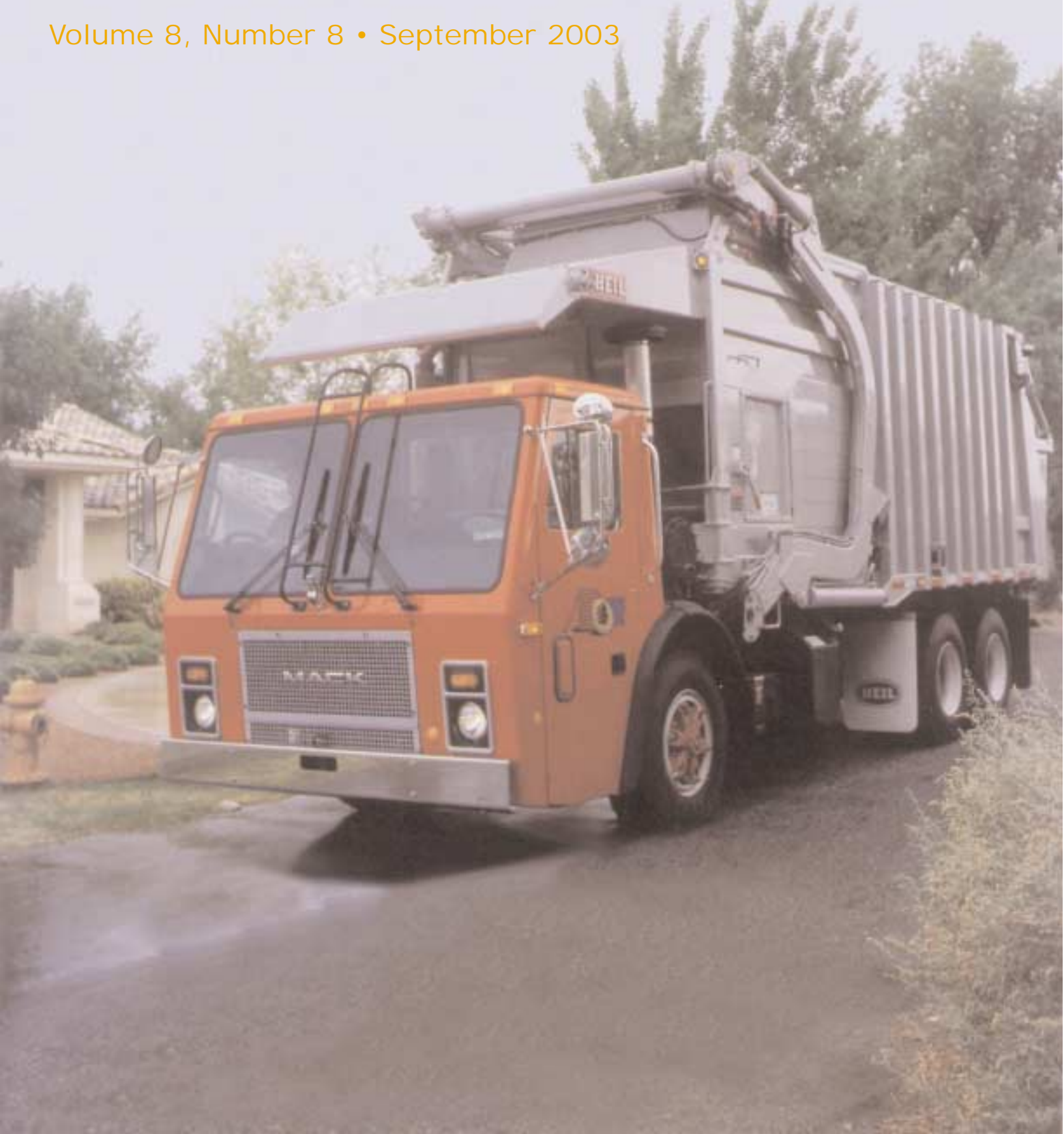


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This electronic version of InfraStructures is made available for the sole purpose of giving our English speaking readers a taste of the original printed version of the magazine.

