |            |                  |   |           |            |                 |            |          | <b>2%</b> | <b>2%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
200 KPH - High Frequency**

**TORONTO-KITCHENER**

| Mode         | Base<br>1992 | Référence 2005 |             |              | Project situation in 2005 |             |              | DIVERTED TRAFFIC |           |           |           | INDUCED TRAFFIC |           |            |           |            |
|--------------|--------------|----------------|-------------|--------------|---------------------------|-------------|--------------|------------------|-----------|-----------|-----------|-----------------|-----------|------------|-----------|------------|
|              |              | Non-Bus        | Bus         | Total        | Non-Bus                   | Bus         | Total        | Non-Bus          | %         | Bus       | %         | Total           | %         | Non-Bus    | Bus       | Total      |
| HSR          |              |                |             |              | 581                       | 44          | 625          |                  |           |           |           |                 |           |            |           |            |
| Train        | 40           | 16             | 2           | 18           | 0                         | 0           | 0            | 16               | 100%      | 2         | 100%      | 18              | 100%      |            |           |            |
| Plane        | 4            | 0              | 0           | 0            | 0                         | 0           | 0            | 0                |           | 0         |           | 0               |           |            |           |            |
| Bus          | 231          | 207            | 26          | 233          | 204                       | 23          | 227          | 3                | 1%        | 3         | 12%       | 6               | 3%        |            |           |            |
| Car          | 11400        | 12345          | 2759        | 15104        | 12119                     | 2733        | 14851        | 227              | 2%        | 26        | 1%        | 253             | 2%        |            |           |            |
| <b>Total</b> | <b>11674</b> | <b>12568</b>   | <b>2787</b> | <b>15355</b> | <b>12904</b>              | <b>2799</b> | <b>15703</b> | <b>245</b>       | <b>2%</b> | <b>31</b> | <b>1%</b> | <b>277</b>      | <b>2%</b> | <b>336</b> | <b>12</b> | <b>348</b> |
|              |              | <b>82%</b>     | <b>18%</b>  |              | <b>82%</b>                | <b>18%</b>  |              |                  |           |           |           |                 |           | <b>3%</b>  | <b>0%</b> | <b>2%</b>  |

**TORONTO-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |             |             | 1064                      | 524         | 1588        |                  |            |            |            |                 |            |            |            |            |
| Train        | 207          | 72             | 35          | 107         | 0                         | 0           | 0           | 72               | 100%       | 35         | 100%       | 107             | 100%       |            |            |            |
| Plane        | 21           | 6              | 25          | 31          | 0                         | 0           | 0           | 6                | 100%       | 25         | 100%       | 31              | 100%       |            |            |            |
| Bus          | 129          | 121            | 8           | 129         | 79                        | 5           | 84          | 42               | 35%        | 3          | 36%        | 45              | 35%        |            |            |            |
| Car          | 4184         | 4010           | 1533        | 5543        | 3385                      | 1252        | 4637        | 625              | 16%        | 281        | 18%        | 906             | 16%        |            |            |            |
| <b>Total</b> | <b>4541</b>  | <b>4209</b>    | <b>1602</b> | <b>5810</b> | <b>4528</b>               | <b>1781</b> | <b>6309</b> | <b>745</b>       | <b>18%</b> | <b>345</b> | <b>22%</b> | <b>1090</b>     | <b>19%</b> | <b>319</b> | <b>179</b> | <b>498</b> |
|              |              | <b>72%</b>     | <b>28%</b>  |             | <b>72%</b>                | <b>28%</b>  |             |                  |            |            |            |                 |            | <b>8%</b>  | <b>11%</b> | <b>9%</b>  |

**TORONTO-WINDSOR**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          |              |                |            |             | 754                       | 200        | 954         |                  |            |            |            |                 |            |            |            |            |
| Train        | 110          | 40             | 16         | 56          | 0                         | 0          | 0           | 40               | 100%       | 16         | 100%       | 56              | 100%       |            |            |            |
| Plane        | 64           | 24             | 70         | 94          | 7                         | 23         | 30          | 17               | 70%        | 47         | 67%        | 64              | 68%        |            |            |            |
| Bus          | 28           | 20             | 8          | 28          | 5                         | 3          | 8           | 15               | 75%        | 5          | 62%        | 20              | 71%        |            |            |            |
| Car          | 1162         | 1318           | 222        | 1540        | 949                       | 167        | 1116        | 369              | 28%        | 55         | 25%        | 424             | 28%        |            |            |            |
| <b>Total</b> | <b>1364</b>  | <b>1402</b>    | <b>316</b> | <b>1718</b> | <b>1714</b>               | <b>394</b> | <b>2108</b> | <b>441</b>       | <b>31%</b> | <b>123</b> | <b>39%</b> | <b>564</b>      | <b>33%</b> | <b>312</b> | <b>78</b>  | <b>390</b> |
|              |              | <b>82%</b>     | <b>18%</b> |             | <b>81%</b>                | <b>19%</b> |             |                  |            |            |            |                 |            | <b>22%</b> | <b>25%</b> | <b>23%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
200 KPH - High Frequency**

**KITCHENER-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |           |           |            | INDUCED TRAFFIC |           |           |            |           |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|-----------|-----------|------------|-----------------|-----------|-----------|------------|-----------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %         | Bus       | %          | Total           | %         | Non-Bus   | Bus        | Total     |
| HSR          |              |                |            |             | 49                        | 164        | 213         |                  |           |           |            |                 |           |           |            |           |
| Train        | 18           | 9              | 0          | 9           | 0                         | 0          | 0           | 9                | 100%      | 0         |            | 9               | 100%      |           |            |           |
| Plane        | 0            | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |           | 0         |            | 0               |           |           |            |           |
| Bus          | 11           | 9              | 2          | 11          | 0                         | 0          | 0           | 9                | 100%      | 2         | 100%       | 11              | 100%      |           |            |           |
| Car          | 1472         | 1388           | 564        | 1952        | 1361                      | 478        | 1839        | 27               | 2%        | 86        | 15%        | 113             | 6%        |           |            |           |
| <b>Total</b> | <b>1500</b>  | <b>1405</b>    | <b>566</b> | <b>1971</b> | <b>1410</b>               | <b>642</b> | <b>2052</b> | <b>44</b>        | <b>3%</b> | <b>88</b> | <b>16%</b> | <b>132</b>      | <b>7%</b> | <b>5</b>  | <b>76</b>  | <b>81</b> |
|              |              | <b>71%</b>     | <b>29%</b> |             | <b>69%</b>                | <b>31%</b> |             |                  |           |           |            |                 |           | <b>0%</b> | <b>14%</b> | <b>4%</b> |

**KITCHENER-WINDSOR**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |           |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|-----------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus       | Total      |
| HSR          |              |                |            |            | 147                       | 13         | 160        |                  |            |           |            |                 |            |            |           |            |
| Train        | 2            | 2              | 0          | 2          | 0                         | 0          | 0          | 2                | 100%       | 0         |            | 2               | 100%       |            |           |            |
| Plane        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |            | 0         |            | 0               |            |            |           |            |
| Bus          | 2            | 2              | 0          | 2          | 0                         | 0          | 0          | 2                | 100%       | 0         |            | 2               | 100%       |            |           |            |
| Car          | 296          | 276            | 116        | 392        | 241                       | 103        | 344        | 35               | 13%        | 13        | 11%        | 48              | 12%        |            |           |            |
| <b>Total</b> | <b>300</b>   | <b>280</b>     | <b>116</b> | <b>396</b> | <b>388</b>                | <b>116</b> | <b>504</b> | <b>39</b>        | <b>14%</b> | <b>13</b> | <b>11%</b> | <b>52</b>       | <b>13%</b> | <b>108</b> | <b>0</b>  | <b>108</b> |
|              |              | <b>71%</b>     | <b>29%</b> |            | <b>77%</b>                | <b>23%</b> |            |                  |            |           |            |                 |            | <b>39%</b> | <b>0%</b> | <b>27%</b> |

