

SWISS BUSINESS HUB CANADA - WEBINAR

hfr-tgf

**Modernizing intercity rail services while creating jobs, economic growth
and a more sustainable future**

Thursday August 31st



WELCOME ABOARD

HIGH
FREQUENCY
RAIL

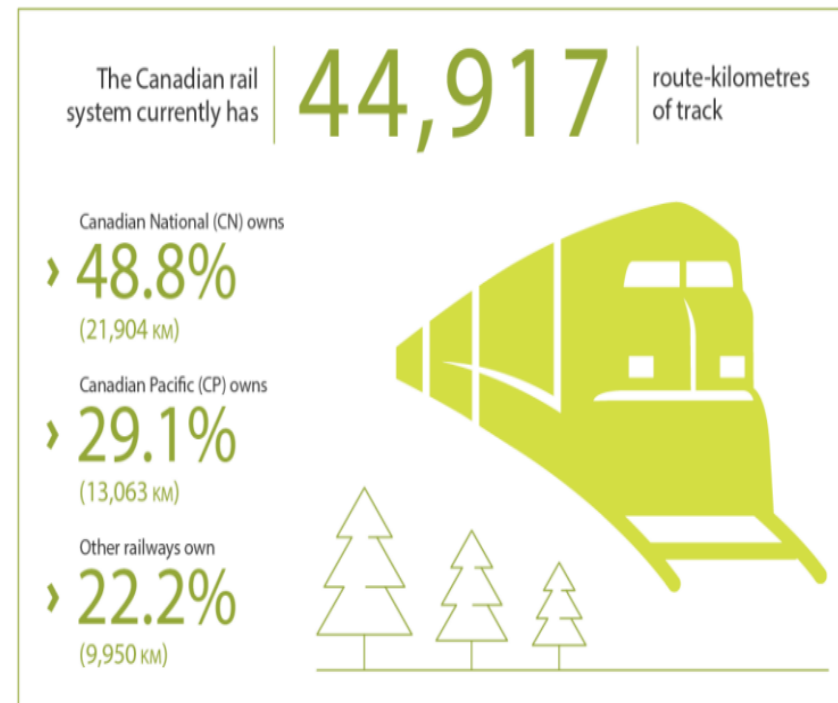


AGENDA

1. HFR overview
2. Momentum on HFR procurement and latest news
3. Project outcomes and pillars
4. Next steps
5. Discussion

HFR OVERVIEW – RAIL TRANSPORTATION IN CANADA

- Canada has an extensive railway system
- Freight traffic represents 95% of rail traffic
- Canadian National Railway (CN) and Canadian Pacific Railway (CPR) are the key freight train operators
- VIA Rail Canada is the national intercity passenger rail company



THE CORRIDOR IS CANADA'S MOST DENSELY POPULATED AND HEAVILY INDUSTRIALIZED REGION

- **61%** of Canada's Total Population
- **62%** of Canada's Total Labour Market
- **59%** of Canada's GDP
- **57%** of Canada's Total Recent Immigrants
- **34%** of Canada's GHG Emissions