We will try to publish as much of the editorial content of the printed version as it is possible given the technical limitations.

Welcome to InfraStructures

Until recently, InfraStructures has been read mainly by French speaking users of heavy machinery.

Over the last seven years, InfraStructures has become a leader in its field. First by becoming the only magazine covering all aspects of the industry published in French in Canada. Then by being the first to publish all its editorial content on the web, and also by being the only construction magazine, published in French, having a significant readership outside the Province of Quebec.

For many years, we have received requests for an English version of InfraStructures. Technical limitations, and the lack of advertising revenue have prevented us from publishing such a magazine in print. Now, with the extent of the use of Internet by professionals, we feel that the time has come for a portable digital file (.pdf) version of InfraStructures in English.

While the content of the English version differs slightly from the original, most of the important news will be published in English. In the near future, more and more of the content of the original will be translated into English.

With over 500 visitors per day on average, spending over 13 minutes per visit, the website of InfraStructures is one of the most important sites of this kind. More than two thirds of the visitors come from outside Canada. With the English version of the magazine available on the web, visitors from outside will find it easier to enjoy the magazine.

Hoping to hear your comments,



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Cover page :

In the last few years, there have been many changes in the Environmental Sector of the industry. The ways trash is collected, treated and valued have all changed. More severe constraints have direct consequences on the choices made by people involved in the field.

InfraStructures is read by decision-makers in the Environmental Sector.

In the News...

Twin buys Balance Trans-Québec

Les Équipements Twin (1980) Ltée has just finalized the acquisition of the company Balances Trans-Québec Balances Ltée which had been involved in the sale and installation of integrated weighing systems for more than 10 years.

With this transaction, Twin becomes one of the leaders in the market of the on-board scales for

trucks, trailers, and loaders. The operations of Balances Trans-Québec were relocated at Twin at the same time bringing an excellent synergy to the two companies. The former president of Balances Trans-Québec, Daniel Houle, also joined to the team of Twin as senior representative and will continue to promote and sell the on-board scales. «We can now offer to the customers of Balances

Trans-Québec the access to some of our own-products and our distributors the access to the products of balance», indicated Louis Beaulieu, president of Les Équipements Twin (1980) Ltée.

This acquisition is in line with the expansion program set by the company. Already in the last twenty last four months, the sales turnover of Twin has increased by more than 30%. Moreover, Twin is finalizing a project of expansion and renovation to its installations in which it will have invested more than \$600 000 to maintain the quality of its services.

The company established itself as a leader in each field where it was involved. Twin counts today six great families of products (snow removal equipment, hoists, towing equipment, trailers, winches, as well as on-board scales).

Twin will celebrate its fiftieth anniversary of foundation in 2003. The success of Twin lies in the quality of its products, its distribution network, its service after sale, its inventory of spare parts and on a devoted personnel.

Source: Les Équipements Twin (1980) Ltée.

Steel Plus Network Signs Agreement with First International Supplier

Steel Plus Network recently announced an agreement to add its first international supplier member. Holtec Consulting Pvt Ltd, an engineering firm based in Gurgaon, India, became the latest member to join the group of eleven supplier members in North America who provide structural steel detailing services.

«The mission of our business network is to give our members a competitive edge. Our agreement with Holtec will add to the range of detailing services we offer by providing an economic and accessible business solution to our fabricator members. We will meet one of the greatest needs of North American steel fabricators by offering quick production of accurate and cost-effective shop drawings.» said Pierre Arcand, President of Steel Plus Network.

This agreement allows Steel Plus Network members to subcontract directly from Holtec. Members can benefit from the excellent conditions negotiated for them as part of the purchasing program. Steel Plus Network will market the services offered by Holtec and provide support to Network members in North America.

