

AuCanada

The Canadian Studies Center at Bowling Green State University

Fall 2001 Vol. 08 Issue 2

Power Politics: Canadian Energy Perspectives

The North American energy market continues to develop amid a set of complicated and changing circumstances. U.S. energy strategy as outlined in May, 2001, involves balancing elements of foreign policy, national security, domestic capacity, natural resource preservation, conservation, and environmental stewardship. As the U.S. Senate ponders energy legislation, talk of self-reliance and self-sufficiency has gained primacy. Canada, as our key supplier of energy, seems to be included in the American definition of "self." Natural gas, oil, and electricity from Canada fuel the American economy. This relationship is interdependent and not without controversy.

Three speakers will present different aspects of the U.S.- Canada involvement in North American energy policy. The oil sands in western Canada represent a vast potential of about 300 billion barrels, or an estimated forty years worth of North American consumption needs. **Mr. Nick Schultz**, Vice President and General Counsel, Canadian Association of Petroleum Producers, will provide an overview of Canadian energy policy and western Canada perspectives. He will also discuss recent and probable future developments with the U.S.

Electricity markets are equally important in North American energy supply. Canada is the world leader in hydro-electricity production, due chiefly to its main electricity producer, the provincially-owned Hydro-Québec, Inc. The La Grande complex on James Bay, Québec is the largest hydroelectric development in the world. **Mr. Robert Benoit**, Chief Executive Officer & Director of Marketing, TransÉnergie, a division of Hydro-Québec, will provide background on how Hydro-Québec was created in the context of the Quiet Revolution, an introduction to TransÉnergie, effects of deregulation, the importance of hydro power to a sustainable environment, the export of electricity to U.S. markets, and their presence in the State of Ohio.

To be sustainable, energy policy must include environmental and land use considerations. The Vuntut Gwitch'in are on the frontlines where energy supply and environmental protection interests clash. Land in Alaska's Arctic National Wildlife Reserve (ANWR) is currently being eyed by U.S. policymakers for oil exploration and development. **Ms. Sandra Newman**, Councillor, Vuntut Gwitch'in First Nation, will present her perspective on the U.S. proposal to drill for oil in ANWR. She will provide insights vital towards a better understanding of this complex matter.

The symposium will be held Saturday, January 19, at Bowling Green State University and will run from 11:30 - 4:00 p.m. The event is by reservation only. If you have already reserved, we look forward to seeing you. If not, there is still time to make reservations by contacting Linda Snyder at 419.372.2457 or <cast@cba.bgsu.edu>. The Symposium is possible through generous support of the Reddin family and many charitable benefactors, and with assistance from the Government of Canada.

On Friday, January 18, from 3:00 - 5:00 p.m. Ms. Newman and acclaimed photographer **Mr. Lenny Kohm** will present a slide show depicting the life and landscape of Northern Yukon and Alaska. They will explore the human, environmental, and political aspects of human rights vs. oil rights. This event is free and open to the public and will be held in 101 Olscamp Hall on the BGSU campus.

From the Director

The Canadian and U.S. economies have become more interdependent since the 1989 free trade agreement. Cross border trade has more than doubled to \$2 billion per day, with about 30 percent passing through the Detroit-Windsor corridor. The U.S., Canada's lifeline, takes 85 percent of worldwide exports from an economy where foreign sales account for half of all production. U.S. needs for petroleum products, natural gas, and electricity are increasingly being filled by Canada. Increased petroleum production from Western Canada's oil sands, new natural gas transmission lines, and greater hydroelectric capacity, mean Canada's importance to our standard of living will increase.

Our two countries must take necessary steps to develop and support border procedures that facilitate the flow of people and goods, work to assure internal security, and cooperate on measures to improve environmental quality.

We have been celebrating retirements of Canadianists such as Suzanne Crawford, Stuart Givens, Janis Pallister, and Trevor Phillips. Now it's time to bid farewell to Henry Garrity and recognize his major contributions. Lest the reader worry that our program is withering away, I am pleased to report recent additions to BGSU faculty plus renewed interest by continuing colleagues assure a strong program for years to come. New faculty bring new courses and continue key offerings. Owing to the Canadian Embassy's kind assistance, BGSU has more Canadian Studies courses than ever.