HFR OVERVIEW- GROWTH OPPORTUNITIES IN CORRIDOR

DEMAND FOR PASSENGER RAIL WILL CONTINUE TO INCREASE

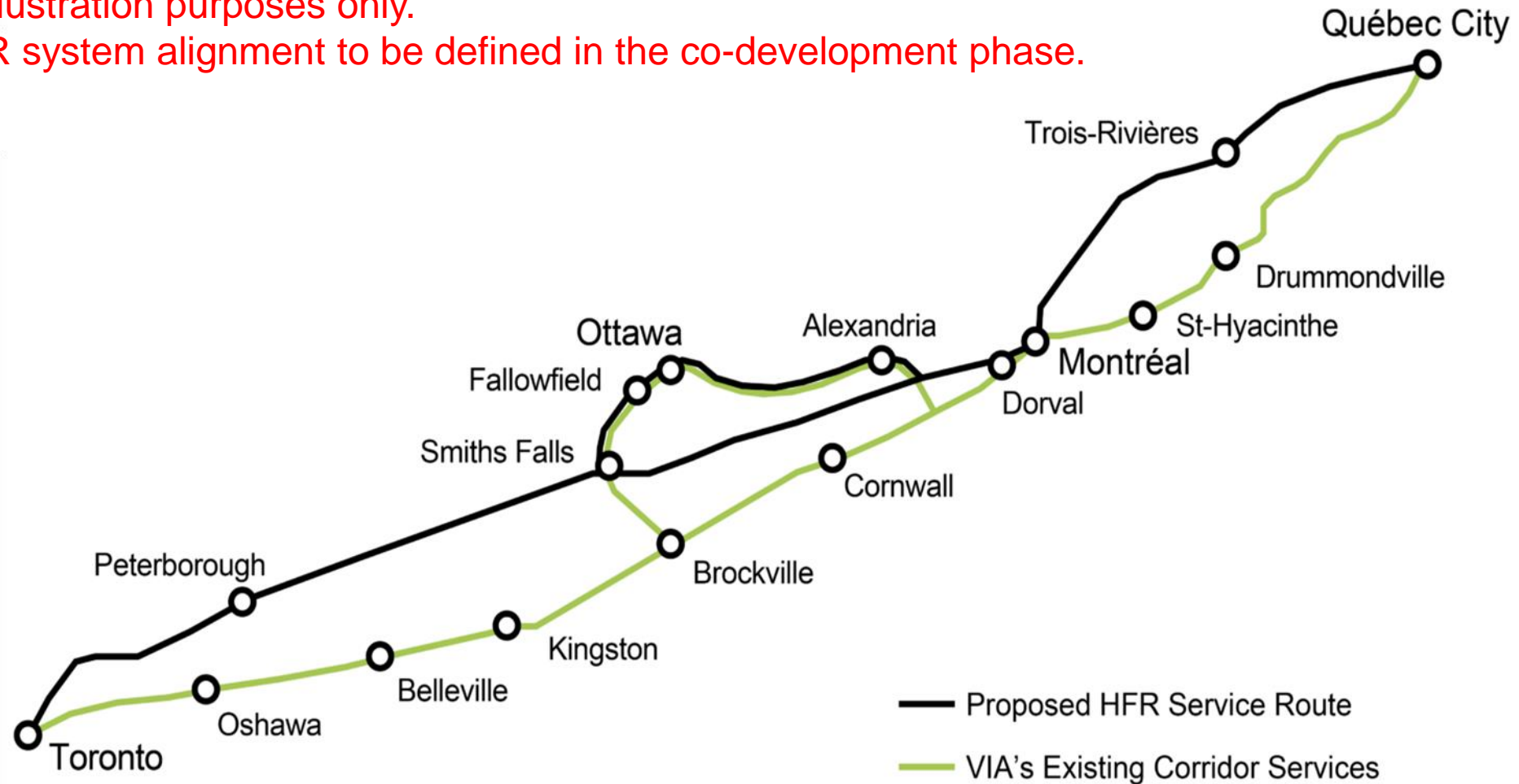


- **By 2043, an additional 5 million people are projected to live in Québec and Ontario (an increase of 21% from 2020), bringing the total to approximately 29 million**
 - Most of these new residents will **live and work in the Corridor**
- Passenger rail travel currently accounts for **only 2%** of all trips in the Corridor compared to **94% by cars** and **4% by airplanes**.
 - Opportunity exists for a significant modal shift and intermodal travel.

HIGH FREQUENCY RAIL – TORONTO – QUÉBEC CITY

Map for illustration purposes only.

Final HFR system alignment to be defined in the co-development phase.



*VIA's existing corridor services (green line) will continue operations.

MOMENTUM ON HFR PROCUREMENT

2022



The Government of Canada issued a Request for Expressions of Interest (REOI) to invite interested parties to comment on the HFR project and the procurement approach.