Established in 1967, Holtec is a multi-disciplinary engineering and detailing services company with over 350 staff members. It serves clients in more than 40 countries, including Canada and the United States, from its engineering center located near New Delhi, India. Holtec is a member of the National Institute of Steel Detailing and is ISO 9001 certified.



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Steel Plus Network is a division of The Canam Manac Group Inc., an industrial company that operates 19 plants specialized in the fabrication of steel components, semitrailers and forestry equipment. In 2002, sales reached \$936.7 millions. The Company employs over 4000 people in Canada, the United States, Mexico, Romania and India.

Source: Steel Plus Network

Cross Israel Highway moves toward completion

Aecon Group Inc. recently announced the opening of an additional section of the Cross Israel Highway. As a result, a 70 km section of the highway is open and tolled, for a total of 80% now under operation.

The project, which Aecon has been involved in since 1998 as part of the Derech Eretz Consortium, involves the development, financing, design, construction and operation of Israel's first, and now the most technologically advanced toll road in the world.

Designed as the transportation backbone of Israel, the Cross Israel Highway is easing heavy traffic congestion in Tel Aviv and encouraging the establishment of industrial and commercial properties in surrounding areas. The newly opened section of road, which extends the highway further north of Tel Aviv, stretches 13.5 km between the Eyal and Nizane-Oz interchanges.

The full 87 km main line is expected to be open and tolled in the fourth quarter of this year. Once the project reaches total completion, expected in the second

quarter of 2004, it will include 10 interchanges, 94 bridges, two 455 m tunnels, 100 km of agricultural service roads and 44 km of lateral roads.

«We're pleased the highway is already a major traffic artery near Tel Aviv and surrounding areas,» said John M. Beck, Chairman and CEO. "To date, the amount of traffic has surpassed our projections and we fully expect the newly opened section to be just as successful.»

Source: Aecon Group Inc.

NEB Approves an Application From Trans-Northern Pipelines to Expand Capacity and Reverse Pipeline Flow

The National Energy Board has approved an application from Trans-Northern Pipelines Inc. (Trans-Northern) to increase the pipeline capacity on its petroleum products pipeline system from Montréal, Quebec to Farran's Point near Ingleside, Ontario and to reverse the direction of flow between Farran's Point and the Clarkson Junction in Mississauga, Ontario.

The Board has also approved priority access

from Montréal to Oakville of 7 280 m³ (45 864 barrels) per day to Petro-Canada and 1 820 m³ (11 466 barrels) per day to Ultramar Ltd., as outlined in their respective priority access agreements with Trans-Northern.

The project will include the replacement of four line segments totaling approximately 72.5 km (45 mi.) of 273.1 mm (10 in.) pipe with 406.4 mm (16 in.) pipe between Montréal and Farran's Point. Trans-Northern is also proposing to upgrade four of its existing pump stations located at Montréal

and Como, Quebec and Lancaster and Ingleside, Ontario and to construct four storage tanks at the Farran's Point pump station.

To reverse the direction of flow in the pipeline section between Farran's Point to Toronto from a west-to-east direction to an east-to-west direction, Trans-Northern will construct three pump stations along the existing 273.1 mm (10 in.) pipeline near Iroquois, Mallorytown and Kingston, Ontario.

Following completion of the project, capacity

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from Montréal to Farran's Point will increase from 10 500 m³ (66 150 barrels) per day to 21 000 m³ (132 300 barrels) per day. After flow direction reversal, capacity from Farran's Point to Belleville will increase from 10 000 to 11 500 m³ per day (63 000 to 72 450 barrels per day). The capacity from Farran's Point to Ottawa will increase by 3 000 to 16 000 m³ per day (18 900 to 100 800 barrels per day). The estimated cost of the project is \$85.58 million and the proposed completion date is at the end of 2004.

The Board considered the application at a public hearing held from 9 to 13 June 2003 in Ottawa, Ontario.

The National Energy Board is an independent federal agency that regulates several aspects of Canada's energy industry. Its purpose is to promote safety, environmental protection and economic efficiency in the Canadian public interest within the mandate set by Parliament in the regulation of pipelines, energy development and trade.