**LONDON-WINDSOR**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |           |            |            | INDUCED TRAFFIC |            |           |            |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|-----------|------------|------------|-----------------|------------|-----------|------------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %         | Bus        | %          | Total           | %          | Non-Bus   | Bus        | Total      |
| HSR          |              |                |            |             | 140                       | 496        | 636         |                  |           |            |            |                 |            |           |            |            |
| Train        | 28           | 8              | 6          | 14          | 0                         | 0          | 0           | 8                | 100%      | 6          | 100%       | 14              | 100%       |           |            |            |
| Plane        | 0            | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |           | 0          |            | 0               |            |           |            |            |
| Bus          | 20           | 20             | 0          | 20          | 18                        | 0          | 18          | 2                | 10%       | 0          |            | 2               | 10%        |           |            |            |
| Car          | 1710         | 1580           | 686        | 2266        | 1499                      | 473        | 1972        | 81               | 5%        | 213        | 31%        | 294             | 13%        |           |            |            |
| <b>Total</b> | <b>1758</b>  | <b>1608</b>    | <b>692</b> | <b>2300</b> | <b>1657</b>               | <b>969</b> | <b>2626</b> | <b>91</b>        | <b>6%</b> | <b>219</b> | <b>32%</b> | <b>310</b>      | <b>13%</b> | <b>49</b> | <b>277</b> | <b>326</b> |
|              |              | <b>70%</b>     | <b>30%</b> |             | <b>63%</b>                | <b>37%</b> |             |                  |           |            |            |                 |            | <b>3%</b> | <b>40%</b> | <b>14%</b> |

**200 KPH**

**Fréquence Moyenne**

**Année 2005**



**TRAFFIC AND REVENUES**  
 200 KPH OPTION - MEDIUM FREQUENCY - YEAR 2005  
 (Total both directions)

| Traffic<br>(thousands of travellers) | Québec          | Montréal        | Ottawa          | Kingston        | Toronto         | Kitchener      | London          | Windsor | Revenues<br>(millions of 1992 Can \$) |
|--------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|----------------|-----------------|---------|---------------------------------------|
|                                      | 01:33<br>272 km | 01:10<br>183 km | 01:08<br>152 km | 01:23<br>254 km | 00:35<br>101 km | 00:27<br>74 km | 00:59<br>172 km |         |                                       |
| 1681                                 | 10              |                 |                 |                 |                 |                |                 |         | 109.9                                 |
| 127                                  | 6               |                 |                 |                 |                 |                |                 |         | 11.2                                  |
| 160                                  | 6               |                 |                 |                 |                 |                |                 |         | 29.0                                  |
| 850                                  |                 | 12              |                 |                 |                 |                |                 |         | 47.4                                  |
| 104                                  |                 | 8               |                 |                 |                 |                |                 |         | 3.9                                   |
| 1228                                 |                 | 12              |                 |                 |                 |                |                 |         | 141.2                                 |
| 17                                   |                 | 5               |                 |                 |                 |                |                 |         | 0.8                                   |
| 49                                   |                 | 6               |                 |                 |                 |                |                 |         | 4.2                                   |
| 327                                  |                 |                 | 8               |                 |                 |                |                 |         | 13.3                                  |
| 1400                                 |                 |                 | 12              |                 |                 |                |                 |         | 146.7                                 |
| 33                                   |                 |                 | 5               |                 |                 |                |                 |         | 1.7                                   |
| 73                                   |                 |                 | 6               |                 |                 |                |                 |         | 6.2                                   |
| 582                                  |                 |                 |                 | 8               |                 |                |                 |         | 28.5                                  |
| 5                                    |                 |                 |                 | 3               |                 |                |                 |         | 0.3                                   |
| 13                                   |                 |                 |                 | 4               |                 |                |                 |         | 0.9                                   |
| 517                                  |                 |                 |                 |                 | 6               |                |                 |         | 8.7                                   |
| 1048                                 |                 |                 |                 |                 | 10              |                |                 |         | 44.2                                  |
| 657                                  |                 |                 |                 |                 | 10              |                |                 |         | 49.4                                  |
| 146                                  |                 |                 |                 |                 |                 | 6              |                 |         | 4.5                                   |
| 106                                  |                 |                 |                 |                 |                 | 6              |                 |         | 4.5                                   |
| 551                                  |                 |                 |                 |                 |                 |                | 10              |         | 22.1                                  |
| 9674                                 | 1969            | 2536            | 3392            | 3561            | 2411            | 2091           | 1313            |         | 678.4                                 |

SOPREAIL

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
200 KPH - Medium Frequency**

TOTAL of THE 21 O/D PAIRS (both directions)

| Mode  | Base<br>1992 | Référence 2005 |       |       | Project situation in 2005 |       |       | DIVERTED TRAFFIC |      |      |      | INDUCED TRAFFIC |      |         |     |       |
|-------|--------------|----------------|-------|-------|---------------------------|-------|-------|------------------|------|------|------|-----------------|------|---------|-----|-------|
|       |              | Non-Bus        | Bus   | Total | Non-Bus                   | Bus   | Total | Non-Bus          | %    | Bus  | %    | Total           | %    | Non-Bus | Bus | Total |
| HSR   | 0            | 0              | 0     | 0     | 6174                      | 3468  | 9641  |                  |      |      |      |                 |      |         |     |       |
| Line  | 1701         | 597            | 305   | 901   | 0                         | 0     | 0     | 597              | 100% | 305  | 100% | 901             | 100% |         |     |       |
| Bus   | 2074         | 472            | 2684  | 3156  | 246                       | 1712  | 1958  | 226              | 48%  | 972  | 36%  | 1198            | 38%  |         |     |       |
| Car   | 1766         | 1331           | 351   | 1681  | 945                       | 211   | 1156  | 386              | 29%  | 139  | 40%  | 525             | 31%  |         |     |       |
| Total | 37233        | 38842          | 10582 | 49424 | 34670                     | 9258  | 43927 | 4173             | 11%  | 1324 | 13%  | 5497            | 11%  |         |     |       |
|       | 42738        | 41242          | 13921 | 55163 | 42034                     | 14649 | 56683 | 5381             | 13%  | 2740 | 20%  | 8121            | 15%  | 792     | 728 | 1520  |
|       |              | 75%            | 25%   |       | 74%                       | 26%   |       |                  |      |      |      |                 |      | 2%      | 5%  | 3%    |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
200 KPH - Medium Frequency**

**QUEBEC-MONTREAL**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          | 0            |                |             |             | 1176                      | 496         | 1672        |                  |            |            |            |                 |            |           |           |           |
| Train        | 121          | 38             | 22          | 60          | 0                         | 0           | 0           | 38               | 100%       | 22         | 100%       | 60              | 100%       |           |           |           |
| Plane        | 53           | 5              | 69          | 75          | 0                         | 0           | 0           | 5                | 100%       | 69         | 100%       | 75              | 100%       |           |           |           |
| Bus          | 397          | 236            | 161         | 397         | 166                       | 90          | 256         | 69               | 29%        | 71         | 44%        | 141             | 35%        |           |           |           |
| Car          | 6230         | 6210           | 2048        | 8258        | 5149                      | 1716        | 6865        | 1062             | 17%        | 332        | 16%        | 1393            | 17%        |           |           |           |
| <b>Total</b> | <b>6801</b>  | <b>6490</b>    | <b>2301</b> | <b>8791</b> | <b>6492</b>               | <b>2302</b> | <b>8793</b> | <b>1175</b>      | <b>18%</b> | <b>495</b> | <b>22%</b> | <b>1670</b>     | <b>19%</b> | <b>1</b>  | <b>1</b>  | <b>3</b>  |
|              |              | <b>74%</b>     | <b>26%</b>  |             | <b>74%</b>                | <b>26%</b>  |             |                  |            |            |            |                 |            | <b>0%</b> | <b>0%</b> | <b>0%</b> |

**QUEBEC-OTTAWA**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          | 0            |                |            |            | 94                        | 33         | 127        |                  |            |           |            |                 |            |           |           |           |
| Train        | 9            | 4              | 1          | 4          | 0                         | 0          | 0          | 4                | 100%       | 1         | 100%       | 4               | 100%       |           |           |           |
| Plane        | 29           | 4              | 39         | 43         | 0                         | 21         | 21         | 4                | 100%       | 18        | 45%        | 21              | 50%        |           |           |           |
| Bus          | 23           | 18             | 7          | 25         | 14                        | 1          | 14         | 4                | 24%        | 6         | 90%        | 11              | 43%        |           |           |           |
| Car          | 260          | 324            | 18         | 342        | 260                       | 11         | 271        | 64               | 20%        | 7         | 39%        | 71              | 21%        |           |           |           |
| <b>Total</b> | <b>321</b>   | <b>349</b>     | <b>65</b>  | <b>414</b> | <b>367</b>                | <b>66</b>  | <b>433</b> | <b>76</b>        | <b>22%</b> | <b>32</b> | <b>49%</b> | <b>108</b>      | <b>26%</b> | <b>18</b> | <b>1</b>  | <b>19</b> |
|              |              | <b>84%</b>     | <b>16%</b> |            | <b>85%</b>                | <b>15%</b> |            |                  |            |           |            |                 |            | <b>5%</b> | <b>1%</b> | <b>5%</b> |