Best wishes for the holiday season and New Year.

Mark J. Kasoff
Director

Time for Train Travel

The question facing both the U.S. and Canada is how to create a new rail system that meets our 21st century demands of flexibility, timeliness, and reliability. Rail transportation was once the primary means of moving people and merchandise. Unlike the European setting, it fell precipitously out of favor over the past several decades in the U.S. and Canada. Public sector spending on highway and airport construction dwarfed commitment to maintaining and expanding a North American rail infrastructure. Burdens of congestion in airports and highways have reawakened interest in a viable rail system. Increasing travel times newly associated with air travel have raised Amtrak ridership by 15 to 35 percent.

Bombardier Provides a Map

Bombardier Inc., based in Montréal, Québec, is a \$16 billion company widely recognized as a global leader in air and rail transportation equipment. It is engaged in design, manufacture, and marketing activities in the aerospace, rail transportation equipment, and recreational product industries. Bombardier is the designer and supplier of the Acela Express system operated by Amtrak on the Northeast coast. **Mr. Jacques Laparé**, President of Bombardier's North American Transportation division, spoke to a gathering of 115 professionals at the annual Canada-Ohio Business Dinner. Now in its tenth year the dinner is made possible with the assistance of the Government of Canada and the support of Alcan Aluminum.

During his talk, entitled **Passenger Rail: Back to the Future.** . . , Mr. Laparé stressed that when deployed to its full potential rail has the advantages of reliability, frequency, speed, and interconnectivity. A North American rail system is beginning to materialize. The Acela, connecting Boston and Washington, travels at a top speed of 150 mph over a mere eighteen miles of the corridor. Other portions of the corridor have received varying levels of speed

enabling infrastructure improvements. In the Midwest there is growing support for high-speed passenger rail as an alternative to gridlock in cities, on highways, and on runways.

Two Ohio projects demonstrate rail's promise for redeveloping and connecting Ohio communities. In northeast Ohio, several counties have joined forces to develop an urban transit proposal with the capability to connect commercial and



Photo: Bombardier, Inc.

residential development of Cleveland's central business district and the outlying areas. In the Columbus area, plans for light rail are intended to address transportation needs of suburban communities. The Ohio Department of Transportation (ODOT) dubs the north outerbelt as the most congested freeway in central Ohio, serving between 64,000 and 126,000 vehicles per day. ODOT estimates that by 2020 traffic is expected to grow an additional 60 percent, the population will increase by 47 percent, and employment by 81 percent. Despite such compelling predictions, passenger rail progress is slow.

Three roadblocks continue to hamper rail's progress according to Mr. Laparé. These are political will, public policy, and funding. The political will may be gradually shifting as more public opinion surveys reveal greater citizen support for high-speed rail development. The effectiveness of highway and air lobbies

has resulted in transportation policy that does not favor rail. In Ohio's case, the motor fuel tax is 22 cents per gallon. Each penny of tax produces approximately \$64 million in revenue for road construction and maintenance. Without a comparable funding source for rail infrastructure investments, a truly high-speed system is unlikely. "Putting a high-speed train on existing tracks is like putting a racing car on a gravel road," said Laparé.

Clearing the Roadblocks

One of Mr. Laparé's solutions is to urge interested parties to form a coalition to counterbalance the attention and resources given to other transportation modes. In the audience were members of the Ohio Association of Rail Passengers, Amtrak, the Ohio Rail Development Commission, the Midwest High Speed Rail Coalition, the Ohio Department of Development, and the Indiana High Speed Rail Coalition.

Actions in the U.S. Senate and House have direct implications regarding funding for developing a viable high-speed system in Ohio.

- ◆ **High Speed Rail Investment Act (House, H.R.2329) proposes \$12 billion in bonds over a ten-year period for Amtrak. The Northeast corridor will receive a maximum of \$3 billion. (Three Ohio corridors are eligible for funds under this act:**

Cleveland-Columbus-Cincinnati, Cleveland-Toledo-Chicago, and Cincinnati-Indianapolis-Chicago.)