Source: National Energy Board

TransEnergie Technologies Signs a Major Contract with China Electric Power Research Institute

TransEnergie Technologies, a subsidiary of Hydro-Québec TransEnergie, the transmission division of Hydro-Québec, announced recently that it recently signed a contract valued at more than \$3 million for the sale of real time power system simulation tools. This is the third contract between TransEnergie Technologies, formerly TEQSIM International Inc., and CEPRI.

The contract is for the purchase of additional analog components for the simulation of high-voltage DC systems and a Hypersim digital simulator that operates on a 24-processor SGI parallel computer. The equipment delivery date is May 2004. The contract also covers equipment installation and training for the Chinese engineers.

Founded in 1999, TransEnergie Technologies develops, markets and supports a line of sophisticated products, including real time power system simulators, that meet the needs of the electricity industry around the world.

Source: TransEnergie Technologies

Marathon Sells Upstream Interests in Western Canada

Marathon Oil Corporation, through its wholly owned subsidiaries Marathon Oil Company and Marathon International Petroleum Canada, Ltd., announced today it has entered into definitive agreements with subsidiaries of Husky Energy Inc. for the sale of Marathon's upstream interests in Western Canada. The transaction, which is valued at approximately \$588 million net of working capital, is expected to close early in the fourth quarter of 2003, subject to necessary government approvals. This transaction does not include Marathon's exploration interests in Eastern Canada.

«This sale is part of our ongoing efforts to high grade Marathon's asset portfolio, which includes selling assets that no longer provide a strategic fit, reinvesting in new core areas with near and long-term growth potential and strengthening our balance sheet,» said Clarence P. Cazalot, Jr., president and CEO of Marathon. «Our strategy is to focus on building value, and this transaction will assist us in achieving that important objective.»

At the projected time of closing, Marathon's Western Canada assets will include booked reserves of approximately 69 million barrels of oil equivalent (boe) and average net production of approximately 21 000 barrels of oil equivalent per day (boed). Based upon the transaction value, the sales price of the reserves equates to approximately \$8.50 per boe.



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FURUKAWA HCR1200-ED
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The pending sale of the company's Western Canada upstream interests is part of Marathon's 2003 asset rationalization program, announced earlier this year. Other asset sales this year include Marathon's sale of its interest in CLAM Petroleum B.V. in the Netherlands for \$100 million. Upon closing of the sale of the Western Canada interests, Marathon will have sold more than 95 million boe in proved reserves and average daily production of approximately 30 000 boe, generating upstream proceeds of more than \$745 million. In addition, Marathon Ashland Petroleum LLC (MAP), in which Marathon holds a 62% interest, completed the sale of 190 Speedway SuperAmerica LLC retail sites in the Southeast United States for \$140 million, and MAP has also sold other selected downstream assets for approximately \$23 million. The company now anticipates that these and other potential asset sales could exceed \$1 billion, which is greater than the previous estimate of more than \$700 million.

Proceeds from these sales are being used to strengthen Marathon's balance sheet and invest in other high-potential business opportunities, including the recent acquisition of Khanty Mansiysk Oil Corporation (KMOC). Purchased for \$282 million (including assumed debt), KMOC is located in western Siberia and has approximately 250 million barrels of proved and probable oil reserves, of which Marathon anticipates 85 million barrels will be booked in 2003. The total potential resource associated with the KMOC assets is estimated to be 900 million barrels of oil. KMOC has current net production of approximately 15 000 boed, which is expected to increase to more than 60 000 boed within the next five years.

Source: Marathon Oil Corporation

Sandvik divests Eurotungstene S.A. in France

Sandvik has reached an agreement with Eramet S.A., France, covering the sale of Sandvik's 49% holding in Eurotungstene Poudres S.A., France. As a result, Eramet, holding 51% of the shares in Eurotungstene Poudres S.A., will become the sole owner of the company. Eurotungstene Poudres S.A., with about 125 employees, is active in the production of cobalt- and tungsten-based powders primarily used in the diamond tools industry.