**QUEBEC-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |            |            |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|------------|------------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus    | Bus        | Total      |
| HSR          | 0            |                |            |            | 72                        | 88         | 160        |                  |            |           |            |                 |            |            |            |            |
| Train        | 28           | 13             | 3          | 15         | 0                         | 0          | 0          | 13               | 100%       | 3         | 100%       | 15              | 100%       |            |            |            |
| Plane        | 89           | 18             | 109        | 127        | 16                        | 60         | 76         | 2                | 10%        | 49        | 45%        | 51              | 40%        |            |            |            |
| Bus          | 5            | 5              | 1          | 6          | 0                         | 0          | 0          | 5                | 100%       | 1         | 100%       | 6               | 100%       |            |            |            |
| Car          | 87           | 89             | 25         | 115        | 74                        | 13         | 87         | 16               | 17%        | 12        | 49%        | 28              | 24%        |            |            |            |
| <b>Total</b> | <b>209</b>   | <b>125</b>     | <b>138</b> | <b>263</b> | <b>162</b>                | <b>162</b> | <b>323</b> | <b>35</b>        | <b>28%</b> | <b>65</b> | <b>47%</b> | <b>100</b>      | <b>38%</b> | <b>37</b>  | <b>23</b>  | <b>60</b>  |
|              |              | <b>47%</b>     | <b>53%</b> |            | <b>50%</b>                | <b>50%</b> |            |                  |            |           |            |                 |            | <b>30%</b> | <b>17%</b> | <b>23%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
200 KPH - Medium Frequency**

**MONTREAL-OTTAWA**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |           |           | INDUCED TRAFFIC |            |           |           |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|-----------|-----------|-----------------|------------|-----------|-----------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus       | %         | Total           | %          | Non-Bus   | Bus       | Total      |
| HSR          | 0            |                |             |             | 680                       | 170         | 850         |                  |            |           |           |                 |            |           |           |            |
| Train        | 195          | 51             | 49          | 100         | 0                         | 0           | 0           | 51               | 100%       | 49        | 100%      | 100             | 100%       |           |           |            |
| Plane        | 33           | 16             | 44          | 60          | 10                        | 35          | 46          | 6                | 36%        | 9         | 20%       | 15              | 24%        |           |           |            |
| Bus          | 376          | 286            | 88          | 374         | 226                       | 68          | 294         | 60               | 21%        | 20        | 23%       | 80              | 21%        |           |           |            |
| Car          | 3905         | 4332           | 843         | 5175        | 3798                      | 834         | 4631        | 534              | 12%        | 9         | 1%        | 544             | 11%        |           |           |            |
| <b>Total</b> | <b>4509</b>  | <b>4686</b>    | <b>1023</b> | <b>5709</b> | <b>4714</b>               | <b>1106</b> | <b>5821</b> | <b>652</b>       | <b>14%</b> | <b>87</b> | <b>9%</b> | <b>739</b>      | <b>13%</b> | <b>28</b> | <b>83</b> | <b>111</b> |
|              |              | <b>82%</b>     | <b>18%</b>  |             | <b>81%</b>                | <b>19%</b>  |             |                  |            |           |           |                 |            | <b>1%</b> | <b>8%</b> | <b>2%</b>  |

**MONTREAL-KINGSTON**

| Mode         | Base<br>1992 | Référence 2005 |           |            | Project situation in 2005 |           |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |           |            |           |
|--------------|--------------|----------------|-----------|------------|---------------------------|-----------|------------|------------------|------------|-----------|------------|-----------------|------------|-----------|------------|-----------|
|              |              | Non-Bus        | Bus       | Total      | Non-Bus                   | Bus       | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus   | Bus        | Total     |
| HSR          | 0            |                |           |            | 84                        | 21        | 105        |                  |            |           |            |                 |            |           |            |           |
| Train        | 41           | 24             | 9         | 33         | 0                         | 0         | 0          | 24               | 100%       | 9         | 100%       | 33              | 100%       |           |            |           |
| Plane        | 0            | 0              | 0         | 0          | 0                         | 0         | 0          | 0                |            | 0         |            | 0               |            |           |            |           |
| Bus          | 24           | 20             | 4         | 24         | 12                        | 3         | 15         | 7                | 37%        | 1         | 34%        | 9               | 36%        |           |            |           |
| Car          | 211          | 270            | 9         | 279        | 220                       | 7         | 227        | 50               | 19%        | 2         | 22%        | 52              | 19%        |           |            |           |
| <b>Total</b> | <b>277</b>   | <b>314</b>     | <b>22</b> | <b>335</b> | <b>316</b>                | <b>31</b> | <b>346</b> | <b>82</b>        | <b>26%</b> | <b>12</b> | <b>56%</b> | <b>94</b>       | <b>28%</b> | <b>2</b>  | <b>9</b>   | <b>11</b> |
|              |              | <b>94%</b>     | <b>6%</b> |            | <b>91%</b>                | <b>9%</b> |            |                  |            |           |            |                 |            | <b>1%</b> | <b>41%</b> | <b>3%</b> |

**MONTREAL-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |           |            |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|-----------|------------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus   | Bus        | Total      |
| ISR          |              |                |             |             | 602                       | 626         | 1228        |                  |            |            |            |                 |            |           |            |            |
| Train        | 448          | 170            | 60          | 230         | 0                         | 0           | 0           | 170              | 100%       | 60         | 100%       | 230             | 100%       |           |            |            |
| Plane        | 1147         | 245            | 1430        | 1674        | 156                       | 1144        | 1300        | 89               | 36%        | 286        | 20%        | 375             | 22%        |           |            |            |
| Bus          | 109          | 100            | 9           | 109         | 58                        | 0           | 58          | 41               | 42%        | 9          | 100%       | 51              | 47%        |           |            |            |
| Car          | 1273         | 1254           | 433         | 1688        | 1021                      | 340         | 1362        | 233              | 19%        | 93         | 21%        | 326             | 19%        |           |            |            |
| <b>Total</b> | <b>2978</b>  | <b>1769</b>    | <b>1932</b> | <b>3701</b> | <b>1837</b>               | <b>2110</b> | <b>3948</b> | <b>533</b>       | <b>30%</b> | <b>448</b> | <b>23%</b> | <b>981</b>      | <b>27%</b> | <b>69</b> | <b>178</b> | <b>247</b> |
|              |              | <b>48%</b>     | <b>52%</b>  |             | <b>47%</b>                | <b>53%</b>  |             |                  |            |            |            |                 |            | <b>4%</b> | <b>9%</b>  | <b>7%</b>  |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
200 KPH - Medium Frequency**

**MONTREAL-KITCHENER**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |          |   | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|----------|---|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus      | % | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          |              |                |            |            | 15                        | 2          | 17         |                  |            |          |   |                 |            |           |           |           |
| Train        | 5            | 2              | 2          | 3          | 0                         | 0          | 0          | 2                | 100%       | 2        |   | 3               | 100%       |           |           |           |
| Plane        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |            | 0        |   | 0               |            |           |           |           |
|              | 2            | 2              | 2          | 3          | 1                         | 1          | 2          | 1                | 50%        | 1        |   | 2               | 50%        |           |           |           |
| Car          | 112          | 137            | 12         | 149        | 125                       | 12         | 137        | 12               | 9%         | 0        |   | 12              | 8%         |           |           |           |
| <b>Total</b> | <b>118</b>   | <b>140</b>     | <b>16</b>  | <b>155</b> | <b>141</b>                | <b>15</b>  | <b>155</b> | <b>15</b>        | <b>10%</b> | <b>2</b> |   | <b>17</b>       | <b>11%</b> | <b>1</b>  | <b>0</b>  | <b>1</b>  |
|              |              | <b>90%</b>     | <b>10%</b> |            | <b>90%</b>                | <b>10%</b> |            |                  |            |          |   |                 |            | <b>1%</b> | <b>0%</b> | <b>0%</b> |