- ◆ **Rail Infrastructure Development and Expansion Act** (House, H.R.2950) proposes \$35 billion in loan and loan guarantees for high-speed rail and freight rail infrastructure over a ten-year period. Qualifying high-speed rail projects are required to eliminate all highway grade crossings and have cruising speeds of at least 125 mph.
- ◆ **Rail Transportation Safety and Security Act** (Senate, S.1528) proposes \$1.513 billion for security related items in Amtrak's security/capacity enhancement request made in late September, 2001.
- ◆ **Railroad Advancement and Infrastructure Law of the 21st Century** (Senate, S.1530) ends operational self-sufficiency mandate imposed on Amtrak. This law proposes \$1.2 billion in capital and operating for Amtrak for fiscal 2003 and \$3.2 billion for Amtrak security/capacity enhancements.

Mr. Laparé stressed that regions be in a position to go after federal dollars earmarked for rail. Ohio is making strides toward this objective. The state has created the Ohio Rail Development Commission (ORDC) and allocated \$200 million over a ten-year period for rail grade separation. The ORDC also coordinates with others in such efforts as the Midwest Regional Rail Initiative regarding future rail passenger planning. Finally, it develops information critical to obtaining federal high-speed rail designations from the Federal Rail Administration for Ohio corridors. As such, Ohio is well placed to benefit from federal efforts to revitalize the nation's neglected passenger rail system.

Mr. Laparé concluded that passenger rail is an economically viable alternative able to meet the needs of travelers by providing transportation that is environmentally friendly, leading to less highway congestion and air pollution. As a society, the longer we wait the more it will cost.

ACSUS San Antonio

The most recent national meeting of the Association for Canadian Studies in the United States (ACSUS) provided a venue for showcasing the research activity of several Canadianists at Bowling Green.

Beth Casey, English

"Canadians and Americans Abroad: Comparing Mavis Gallant and Henry James"

Christine Drennen, Canadian Studies

"Toward an Open Market in Trilateral Trucking: The Ultimate Road Trip"

Jeff Gordon, Geography

"The Canadian – United States Boundary and Its Significance on Iroquois Material Culture: 1870-1958"

Mark Kasoff, Economics

"Virtual Roundtables: The Feasibility of Holding International Meetings through the Use of Distance Learning Technology" and "Canadian Studies: A Bridge to Interdisciplinarity and Globalism"

Catherine Kaukinen, Sociology

"Current Research on Crime and Violence in Canada: Implications of Data Quality and Availability"

Katherine Roberts, Romance Languages

"Les lieux de mémoire au féminin: Histoire et origines dans Le premier jardin d'Anne Hébert"

Peter VanderHart, Economics

"An Analysis of the Discrete Changes in the Bank of Canada's Monetary Policy"

Also attending was **David Jackson, Political Science**, who presented "What Canadian Culture Policy Teaches about Maintaining Indigenous Cultures in an Era of Globalization" in Poland in October, 2001.

Cross-Border Trucking Copes with Level Four Alert

The busiest international land border in North America is the Detroit-Windsor gateway. In the year 2000, the Ambassador Bridge linking the two cities accommodated 3.5 million truck crossings. This translates into 9,500 trucks per day or six trucks per minute. Trucks move about 70 percent of the merchandise trade between Canada and the U.S. As firms in the region have become even more integrated under NAFTA, trucking demand is increasing. Just-in-time inventory management has led to increased emphasis on delivery time along with the traditional concern of shipping cost. Border delays play havoc with both economies.

The costs imposed at the border are many. For manufacturers, negative outcomes include higher shipping costs, unpredictability in scheduling, slowdowns in production lines, and layoffs. For trucking firms, increased fuel and labor costs cut into already razor thin margins. For society, traffic congestion, pollution, and prices are all increased by border delays.

The level four alert at U.S. borders further highlights what was already an urgent need for greater border management coordination between Canada and the U.S. Strategic, forward-looking techniques that satisfy security and trade objectives need to be adopted. Cooperative initiatives between Canada and the U.S. can create opportunities to facilitate traffic flows so important to both our economies while enhancing security. Our nations are at work coordinating and aligning immigration policy that will serve to protect our common North American societal values and economies.