Source: Sandvik AB

Cummins Westport announces new engine technology development program

Cummins Westport Inc. reported recently that South Coast Air Quality Management District (SCAQMD) and Cummins have signed an agree-

ment to develop key technology that could allow CWI's mid-range natural gas engines to meet US EPA 2010 emissions standards years ahead of the regulatory schedule. The project team will develop and demonstrate a prototype engine based on the application of cooled exhaust gas recirculation (EGR) in conjunction with a simple after-treatment system to its current line of lean-burn, spark-ignited natural gas engines. The US\$2 Million project will be equally funded by Cummins and SCAQMD. The program is in cooperation with the

Department of Energy and the National Renewable Energy Laboratory under the Next Generation Natural Gas Vehicle program.

Program work will be conducted in Columbus, Indiana at the Cummins Technical Center and in Vancouver at Westport's engine development facility. If successful, the program could see demonstration engines in 2005-06. By 2010, engines in this heavy-duty classification must see reductions in nitrogen oxide emissions (NOx) to 0.2 grams per brake horsepower hour (g/bhp-hr)



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and particulate matter to 0.01 g/bhp-hr. These are reductions of approximately 90% from current standards.

«Successful development of this technology could dramatically improve the cost effectiveness of natural gas engines compared to diesels operating in compliance with 2010 emissions levels,» said Hugh Foden, CWI's President and CEO, «Natural gas vehicles are providing clear emissions benefits and we are pleased to have the support of SCAQMD.»

Source: Cummins Westport

SNC-Lavalin Awarded Telecommunications Contract in Alberta by Bell West

SNC-Lavalin Inc. is pleased to announce it has been hired by Bell West Inc., prime contractor for

Alberta SuperNet, to assist Bell West in managing construction of the Extended Area Network portion of Alberta SuperNet - the Government of Alberta's new high speed telecommunications network. This project will require the services of up to 30 engineers from SNC-Lavalin's Calgary and Edmonton offices. SNC-Lavalin's contract runs until July 2004.

«We are very pleased to be working in Alberta on a second telecommunications project,» said Krish Krishnamoorthy, Executive Vice-President, SNC-Lavalin Group Inc. «As subcontractor for Nortel, we have already completed - in a record 12 months - a new cellular network of telecommunications towers and stations across Alberta and B.C. This new contract represents a second opportunity to demonstrate our expertise in man-

aging challenging telecom projects in this fast-evolving field of wireline telecommunications.»

The Alberta SuperNet initiative involves the installation of fibre optic cables, electronic equipment and a number of towers and shelters to set up a broadband network linking 4,700 libraries, schools, hospitals and provincial government offices in 422 communities across the province. The Extended Area portion of the network will connect 395 smaller communities. Alberta SuperNet will also link commercial service providers in areas which currently do not have high-speed connectivity capabilities.

Source: SNC-Lavalin Inc.

IRD to Acquire ITS Business from PAT

International Road Dynamics Inc. (IRD) announced recently that it has signed an asset purchase agreement for substantially all of the assets of the Traffic and Telematics business of German-based PAT GmbH located in Europe and the United States. Included in the purchased assets are the inventories, fixed assets, service contracts, order backlogs and intellectual property related to PAT's ITS business, as well as the right to use the «PAT Traffic» name. IRD has also acquired an option to purchase the PAT traffic business in Santiago, Chile. IRD will pay approximately US\$2.8million in cash, including the purchase of PAT Chile.