**MONTREAL-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |   | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|---|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | % | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          |              |                |            |            | 27                        | 17         | 44         |                  |            |           |   |                 |            |           |           |           |
| Train        | 22           | 9              | 0          | 9          | 0                         | 0          | 0          | 9                | 100%       | 0         |   | 9               | 100%       |           |           |           |
| Plane        | 28           | 13             | 25         | 38         | 9                         | 17         | 25         | 4                | 32%        | 9         |   | 13              | 33%        |           |           |           |
| Bus          | 3            | 3              | 0          | 3          | 0                         | 0          | 0          | 3                | 100%       | 0         |   | 3               | 100%       |           |           |           |
| Car          | 60           | 57             | 22         | 79         | 47                        | 18         | 65         | 10               | 18%        | 4         |   | 14              | 18%        |           |           |           |
| <b>Total</b> | <b>114</b>   | <b>82</b>      | <b>51</b>  | <b>133</b> | <b>83</b>                 | <b>52</b>  | <b>134</b> | <b>27</b>        | <b>33%</b> | <b>13</b> |   | <b>40</b>       | <b>30%</b> | <b>1</b>  | <b>1</b>  | <b>2</b>  |
|              |              | <b>62%</b>     | <b>38%</b> |            | <b>62%</b>                | <b>38%</b> |            |                  |            |           |   |                 |            | <b>1%</b> | <b>2%</b> | <b>1%</b> |

**OTTAWA-KINGSTON**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|------------|-----------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          |              |                |            |             | 246                       | 82         | 327         |                  |            |           |            |                 |            |           |           |           |
| Train        | 42           | 10             | 20         | 30          | 0                         | 0          | 0           | 10               | 100%       | 20        | 100%       | 30              | 100%       |           |           |           |
| Plane        | 0            | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |            | 0         |            | 0               |            |           |           |           |
| Bus          | 71           | 62             | 0          | 62          | 39                        | 0          | 39          | 22               | 36%        | 0         |            | 22              | 36%        |           |           |           |
| Car          | 820          | 837            | 246        | 1083        | 669                       | 200        | 869         | 168              | 20%        | 46        | 19%        | 214             | 20%        |           |           |           |
| <b>Total</b> | <b>933</b>   | <b>909</b>     | <b>273</b> | <b>1182</b> | <b>954</b>                | <b>282</b> | <b>1236</b> | <b>200</b>       | <b>22%</b> | <b>66</b> | <b>24%</b> | <b>266</b>      | <b>23%</b> | <b>46</b> | <b>8</b>  | <b>54</b> |
|              |              | <b>77%</b>     | <b>23%</b> |             | <b>77%</b>                | <b>23%</b> |             |                  |            |           |            |                 |            | <b>5%</b> | <b>3%</b> | <b>5%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
200 KPH - Medium Frequency**

**OTTAWA-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |           |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|-----------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus       | Total      |
| HSR          |              |                |             |             | 715                       | 687         | 1401        |                  |            |            |            |                 |            |            |           |            |
| Train        | 221          | 68             | 45          | 112         | 0                         | 0           | 0           | 68               | 100%       | 45         | 100%       | 112             | 100%       |            |           |            |
| Plane        | 647          | 126            | 816         | 942         | 44                        | 394         | 438         | 82               | 65%        | 422        | 52%        | 504             | 53%        |            |           |            |
|              | 126          | 107            | 19          | 126         | 47                        | 11          | 58          | 60               | 56%        | 8          | 43%        | 68              | 54%        |            |           |            |
| Car          | 1721         | 1845           | 436         | 2281        | 1469                      | 322         | 1791        | 377              | 20%        | 114        | 26%        | 490             | 21%        |            |           |            |
| <b>Total</b> | <b>2716</b>  | <b>2146</b>    | <b>1316</b> | <b>3462</b> | <b>2274</b>               | <b>1414</b> | <b>3689</b> | <b>586</b>       | <b>27%</b> | <b>588</b> | <b>45%</b> | <b>1175</b>     | <b>34%</b> | <b>129</b> | <b>98</b> | <b>227</b> |
|              |              | <b>62%</b>     | <b>38%</b>  |             | <b>62%</b>                | <b>38%</b>  |             |                  |            |            |            |                 |            | <b>6%</b>  | <b>7%</b> | <b>7%</b>  |

**OTTAWA-KITCHENER**

| Mode         | Base<br>1992 | Référence 2005 |           |            | Project situation in 2005 |           |            | DIVERTED TRAFFIC |            |          |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|-----------|------------|---------------------------|-----------|------------|------------------|------------|----------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus       | Total      | Non-Bus                   | Bus       | Total      | Non-Bus          | %          | Bus      | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          |              |                |           |            | 20                        | 2         | 23         |                  |            |          |            |                 |            |           |           |           |
| Train        | 6            | 2              | 2         | 4          | 0                         | 0         | 0          | 2                | 100%       | 2        | 100%       | 4               | 100%       |           |           |           |
| Plane        | 0            | 0              | 0         | 0          | 0                         | 0         | 0          | 0                | 0%         | 0        | 0%         | 0               | 0%         |           |           |           |
| Bus          | 2            | 4              | 4         | 9          | 4                         | 4         | 9          | 0                | 0%         | 0        | 0%         | 0               | 0%         |           |           |           |
| Car          | 159          | 187            | 11        | 198        | 169                       | 9         | 178        | 18               | 9%         | 2        | 17%        | 19              | 10%        |           |           |           |
| <b>Total</b> | <b>168</b>   | <b>193</b>     | <b>17</b> | <b>211</b> | <b>194</b>                | <b>15</b> | <b>210</b> | <b>20</b>        | <b>10%</b> | <b>4</b> | <b>23%</b> | <b>24</b>       | <b>11%</b> | <b>1</b>  | <b>0</b>  | <b>1</b>  |
|              |              | <b>92%</b>     | <b>8%</b> |            | <b>93%</b>                | <b>7%</b> |            |                  |            |          |            |                 |            | <b>0%</b> | <b>0%</b> | <b>0%</b> |

**OTTAWA-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |           |            | INDUCED TRAFFIC |            |           |           |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|-----------|------------|-----------------|------------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus       | %          | Total           | %          | Non-Bus   | Bus       | Total     |
| HSR          |              |                |            |            | 32                        | 35         | 67         |                  |            |           |            |                 |            |           |           |           |
| Train        | 10           | 4              | 0          | 4          | 0                         | 0          | 0          | 4                | 100%       | 0         |            | 4               | 100%       |           |           |           |
| Plane        | 10           | 10             | 46         | 56         | 3                         | 13         | 16         | 7                | 73%        | 33        | 71%        | 40              | 71%        |           |           |           |
| Bus          | 6            | 6              | 0          | 6          | 2                         | 0          | 2          | 4                | 67%        | 0         |            | 4               | 67%        |           |           |           |
| Car          | 97           | 115            | 12         | 127        | 100                       | 11         | 111        | 15               | 13%        | 1         | 8%         | 16              | 13%        |           |           |           |
| <b>Total</b> | <b>123</b>   | <b>135</b>     | <b>58</b>  | <b>193</b> | <b>136</b>                | <b>60</b>  | <b>196</b> | <b>30</b>        | <b>23%</b> | <b>34</b> | <b>58%</b> | <b>64</b>       | <b>33%</b> | <b>1</b>  | <b>1</b>  | <b>3</b>  |
|              |              | <b>70%</b>     | <b>30%</b> |            | <b>70%</b>                | <b>30%</b> |            |                  |            |           |            |                 |            | <b>1%</b> | <b>2%</b> | <b>1%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
200 KPH - Medium Frequency**

**KINGSTON-TORONTO**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |             |           |             |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|------------|------------|------------|-----------------|------------|-------------|-----------|-------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus     | Bus       | Total       |
| HSR          |              |                |            |             | 464                       | 116        | 580         |                  |            |            |            |                 |            |             |           |             |
| Train        | 165          | 54             | 30         | 84          | 0                         | 0          | 0           | 54               | 100%       | 30         | 100%       | 84              | 100%       |             |           |             |
| Plane        | 9            | 6              | 9          | 15          | 0                         | 0          | 0           | 6                | 100%       | 9          | 100%       | 15              | 100%       |             |           |             |
| Bus          | 112          | 102            | 7          | 110         | 54                        | 3          | 58          | 48               | 47%        | 4          | 54%        | 52              | 47%        |             |           |             |
| Car          | 1995         | 2192           | 452        | 2644        | 1735                      | 355        | 2090        | 458              | 21%        | 97         | 21%        | 554             | 21%        |             |           |             |
| <b>Total</b> | <b>2281</b>  | <b>2354</b>    | <b>498</b> | <b>2852</b> | <b>2253</b>               | <b>475</b> | <b>2728</b> | <b>565</b>       | <b>24%</b> | <b>140</b> | <b>28%</b> | <b>705</b>      | <b>25%</b> | <b>-101</b> | <b>0</b>  | <b>-101</b> |
|              |              | <b>83%</b>     | <b>17%</b> |             | <b>83%</b>                | <b>17%</b> |             |                  |            |            |            |                 |            | <b>-4%</b>  | <b>0%</b> | <b>-4%</b>  |