Infrastructure upgrades and increased staffing are essential to strengthening mutual security while increasing economic traffic. Investment in technology systems that speed customs procedures, particularly for frequent users, can improve security by separating high risk cases for greater scrutiny. Continuing efforts to design more efficient commercial regulations are welcomed by producers, consumers and trucking service providers.



Au Revoir Monsieur Garrity

Dr. Henry Garrity, Professor of French, came to Bowling Green in 1990 to chair the Romance Languages Department. He will retire at the end of this year. Despite the demands of leading a large department, he has had a major impact on Canadian Studies. His professional interest about Canada developed during his tenure at St. Lawrence University in upstate New York, located near the Canadian border, and before that while playing hockey growing up in Connecticut.

At Bowling Green he strived to integrate Canadian content into French language and literature courses and developed a new course on Canadian Film. A Business French course was created with Québec content, helpful to students working for companies doing business on both sides of the border. He created an annual Canadian film series which brought film makers from French and English speaking Canada to campus to interact with students, faculty, and the public. Examples include *The Sweet Hereafter* cinematographer Paul Sarossy, *Varian's War* director Kevin Tierney, *Les Ordres* director Michel Brault, and Norman Jewison.

He has written numerous articles about Canadian film and authored a book, *Film in the French Classroom*. At the graduate level, Henry developed an M.A. in French with a concentration in

Francophone studies where students spend a year at Laval University in Québec City before finishing their studies at Bowling Green. Henry was a long standing member of the Reddin Symposium planning committee. His fresh ideas, dry wit, and willingness to help will be missed.

Henry warmly recalls his early days as the hockey coach for the Beta B's team in Watertown, Connecticut. He wryly attributes the secret of his success to "never going on the ice."

At BGSU he has been on the "top line" of Canadian Studies, scoring many "hat-tricks" along the way.

Bonne chance notre ami et collègue.

Roundtable Goes Virtual







On April 12, 2002, the Ohio Canadian Studies Roundtable celebrates its tenth anniversary. The upcoming meeting will offer an innovative twist on the traditional format. Participants will have the chance to experience a virtual gathering that will combine some of the more traditional aspects of the Roundtable with a themed conference. Local sessions will provide the opportunity for participants to meet and discuss various aspects of Canadian Studies. Virtual sessions will explore the political, economic, and cultural impacts of the three North American national elections in 2000.

The federal elections held in Canada, Mexico, and the United States signaled new kinds of relationships among our three countries. Events since these elections have brought into sharper focus the need to explore relations in trilateral perspective. Three universities will jointly host this event through distance-learning technology. In Canada, Dr. Stephen Brooks will moderate at the University of Windsor. In the United States, Drs. Mary Kirtz and John Green (Bliss Institute of Applied Politics) The University of Akron, and Dr. Mark Kasoff, Bowling Green State University, will facilitate discussions. In Mexico, Dr. Jose Garcia, Universidad de las Americas-Puebla, will moderate. Each campus will be able to invite its own students and faculty, and Ohio Roundtable members can choose between the Windsor and Akron locations. In keeping with Roundtable philosophy, audience participation will feature prominently.

If you would like more information please contact Mary Kirtz at 330.972.7230 or mkirtz@uakron.edu.

Upcoming Events

Mark your calendars for the following events. Please contact **Linda Snyder** at **419.372.2457** if you are interested in more information.

- | | | |
|---|-------------------|--|
|  | January 18, 2002 | Sandra Newman, BGSU, Ohio |
|  | January 19, 2002 | Fifteenth Annual Reddin Symposium, BGSU, Ohio |
|  | February 12, 2002 | John Hagan, BGSU, Ohio |
|  | February 15, 2002 | Eric Breton, BGSU, Ohio |
|  | March 25, 2002 | Alistair MacLeod, BGSU, Ohio |
|  | April 12, 2002 | Virtual Ohio Canadian Studies Roundtable, University of Akron, Ohio and University of Windsor, Ontario |

This is a publication of the



**CANADIAN
STUDIES**

CENTRE

**D'ÉTUDES
CANADIENNES**

Bowling Green State University
Bowling Green, OH 43403-0260

419.372.2457

Fax: 419.372.0457

cast@cba.bgsu.edu

www.cba.bgsu.edu/cast/

Editors: Mark J. Kasoff
Christine Drennen