2023



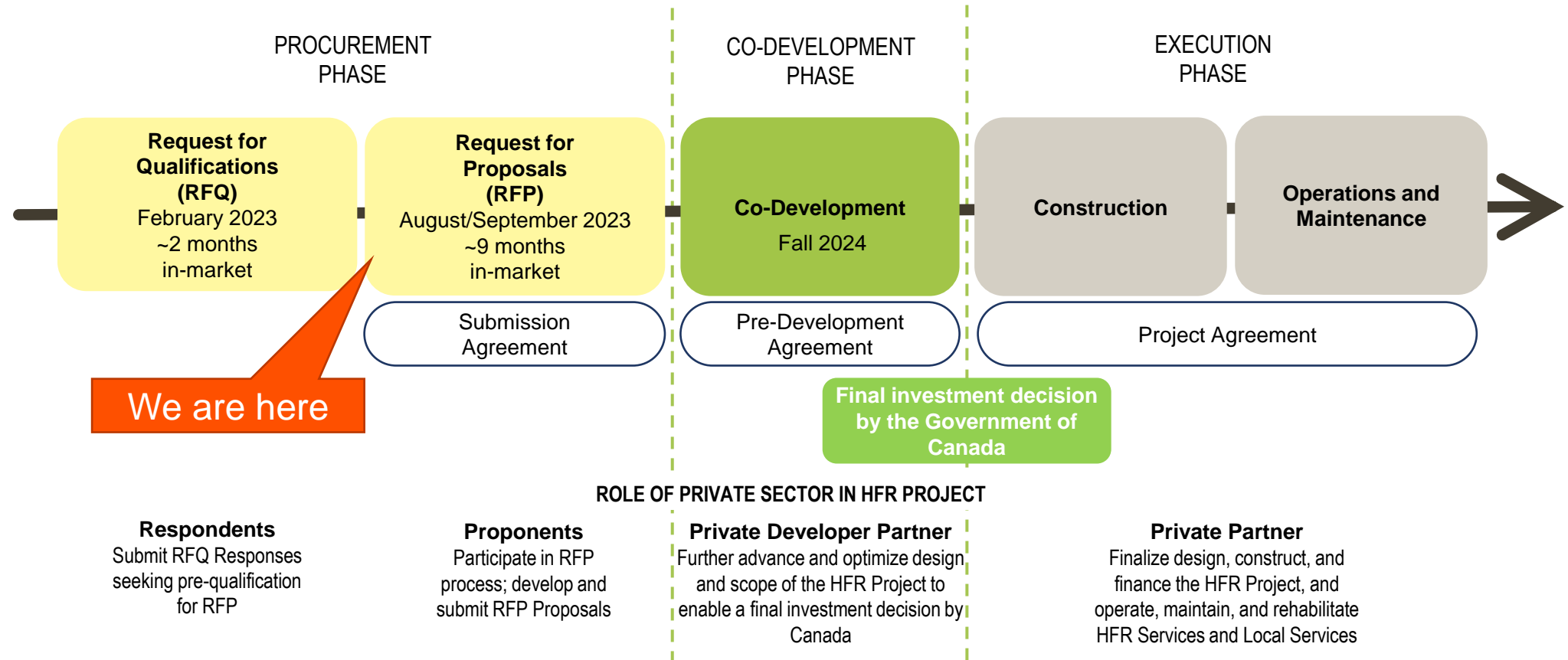
The Government of Canada launched a Request for Qualifications (RFQ) to identify and qualify up to three top candidates to build High Frequency Rail between Québec and Toronto.

2023

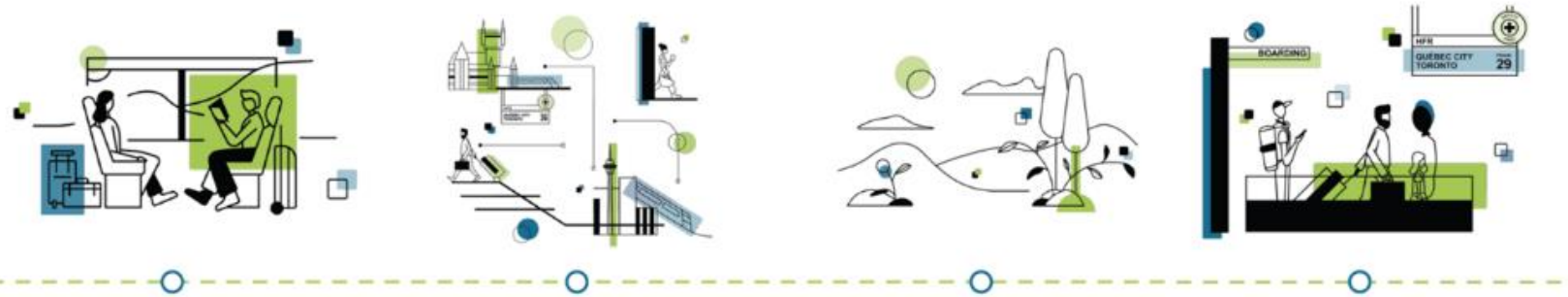


The Government of Canada will launch a Request for Proposals (RFP) in the coming weeks.