**KINGSTON-KITCHENER**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |           |          |           | INDUCED TRAFFIC |           |           |           |           |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|-----------|----------|-----------|-----------------|-----------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %         | Bus      | %         | Total           | %         | Non-Bus   | Bus       | Total     |
| HSR          |              |                |            |            | 4                         | 1          | 5          |                  |           |          |           |                 |           |           |           |           |
| Train        | 2            | 2              | 0          | 2          | 0                         | 0          | 0          | 2                | 100%      | 0        |           | 2               | 100%      |           |           |           |
| Plane        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |           | 0        |           | 0               |           |           |           |           |
| Bus          | 3            | 2              | 0          | 2          | 1                         | 0          | 1          | 0                | 20%       | 0        |           | 0               | 20%       |           |           |           |
| Car          | 79           | 76             | 28         | 104        | 74                        | 29         | 102        | 2                | 3%        | 0        | 0%        | 2               | 2%        |           |           |           |
| <b>Total</b> | <b>83</b>    | <b>79</b>      | <b>28</b>  | <b>107</b> | <b>79</b>                 | <b>29</b>  | <b>108</b> | <b>4</b>         | <b>5%</b> | <b>0</b> | <b>0%</b> | <b>3</b>        | <b>3%</b> | <b>0</b>  | <b>1</b>  | <b>1</b>  |
|              |              | <b>74%</b>     | <b>26%</b> |            | <b>73%</b>                | <b>27%</b> |            |                  |           |          |           |                 |           | <b>1%</b> | <b>3%</b> | <b>1%</b> |

**KINGSTON-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |             |            | Project situation in 2005 |             |            | DIVERTED TRAFFIC |   |           |            | INDUCED TRAFFIC |            |          |           |           |
|--------------|--------------|----------------|-------------|------------|---------------------------|-------------|------------|------------------|---|-----------|------------|-----------------|------------|----------|-----------|-----------|
|              |              | Non-Bus        | Bus         | Total      | Non-Bus                   | Bus         | Total      | Non-Bus          | % | Bus       | %          | Total           | %          | Non-Bus  | Bus       | Total     |
| HSR          |              |                |             |            | 0                         | 12          | 12         |                  |   |           |            |                 |            |          |           |           |
| Train        | 9            | 0              | 5           | 5          | 0                         | 0           | 0          | 0                |   | 5         | 100%       | 5               | 100%       |          |           |           |
| Plane        | 0            | 0              | 0           | 0          | 0                         | 0           | 0          | 0                |   | 0         |            | 0               |            |          |           |           |
| Bus          | 2            | 0              | 5           | 5          | 0                         | 0           | 0          | 0                |   | 5         | 100%       | 5               | 100%       |          |           |           |
| Car          | 81           | 0              | 106         | 106        | 0                         | 101         | 101        | 0                |   | 5         | 4%         | 5               | 4%         |          |           |           |
| <b>Total</b> | <b>92</b>    | <b>0</b>       | <b>115</b>  | <b>115</b> | <b>0</b>                  | <b>114</b>  | <b>114</b> | <b>0</b>         |   | <b>14</b> | <b>12%</b> | <b>14</b>       | <b>12%</b> | <b>0</b> | <b>0</b>  | <b>0</b>  |
|              |              | <b>0%</b>      | <b>100%</b> |            | <b>0%</b>                 | <b>100%</b> |            |                  |   |           |            |                 |            |          | <b>0%</b> | <b>0%</b> |

**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
200 KPH - Medium Frequency**

**TORONTO-KITCHENER**

| Mode         | Base<br>1992 | Référence 2005 |             |              | Project situation in 2005 |             |              | DIVERTED TRAFFIC |           |           |           | INDUCED TRAFFIC |           |            |           |            |
|--------------|--------------|----------------|-------------|--------------|---------------------------|-------------|--------------|------------------|-----------|-----------|-----------|-----------------|-----------|------------|-----------|------------|
|              |              | Non-Bus        | Bus         | Total        | Non-Bus                   | Bus         | Total        | Non-Bus          | %         | Bus       | %         | Total           | %         | Non-Bus    | Bus       | Total      |
| HSR          |              |                |             |              | 476                       | 41          | 518          |                  |           |           |           |                 |           |            |           |            |
| Train        | 40           | 16             | 2           | 18           | 0                         | 0           | 0            | 16               | 100%      | 2         | 100%      | 18              | 100%      |            |           |            |
| Plane        | 4            | 0              | 0           | 0            | 0                         | 0           | 0            | 0                | 0         | 0         | 0         | 0               |           |            |           |            |
| Bus          | 231          | 207            | 26          | 233          | 204                       | 23          | 227          | 3                | 1%        | 3         | 12%       | 6               | 3%        |            |           |            |
| Car          | 11400        | 12345          | 2759        | 15104        | 12119                     | 2733        | 14851        | 227              | 2%        | 26        | 1%        | 253             | 2%        |            |           |            |
| <b>Total</b> | <b>11674</b> | <b>12568</b>   | <b>2787</b> | <b>15355</b> | <b>12799</b>              | <b>2797</b> | <b>15596</b> | <b>245</b>       | <b>2%</b> | <b>31</b> | <b>1%</b> | <b>277</b>      | <b>2%</b> | <b>231</b> | <b>10</b> | <b>241</b> |
|              |              | <b>82%</b>     | <b>18%</b>  |              | <b>82%</b>                | <b>18%</b>  |              |                  |           |           |           |                 |           | <b>2%</b>  | <b>0%</b> | <b>2%</b>  |

**TORONTO-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |             |             | Project situation in 2005 |             |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |           |           |            |
|--------------|--------------|----------------|-------------|-------------|---------------------------|-------------|-------------|------------------|------------|------------|------------|-----------------|------------|-----------|-----------|------------|
|              |              | Non-Bus        | Bus         | Total       | Non-Bus                   | Bus         | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus   | Bus       | Total      |
| HSR          |              |                |             |             | 701                       | 345         | 1047        |                  |            |            |            |                 |            |           |           |            |
| Train        | 207          | 72             | 35          | 107         | 0                         | 0           | 0           | 72               | 100%       | 35         | 100%       | 107             | 100%       |           |           |            |
| Plane        | 21           | 6              | 25          | 31          | 0                         | 0           | 0           | 6                | 100%       | 25         | 100%       | 31              | 100%       |           |           |            |
| Bus          | 129          | 121            | 8           | 129         | 86                        | 6           | 92          | 35               | 29%        | 2          | 30%        | 37              | 29%        |           |           |            |
| Car          | 4184         | 4010           | 1533        | 5543        | 3502                      | 1295        | 4797        | 508              | 13%        | 238        | 16%        | 746             | 13%        |           |           |            |
| <b>Total</b> | <b>4541</b>  | <b>4209</b>    | <b>1602</b> | <b>5810</b> | <b>4289</b>               | <b>1646</b> | <b>5935</b> | <b>621</b>       | <b>15%</b> | <b>301</b> | <b>19%</b> | <b>922</b>      | <b>16%</b> | <b>80</b> | <b>45</b> | <b>125</b> |
|              |              | <b>72%</b>     | <b>28%</b>  |             | <b>72%</b>                | <b>28%</b>  |             |                  |            |            |            |                 |            | <b>2%</b> | <b>3%</b> | <b>2%</b>  |

**TORONTO-WINDSOR**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |            |            |            | INDUCED TRAFFIC |            |            |           |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|------------|------------|------------|-----------------|------------|------------|-----------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %          | Bus        | %          | Total           | %          | Non-Bus    | Bus       | Total      |
| HSR          |              |                |            |             | 518                       | 138        | 656         |                  |            |            |            |                 |            |            |           |            |
| Train        | 110          | 40             | 16         | 56          | 0                         | 0          | 0           | 40               | 100%       | 16         | 100%       | 56              | 100%       |            |           |            |
| Plane        | 64           | 24             | 70         | 94          | 9                         | 27         | 36          | 15               | 64%        | 43         | 61%        | 58              | 62%        |            |           |            |
| Bus          | 28           | 20             | 8          | 28          | 9                         | 3          | 12          | 11               | 54%        | 5          | 64%        | 16              | 57%        |            |           |            |
| Car          | 1162         | 1318           | 222        | 1540        | 995                       | 176        | 1170        | 324              | 25%        | 47         | 21%        | 370             | 24%        |            |           |            |
| <b>Total</b> | <b>1364</b>  | <b>1402</b>    | <b>316</b> | <b>1718</b> | <b>1531</b>               | <b>344</b> | <b>1874</b> | <b>390</b>       | <b>28%</b> | <b>110</b> | <b>35%</b> | <b>500</b>      | <b>29%</b> | <b>129</b> | <b>28</b> | <b>156</b> |
|              |              | <b>82%</b>     | <b>18%</b> |             | <b>82%</b>                | <b>18%</b> |             |                  |            |            |            |                 |            | <b>9%</b>  | <b>9%</b> | <b>9%</b>  |