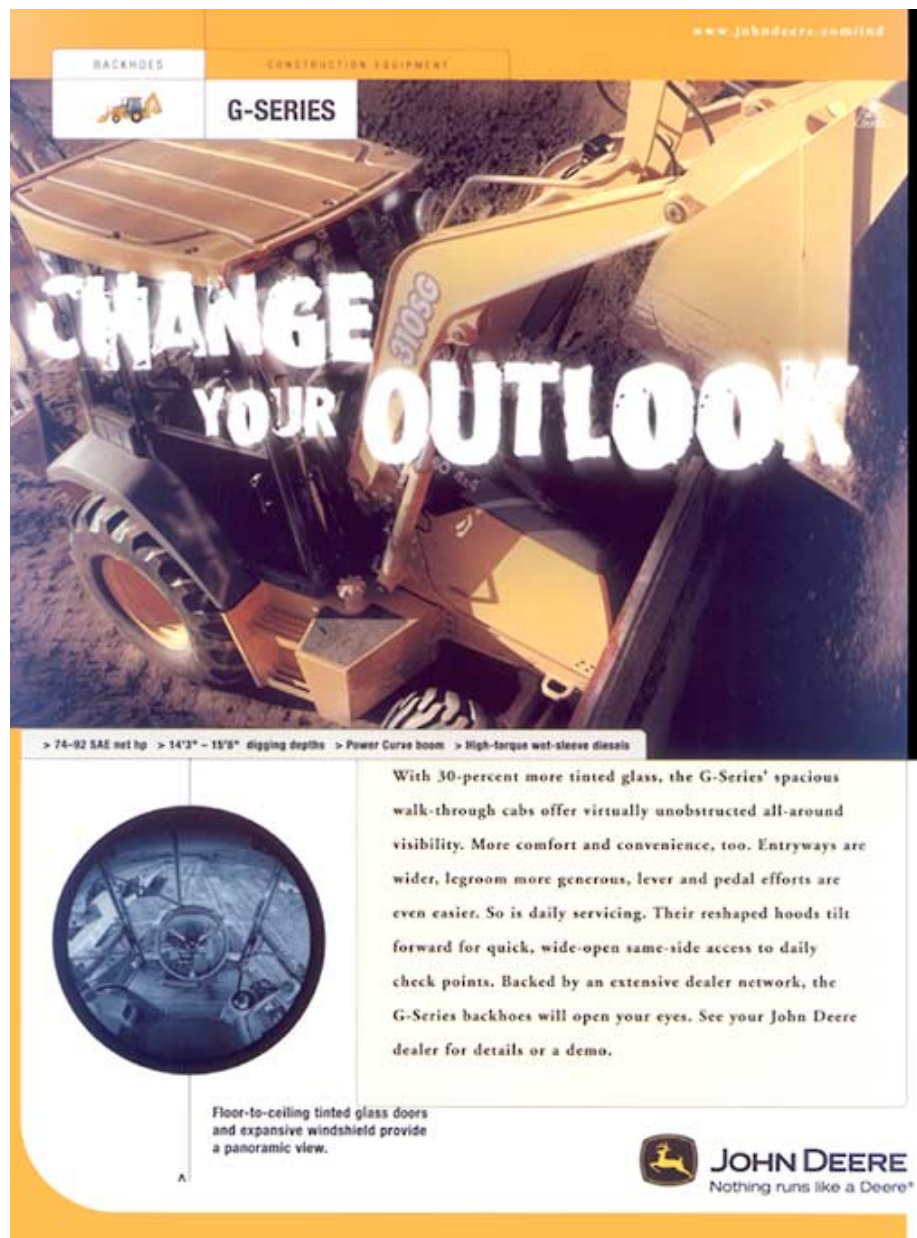
To provide financing for this transaction, IRD has arranged an extension to its existing bank credit facility to CDN\$7.5 million.

PAT has developed a strong market position in certain ITS markets including Europe, Asia and South America that complement and extend IRD's industry-leading presence. In addition, through PAT's operations in the United States, IRD increases its presence and customer service capacities thus leveraging location and complementary strengths.

PAT's product offering includes weigh-in-motion systems, traffic data collection systems, portable weigh scales and other related ITS products and services. Sales for the most recent fiscal year were approximately US\$10 million.