HFR PROCUREMENT AND PROJECT DELIVERY PHASES



TRANSFORMING PASSENGER RAIL



Produce a significant modal shift to passenger rail

Enhance passenger experience in the Corridor

Supporting Canada's net zero commitment

Accessibility and social equity



Enable safe intercity journeys



Mitigating financial impacts on Canadian taxpayers



Contribute to reconciliation with Indigenous peoples

Project Outcomes

The HFR could create a **greener, faster, more frequent** and **more accessible transportation system** that could **deliver value to customers, communities** and **taxpayers**.

1 Produce a Significant Modal Shift

- **Shorter travel times** by reducing the average trip time between major cities (Toronto, Ottawa, Montréal & Québec).
- **Increase annual trips** taken by rail to 17 million by 2059 from 4.8 million taken in the Corridor today.
- **Increase frequencies significantly** between Major Cities.
- **Enable seat capacity growth** from 16,000 seats today to 48,000 or more over a 30-year period.

2 Enhance Passenger Experience

- **More reliable and improved on-time performance** across the Corridor.
- New services to **Peterborough and Trois-Rivières**, and **maintain connectivity between cities currently serviced**.
- **Integration into city centres** by using new or existing stations and **explore opportunities for transit-oriented neighborhoods** with potential development opportunities.
- **Improved integration with other modes of transportation** and **provide for targeted connections to airports**, such as Jean Lesage Airport in Québec City and Montréal-Trudeau Airport near Dorval.
- **New tracks to allow for greater control over track infrastructure including opportunities to utilize existing Rights of Way** (industrial, road/rail or hydro corridors).

Project Outcomes continued

3 Support Canada's Net Zero Commitment

- **Greener rail system and cleaner travel option** using electrified technology.
- **Reduction of Greenhouse Gas emissions** over a 30-year term with a demonstrable commitment in supporting Canada's net zero 2050 target.

4 Enhance Accessibility and Social Equity

- **Provide barrier-free access to services** according to latest accessibility standards and best practices.
- **Incorporating an affordable and accessible fare and ticketing strategy** for all passenger travel in the Corridor.

5 Enable Safe Intercity Journeys

- **Provide a safe and secure environment for customers, staff and communities** by incorporating proven world-class safety standards for passenger rail systems.

6 Mitigate Financial Impacts on Canadians

- Incorporating strategies to **reduce operating costs** per passenger **while maintaining high levels of customer satisfaction**.
- **Increasing revenue** including, through non-fare revenue strategies.

7 Contribute to Canada's commitment to reconciliation with Indigenous Peoples

- Create **socio-economic benefits and project participation** opportunities for Indigenous Peoples.
- **Ongoing engagement to foster meaningful, two-way dialogue.**

HFR vs. HSR



Of course, everyone would like the highest possible speed delivering the lowest possible journey time. However high-speed rail carries unique and costly infrastructure requirements. We will explore opportunities to save travellers as much time as possible. As the minister noted when he launched the procurement, we want to leverage the private sector's world-class knowledge and expertise to improve intercity passenger train service.

We want ideas to improve the service, including higher opportunities for higher speed segments where these make financial and operational sense. But the objective is to save time, not to achieve speed for the sake of speed.

- Robert S. Prichard, Chair, Board of Directors, VIA HFR-VIA TGF Inc.

HFR vs. HSR

We are committed to faster service and saving time in the corridor. There are many systems around the world that integrate high speed and high frequency, and below are some key considerations:

- **Speed:** The private developer partner will have the flexibility to explore higher speeds than 200 km per hour on segments of track where it makes financial and operational sense.
- **Infrastructure requirements:** A high-speed rail system will require a fully enclosed (fenced) corridor, a straighter alignment with full, double tracking, as well as complete grade separation, meaning a more complex, costly, and time-consuming project than HFR.
- **Stops and Stations:** HFR would be capable of serving smaller communities between major cities and reaching busy downtown stations.