**TRAFFIC VOLUMES (both directions, in thousands of travellers)  
200 KPH - Medium Frequency**

**KITCHENER-LONDON**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |           |           |            | INDUCED TRAFFIC |           |           |           |           |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|-----------|-----------|------------|-----------------|-----------|-----------|-----------|-----------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %         | Bus       | %          | Total           | %         | Non-Bus   | Bus       | Total     |
| HSR          |              |                |            |             | 34                        | 113        | 146         |                  |           |           |            |                 |           |           |           |           |
| Train        | 18           | 9              | 0          | 9           | 0                         | 0          | 0           | 9                | 100%      | 0         |            | 9               | 100%      |           |           |           |
| Plane        | 0            | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |           | 0         |            | 0               |           |           |           |           |
| Bus          | 11           | 9              | 2          | 11          | 0                         | 0          | 0           | 9                | 100%      | 2         | 100%       | 11              | 100%      |           |           |           |
| Car          | 1472         | 1388           | 564        | 1952        | 1371                      | 482        | 1853        | 16               | 1%        | 82        | 15%        | 99              | 5%        |           |           |           |
| <b>Total</b> | <b>1500</b>  | <b>1405</b>    | <b>566</b> | <b>1971</b> | <b>1405</b>               | <b>594</b> | <b>1999</b> | <b>34</b>        | <b>2%</b> | <b>84</b> | <b>15%</b> | <b>118</b>      | <b>6%</b> | <b>0</b>  | <b>29</b> | <b>28</b> |
|              |              | <b>71%</b>     | <b>29%</b> |             | <b>70%</b>                | <b>30%</b> |             |                  |           |           |            |                 |           | <b>0%</b> | <b>5%</b> | <b>1%</b> |

**KITCHENER-WINDSOR**

| Mode         | Base<br>1992 | Référence 2005 |            |            | Project situation in 2005 |            |            | DIVERTED TRAFFIC |            |          |           | INDUCED TRAFFIC |            |            |           |            |
|--------------|--------------|----------------|------------|------------|---------------------------|------------|------------|------------------|------------|----------|-----------|-----------------|------------|------------|-----------|------------|
|              |              | Non-Bus        | Bus        | Total      | Non-Bus                   | Bus        | Total      | Non-Bus          | %          | Bus      | %         | Total           | %          | Non-Bus    | Bus       | Total      |
| HSR          |              |                |            |            | 98                        | 8          | 106        |                  |            |          |           |                 |            |            |           |            |
| Train        | 2            | 2              | 0          | 2          | 0                         | 0          | 0          | 2                | 100%       | 0        |           | 2               | 100%       |            |           |            |
| Plane        | 0            | 0              | 0          | 0          | 0                         | 0          | 0          | 0                |            | 0        |           | 0               |            |            |           |            |
| Bus          | 2            | 2              | 0          | 2          | 0                         | 0          | 0          | 2                | 100%       | 0        |           | 2               | 100%       |            |           |            |
| Car          | 296          | 276            | 116        | 392        | 246                       | 110        | 356        | 30               | 11%        | 6        | 5%        | 36              | 9%         |            |           |            |
| <b>Total</b> | <b>300</b>   | <b>280</b>     | <b>116</b> | <b>396</b> | <b>343</b>                | <b>119</b> | <b>462</b> | <b>34</b>        | <b>12%</b> | <b>6</b> | <b>5%</b> | <b>40</b>       | <b>10%</b> | <b>63</b>  | <b>3</b>  | <b>66</b>  |
|              |              | <b>71%</b>     | <b>29%</b> |            | <b>74%</b>                | <b>26%</b> |            |                  |            |          |           |                 |            | <b>23%</b> | <b>2%</b> | <b>17%</b> |

**LONDON-WINDSOR**

| Mode         | Base<br>1992 | Référence 2005 |            |             | Project situation in 2005 |            |             | DIVERTED TRAFFIC |           |            |            | INDUCED TRAFFIC |            |           |            |            |
|--------------|--------------|----------------|------------|-------------|---------------------------|------------|-------------|------------------|-----------|------------|------------|-----------------|------------|-----------|------------|------------|
|              |              | Non-Bus        | Bus        | Total       | Non-Bus                   | Bus        | Total       | Non-Bus          | %         | Bus        | %          | Total           | %          | Non-Bus   | Bus        | Total      |
| HSR          |              |                |            |             | 116                       | 435        | 550         |                  |           |            |            |                 |            |           |            |            |
| Train        | 28           | 8              | 6          | 14          | 0                         | 0          | 0           | 8                | 100%      | 6          | 100%       | 14              | 100%       |           |            |            |
| Plane        | 0            | 0              | 0          | 0           | 0                         | 0          | 0           | 0                |           | 0          |            | 0               |            |           |            |            |
| Bus          | 20           | 20             | 0          | 20          | 19                        | 0          | 19          | 1                | 4%        | 0          |            | 1               | 4%         |           |            |            |
| Car          | 1710         | 1580           | 686        | 2266        | 1531                      | 483        | 2014        | 49               | 3%        | 203        | 30%        | 252             | 11%        |           |            |            |
| <b>Total</b> | <b>1758</b>  | <b>1608</b>    | <b>692</b> | <b>2300</b> | <b>1665</b>               | <b>918</b> | <b>2583</b> | <b>58</b>        | <b>4%</b> | <b>209</b> | <b>30%</b> | <b>267</b>      | <b>12%</b> | <b>57</b> | <b>226</b> | <b>283</b> |
|              |              | <b>70%</b>     | <b>30%</b> |             | <b>64%</b>                | <b>36%</b> |             |                  |           |            |            |                 |            | <b>4%</b> | <b>33%</b> | <b>12%</b> |

# **PLANS D'EXPLOITATION**

05/05/1993

**OPERATING PLAN**  
300 KPH OPTION - HIGH FREQUENCY

| Train Number | Québec          | Montréal |           | Ottawa          | Kingston        | Toronto         | Kitchener      | London         | Windsor         |       |
|--------------|-----------------|----------|-----------|-----------------|-----------------|-----------------|----------------|----------------|-----------------|-------|
|              | 01:12<br>271 km | Arrival  | Departure | 00:58<br>180 km | 00:42<br>152 km | 01:03<br>255 km | 00:25<br>95 km | 00:20<br>95 km | 00:44<br>183 km |       |
| 201          |                 |          |           |                 |                 | 07:00           |                |                | 08:35           |       |
| 207          |                 |          |           |                 |                 | 07:30           |                |                | 09:05           |       |
| 202          |                 |          |           |                 |                 | 08:00           |                |                | 09:35           |       |
| 1            |                 |          | 06:00     | 06:58           | 07:42           | 08:45           | 08:50          | 09:25          | 09:47           | 10:39 |
| 2            |                 |          | 06:30     | 07:28           |                 | 09:15           |                |                |                 |       |
| 3            |                 |          | 07:00     | 07:58           | 08:42           | 09:45           | 09:50          | 10:25          | 10:47           | 11:39 |
| 16           |                 |          | 07:30     | 08:28           |                 | 10:15           |                |                |                 |       |
| 104          | 06:46           | 07:58    |           |                 |                 |                 |                |                |                 |       |
| 4            |                 |          | 08:00     | 08:58*          | 09:42           | 10:45           | 10:50          | 11:25          | 11:47           | 12:39 |
| 20           | 07:16           | 08:28    | 08:30     | 09:28           |                 | 11:15           |                |                |                 |       |
| 105          | 07:46           | 08:58    |           |                 |                 |                 |                |                |                 |       |
| 5            |                 |          | 09:00     | 09:58           | 10:42           | 11:45           | 11:50          | 12:25          | 12:47           | 13:39 |
| 24           |                 |          | 09:30     |                 |                 | 12:15           |                |                |                 |       |
| 118          | 08:46           | 09:58    |           |                 |                 |                 |                |                |                 |       |
| 18           |                 |          | 10:00     | 10:58           |                 | 12:45           |                |                |                 |       |
| 203          |                 |          |           |                 |                 |                 | 12:45          | 13:34          |                 | 14:20 |
| 106          | 09:46           | 10:58    |           |                 |                 |                 |                |                |                 |       |
| 6            |                 |          | 11:00     | 11:58           | 12:42           | 13:45           | 13:50          | 14:25          | 14:47           | 15:39 |
| 209          |                 |          |           |                 |                 |                 | 14:20          | 15:09          |                 | 15:55 |
| 7            |                 |          | 12:00     | 12:58           |                 | 14:45           |                |                |                 |       |
| 204          |                 |          |           |                 |                 |                 | 15:20          | 16:09          |                 | 16:55 |
| 8            | 11:46           | 12:58    | 13:00     | 13:58           | 14:42           | 15:45           |                |                |                 |       |
| 9            | 12:46           | 13:58    | 14:00     | 14:58           | 15:42           | 16:45           | 16:50          | 17:25          | 17:47           | 18:39 |
| 117          | 13:46           | 14:58    |           |                 |                 |                 |                |                |                 |       |
| 17           |                 |          | 15:00     | 15:58           |                 | 17:45           |                |                |                 |       |
| 205          |                 |          |           |                 |                 |                 | 18:00          | 18:49          |                 | 19:35 |
| 23           |                 |          | 15:30     |                 |                 | 18:15           |                |                |                 |       |
| 110          | 14:46           | 15:58    |           |                 |                 |                 |                |                |                 |       |
| 10           |                 |          | 16:00     | 16:58           | 17:42           | 18:45           | 18:50          | 19:25          | 19:47           | 20:39 |
| 121          | 15:16           | 16:28    |           |                 |                 |                 |                |                |                 |       |
| 21           |                 |          | 16:30     |                 |                 | 19:15           |                |                |                 |       |
| 221          |                 |          |           |                 |                 |                 | 19:20          | 20:09          |                 | 20:55 |
| 111          | 15:46           | 16:58    |           |                 |                 |                 |                |                |                 |       |
| 11           |                 |          | 17:00     | 17:58           | 18:42           | 19:45           | 19:50          | 20:25          | 20:47           | 21:39 |
| 112          | 16:16           | 17:28    |           |                 |                 |                 |                |                |                 |       |
| 12           |                 |          | 17:30     | 18:28           | 19:12           | 20:15           |                |                |                 |       |
| 13           | 16:46           | 17:58    | 18:00     | 18:58           |                 | 20:45           |                |                |                 |       |
| 206          |                 |          |           |                 |                 |                 | 21:00          | 21:49          |                 | 22:35 |
| 114          | 17:16           | 18:28    |           |                 |                 |                 |                |                |                 |       |
| 14           |                 |          | 18:30     | 19:28           | 20:12           | 21:15           |                |                |                 |       |
| 208          |                 |          |           |                 |                 |                 | 21:30          | 22:19          |                 | 23:05 |
| 19           | 17:46           | 18:58    | 19:00     | 19:58           |                 | 21:45           |                |                |                 |       |
| 115          | 18:46           | 19:58    |           |                 |                 |                 |                |                |                 |       |
| 15           |                 |          | 20:00     | 20:58           |                 | 22:45           |                |                |                 |       |
| 22           | 19:46           | 20:58    | 21:00     |                 |                 | 23:45           |                |                |                 |       |
| 110          | 20:46           | 21:58    |           |                 |                 |                 |                |                |                 |       |

\*The number 4 train does not accept travellers from Ottawa to Kitchener

**OPERATING PLAN**  
200 KPH OPTION - HIGH FREQUENCY

| Train Number | Québec          | Montréal |           | Ottawa          | Kingston        | Toronto         | Kitchener       | London         | Windsor         |       |
|--------------|-----------------|----------|-----------|-----------------|-----------------|-----------------|-----------------|----------------|-----------------|-------|
|              | 01:33<br>272 km | Arrival  | Departure | 01:10<br>183 km | 01:08<br>152 km | 01:23<br>254 km | 00:30<br>101 km | 00:27<br>74 km | 00:59<br>172 km |       |
| 202          |                 |          |           |                 |                 |                 | 06:30           |                | 07:27           | 08:26 |
| 201          |                 |          |           |                 |                 |                 | 07:30           | 08:00          | 08:27           | 09:26 |
| 203          |                 |          |           |                 |                 |                 | 08:30           |                | 09:27           | 10:26 |
| 1            |                 |          | 06:00     | 07:10           | 08:18           | 09:41           | 09:46           | 10:16          | 10:43           | 11:42 |
| 13           |                 |          | 06:30     | 07:40           |                 | 10:11           |                 |                |                 |       |
| 2            |                 |          | 07:00     | 08:10           | 09:18           | 10:41           |                 |                |                 |       |
| 14           |                 |          | 07:30     | 08:40           |                 | 11:11           | 11:16           | 11:46          | 12:13           | 13:12 |
| 3            | 06:27           | 08:00    | 08:00     | 09:10           | 10:18           | 11:41           | 11:46           |                | 12:43           | 13:42 |
| 101          | 07:27           | 09:00    |           |                 |                 |                 |                 |                |                 |       |
| 12           |                 |          | 09:00     | 10:10           |                 | 12:41           |                 |                |                 |       |
| 4            | 08:27           | 10:00    | 10:00     | 11:10           | 12:18           | 13:41           | 13:46           | 14:16          | 14:43           | 15:42 |
| 102          | 09:27           | 11:00    |           |                 |                 |                 |                 |                |                 |       |
| 9            |                 |          | 11:00     | 12:10           |                 | 14:41           | 14:46           | 15:16          | 15:43           | 16:42 |
| 10           | 10:27           | 12:00    | 12:00     | 13:10           |                 | 15:41           |                 |                |                 |       |
| 204          |                 |          |           |                 |                 |                 | 15:46           |                | 16:43           | 17:42 |
| 103          | 11:27           | 13:00    |           |                 |                 |                 |                 |                |                 |       |
| 5            |                 |          | 13:00     | 14:10           | 15:18           | 16:41           |                 |                |                 |       |
| 205          |                 |          |           |                 |                 |                 | 16:46           |                | 17:43           | 18:42 |
| 11           | 12:27           | 14:00    | 14:00     | 15:10           |                 | 17:41           | 17:46           | 18:16          | 18:43           | 19:42 |
| 104          | 13:27           | 15:00    |           |                 |                 |                 |                 |                |                 |       |
| 15           |                 |          | 15:00     | 16:10           |                 | 18:41           |                 |                |                 |       |
| 206          |                 |          |           |                 |                 |                 | 18:46           |                | 19:43           | 20:42 |
| 6            | 14:27           | 16:00    | 16:00     | 17:10           | 18:18           | 19:41           | 19:46           | 20:16          | 20:43           | 21:42 |
| 105          | 15:27           | 17:00    |           |                 |                 |                 |                 |                |                 |       |
| 7            |                 |          | 17:00     | 18:10           | 19:18           | 20:41           |                 |                |                 |       |
| 16           |                 |          | 17:30     | 18:40           |                 | 21:11           | 21:16           | 21:46          | 22:13           | 23:12 |
| 8            | 16:27           | 18:00    | 18:00     | 19:10           | 20:18           | 21:41           |                 |                |                 |       |
| 17           |                 |          | 18:30     | 19:40           |                 | 23:11           |                 |                |                 |       |
| 106          | 17:27           | 19:00    |           |                 |                 |                 |                 |                |                 |       |
| 18           |                 |          | 19:30     | 21:10           |                 | 00:11           |                 |                |                 |       |
| 107          | 18:27           | 20:00    |           |                 |                 |                 |                 |                |                 |       |
| 108          | 18:57           | 21:00    |           |                 |                 |                 |                 |                |                 |       |