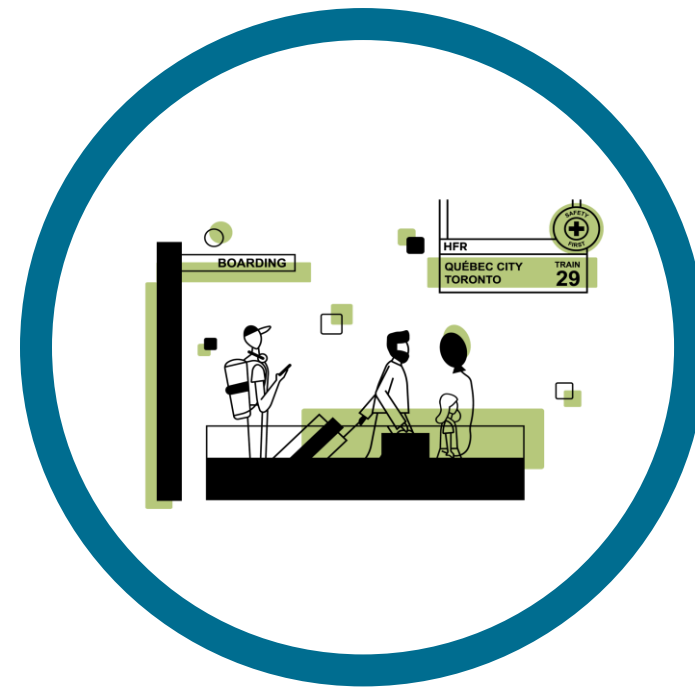
TRANSFORMING PASSENGER RAIL



Eco-friendly Project

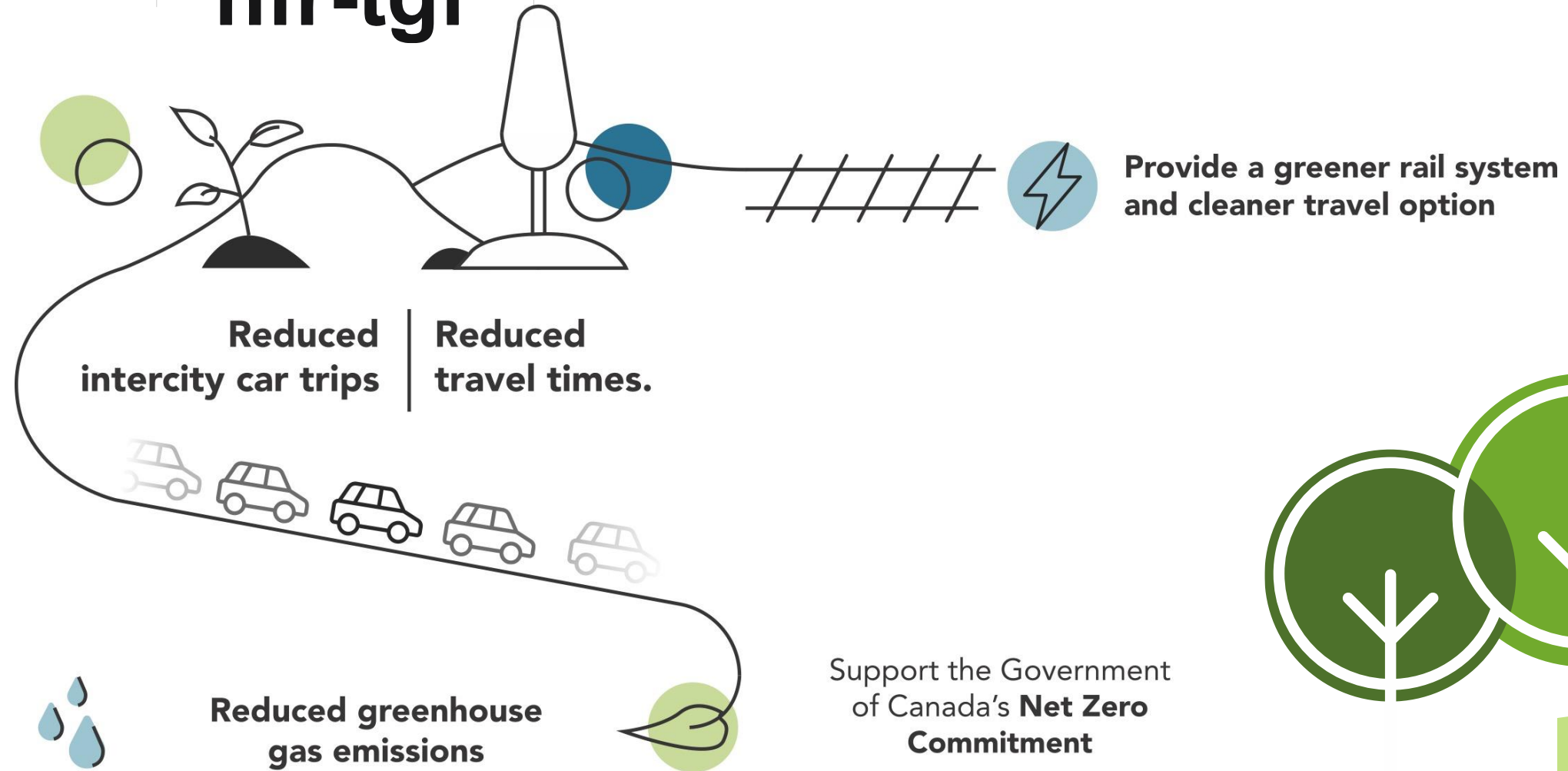


Growth-friendly Project



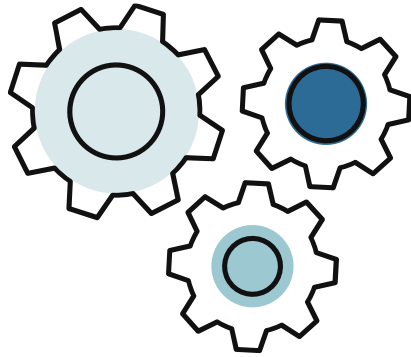
People-friendly Project

Eco-Friendly hfr-tgf

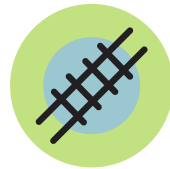


Growth Friendly

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Provide a solution that yields best value for money for taxpayers



maintenance



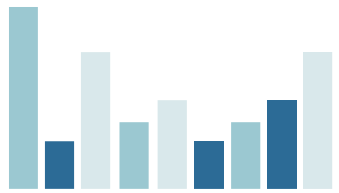
operations



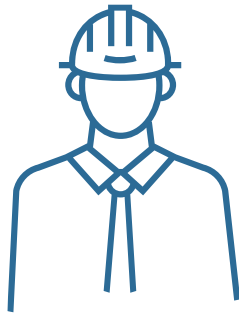
optimal revenues and
cost management



integration
of design



Mitigate Financial
Costs to Taxpayers

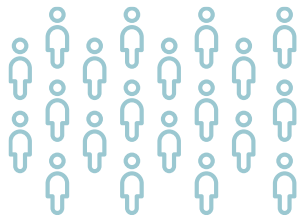


Contribute positively to
the Government of Canada's
priorities on economic growth

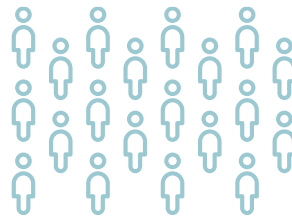


Contribute Positively to
Government's Commitment
to Reconciliation with
Indigenous Peoples

People Friendly hfr-tgf



**Significantly Increase
Intercity Rail Passengers**



**Faster service with
shorter average journey**

4h10 Toronto
Montreal

1h45 Ottawa
Montreal

2h55 Toronto
Ottawa

2h50 Montreal
Québec City.

**More frequent
departures**

minimum 12
per major city



**Enable Safe
Intercity Journeys**



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QUESTIONS AND FEEDBACK



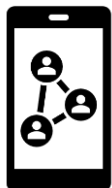
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#DestinationTGF

HFR is the largest transportation infrastructure project that Canada has seen in decades and would:



Consist of an intercity passenger rail network in the Corridor **over 1000 km in length, mostly electrified, and eventually targeting operating speeds of up to 200 km/h.**



Create new routes between Toronto, Peterborough, Ottawa, Montréal, Trois-Rivières and Québec City, **providing new services to communities** and **new stations** in targeted locations, such as Laval and near Jean Lesage International Airport.



Operate alongside existing VIA Rail Corridor services, **creating an integrated passenger rail system** between Windsor and Québec City, with connectivity to VIA's routes outside of the Corridor.



Transform the passenger experience with **faster, more frequent and accessible, and more reliable and on-time** services that offer **improved integration** with other modes and a **much lower carbon footprint.**