# **DONNEES**

AVÉRAIE KM L'HEURE HST,  
YEAR 2005

|               | Québec                     | Montréal | Ottawa | Kingston | Toronto | Kitchener | London | Windsor | Business                   |
|---------------|----------------------------|----------|--------|----------|---------|-----------|--------|---------|----------------------------|
| No - business | Average km price in Can \$ |          |        |          |         |           |        |         | Average km price in Can \$ |
| 0.20          | 55                         | 89       |        |          |         |           |        |         | 0.33                       |
| 0.15          | 67                         |          | 148    |          |         |           |        |         | 0.33                       |
| 0.17          | 120                        |          |        |          | 230     |           |        |         | 0.33                       |
| 0.23          |                            | 42       | 111    |          |         |           |        |         | 0.62                       |
| 0.11          |                            | 35       |        | 49       |         |           |        |         | 0.15                       |
| 0.16          |                            | 94       |        |          | 135     |           |        |         | 0.23                       |
| 0.12          |                            | 80       |        |          |         | 80 *      |        |         | 0.12                       |
| 0.15          |                            | 85       |        |          |         |           | 85 *   |         | 0.11                       |
| 0.24          |                            |          | 37     | 51       |         |           |        |         | 0.34                       |
| 0.18          |                            |          | 75     |          | 136     |           |        |         | 0.33                       |
| 0.10          |                            |          | 50     |          |         | 50 *      |        |         | 0.10                       |
| 0.14          |                            |          | 85     |          |         |           | 85 *   |         | 0.14                       |
| 0.18          |                            |          |        | 47       | 57      |           |        |         | 0.22                       |
| 0.15          |                            |          |        | 52       |         | 59        |        |         | 0.17                       |
| 0.15          |                            |          |        | 66       |         |           | 66 *   |         | 0.15                       |
| 0.16          |                            |          |        |          | 15      | 39        |        |         | 0.41                       |
| 0.20          |                            |          |        |          | 38      |           | 50     |         | 0.26                       |
| 0.19          |                            |          |        |          | 70      |           |        | 95      | 0.25                       |
| 0.21          |                            |          |        |          |         | 20        | 33     |         | 0.35                       |
| 0.15          |                            |          |        |          |         | 42        |        | 50      | 0.18                       |
| 0.14          |                            |          |        |          |         |           | 26     | 44      | 0.24                       |

\* Prices for all purposes

PRICES

| Origin    | Destination | Non business Prices |       |      |      | Business Prices |       |      |      | Access & Egress Price Train | Access & Egress Price Plane | Access & Egress Price Bus |
|-----------|-------------|---------------------|-------|------|------|-----------------|-------|------|------|-----------------------------|-----------------------------|---------------------------|
|           |             | Train               | Plane | Bus  | Car  | Train           | Plane | Bus  | Car  |                             |                             |                           |
| Quebec    | Montreal    | 27                  | 160   | 27   | 0,08 | 40              | 250   | 27   | 0,29 | 5                           | 10                          | 3                         |
| Quebec    | Ottawa      | 44                  | 164   | 39   | 0,08 | 88              | 174   | 42   | 0,29 | 5                           | 26                          | 3                         |
| Quebec    | Toronto     | 67                  | 183   | 91   | 0,08 | 95              | 280   | 91   | 0,29 | 6                           | 20                          | 2                         |
| Montreal  | Ottawa      | 22,1                | 112,4 | 19,8 | 0,08 | 40,2            | 191,6 | 19,8 | 0,29 | 7,3                         | 16,9                        | 3,1                       |
| Montreal  | Kingston    | 27                  |       | 28   | 0,08 | 39              |       | 31   | 0,29 | 5,5                         |                             | 3                         |
| Montreal  | Toronto     | 47                  | 109   | 50   | 0,08 | 71              | 160   | 64   | 0,29 | 14                          | 20                          | 10                        |
| Montreal  | Kitchener   | 41                  |       | 40   | 0,08 | 41              |       | 40   | 0,08 | 3,1                         |                             | 3                         |
| Montreal  | London      | 39                  | 213   | 63   | 0,08 | 39              | 213   | 63   | 0,08 | 8,6                         | 12,5                        | 4,9                       |
| Ottawa    | Kingston    | 21                  |       | 23   | 0,08 | 32              |       | 22   | 0,29 | 5,2                         |                             | 4,9                       |
| Ottawa    | Toronto     | 50                  | 103   | 37   | 0,08 | 68              | 187   | 51   | 0,29 | 6,4                         | 25,4                        | 2,3                       |
| Ottawa    | Kitchener   | 50                  |       | 52   | 0,09 | 50              |       | 52   | 0,09 | 3                           |                             | 6                         |
| Ottawa    | London      | 58                  | 222   | 37   | 0,1  | 58              | 222   | 37   | 0,1  | 4,5                         | 17,7                        | 8                         |
| Kingston  | Toronto     | 35                  |       | 27   | 0,08 | 41              |       | 28   | 0,29 | 4,6                         |                             | 3,3                       |
| Kingston  | Kitchener   | 25                  |       | 35   | 0,08 | 37              |       | 35   | 0,29 | 1                           |                             | 2                         |
| Kingston  | London      | 52                  |       | 47   | 0,08 | 52              |       | 47   | 0,08 | 7                           |                             | 4                         |
| Toronto   | Kitchener   | 14                  |       | 19   | 0,08 | 28              |       | 19   | 0,29 | 2                           |                             | 1                         |
| Toronto   | London      | 25                  | 76    | 20   | 0,08 | 35              | 96    | 20   | 0,29 | 3,5                         | 19                          | 5                         |
| Toronto   | Windsor     | 38                  | 149   | 43   | 0,08 | 61              | 166   | 43   | 0,29 | 5,6                         | 16                          | 1,9                       |
| Kitchener | London      | 15                  |       | 14   | 0,08 | 25              |       | 15   | 0,29 | 3,8                         |                             | 0,6                       |
| Kitchener | Windsor     | 23,3                |       |      | 0,08 | 28,5            |       |      | 0,29 | 0,5                         |                             |                           |
| London    | Windsor     | 20                  |       | 19   | 0,08 | 29              |       | 19   | 0,29 | 8,8                         |                             | 2,2                       |

| Origin    | Destination | Travel Times (h:mn) |       |       |       | Distance<br>km | Access<br>& Egress<br>Time<br>Train<br>mn | Access<br>& Egress<br>Time<br>Plane<br>mn | Access<br>& Egress<br>Time<br>Bus<br>mn |
|-----------|-------------|---------------------|-------|-------|-------|----------------|---|---|---|
|           |             | Train               | Plane | Bus   | Car   |                |   |   |   |
| Quebec    | Montreal    | 03:16               | 00:45 | 03:00 | 02:40 | 267            | 46  | 104                                       | 43                                      |
| Quebec    | Ottawa      | 06:15               | 01:05 | 05:20 | 04:50 | 459            | 69  | 103                                       | 65                                      |
| Quebec    | Toronto     | 08:15               | 01:31 | 09:30 | 09:00 | 802            | 48  | 123                                       | 101                                     |
| Montreal  | Ottawa      | 02:03               | 00:35 | 02:20 | 02:05 | 207            | 47  | 117                                       | 56                                      |
| Montreal  | Kingston    | 02:19               |       | 03:10 | 03:05 | 290            | 39  |   | 47                                      |
| Montreal  | Toronto     | 04:10               | 01:10 | 06:30 | 05:50 | 546            | 70  | 115                                       | 70                                      |
| Montreal  | Kitchener   | 07:47               |       | 07:30 | 07:20 | 635            | 97  |   | 95                                      |
| Montreal  | London      | 07:05               | 02:10 | 10:20 | 08:00 | 715            | 60  | 125                                       | 37                                      |
| Ottawa    | Kingston    | 01:46               |       | 02:10 | 02:10 | 175            | 39  |   | 49                                      |
| Ottawa    | Toronto     | 04:02               |       | 00:58 | 04:30 | 400            | 56  | 115                                       | 126                                     |
| Ottawa    | Kitchener   | 09:57               |       | 06:55 | 05:45 | 490            | 67  |   | 76                                      |
| Ottawa    | London      | 08:24               | 01:35 | 07:20 | 06:20 | 570            | 60  | 110                                       | 64                                      |
| Kingston  | Toronto     | 02:07               |       | 03:05 | 02:50 | 260            | 49  |   | 56                                      |
| Kingston  | Kitchener   | 05:25               |       | 04:50 | 04:10 | 350            | 53  |   | 62                                      |
| Kingston  | London      | 04:43               |       | 06:35 | 04:45 | 430            | 33  |   | 32                                      |
| Toronto   | Kitchener   | 01:27               |       | 01:30 | 01:20 | 105            | 56  |   | 57                                      |
| Toronto   | London      | 02:04               | 00:40 | 02:20 | 02:05 | 185            | 46  | 124                                       | 60                                      |
| Toronto   | Windsor     | 04:18               | 01:10 | 05:05 | 04:00 | 370            | 59  | 117                                       | 51                                      |
| Kitchener | London      | 01:17               |       | 02:00 | 01:15 | 100            | 44  |   | 49                                      |
| Kitchener | Windsor     | 03:36               |       |       | 03:20 | 285            | 40  |   |   |
| London    | Windsor     | 02:02               |       | 02:15 | 02:00 | 190            | 41  |   | 39                                      |