«The benefits of this acquisition are significant,» commented Terry Bergan, IRD's President and CEO. «We will be enhancing our presence in current and new international markets, while acquiring related systems and technologies that complement our current product offering. We have also acquired a successful participant in the ITS Industry, thus securing IRD's position as a leading supplier of products and services to the global ITS marketplace.»

Source: International Road Dynamics Inc.



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New, Lower Emissions Refuse Trucks Help Preserve Air Quality in Los Angeles

When you're running trucks in a city as congested and concerned with air quality as Los Angeles, you can't be too careful about emissions.

No one knows this better than Jim Bonnaville, Director of Fleet Services, General Services, for the City of Los Angeles, who is in the process of re-modeling the L.A. Bureau of Sanitation's fleet with 120 Peterbilt Model 320 refuse trucks powered by low emissions Caterpillar engines equipped with Clean Air Partners Dual-Fuel™ natural gas systems.

«The air quality situation in Los Angeles is serious. Since we have to run our trucks every day to provide trash removal service to such a large area, it is critical that our emissions output be as low as possible,» Bonnaville said. «The Peterbilt chassis with the Cat Dual-Fuel engine cuts emissions considerably, but it also provides an extended driving range with the same torque and horsepower as full diesel, which fits our needs perfectly.»

The South Coast Air Quality Management District, which governs emissions requirements for Los Angeles, enacted a rule that requires public and private refuse fleets operating in the area to use truck engines that run on alternate fuel, such as natural gas. The City of Los Angeles rose to the challenge by selecting a truck and engine that met their needs for torque and horsepower but also lowered emissions to within acceptable limits.

In fact, the new engine and truck combination reduced NOx by more than 40 percent and particulate emissions by more than 90 percent.

«We felt it was the best option for protecting the environment while allowing us to continue providing fast, efficient trash removal service to the city,» says Bonnaville. Caterpillar Dual-Fuel engines use diesel fuel as the initial ignition source only, switching over to natural gas once the engine has started. As a result, more than 85 percent of total fuel use is natural gas, resulting in lower emissions levels. Because the operating characteristics are similar to diesel, Dual-Fuel truck engines provide the better fuel economy, operating temperatures and heat rejection typically found with a diesel engine. Although the emissions are considerably lower, they have similar power to a diesel engine. And, if the natural gas fuel supply is interrupted for any reason, the engine will continue to operate on diesel for a limited time.

The decision to use Dual-Fuel was not made overnight. In fact, the City of Los Angeles ran ten test trucks for a year before making a decision,



ensuring that the trucks could meet their unique needs.

«The Los Angeles landfill has an extreme grade, close to twelve percent,» said Bob Wood, Environmental Sales Manager for Peterbilt Motors Company. «That grade ruled out many engines that simply didn't have the torque to get up the hill. The diesel back-up feature of the Dual-Fuel engines also was a crucial factor in the city's decision.

«Maneuverability on city streets is critical for a refuse collection truck,» Wood said. «This particular chassis is a low cab forward that minimizes the turning radius, so it meets the needs of this market particularly well.»

Source: Peterbilt Motors Company

15% Decline in Imports of Hazardous Wastes and Hazardous Recyclable Materials in 2002

2002 figures released recently by Environment Canada show that for the third year in a row, imports into Canada of hazardous waste and hazardous recyclable materials have declined. In fact, imports dropped by approximately 15% in 2002, at 423,000 tonnes, down from nearly 500,000 tonnes in 2001 and significantly down from the 560,000 tonnes in 2000.

«The Government of Canada has strict regulations on the transboundary movement and tracking of hazardous wastes and hazardous recyclable materials, under the Canadian Environmental Protection Act,» said the Honourable David Anderson, Minister of the Environment. «We are working hard in partnership with provincial and territorial governments to ensure that this material is managed in an envi-

ronmentally sound manner.»

In 2000, Minister Anderson wrote to provincial and territorial Ministers urging them to implement environmentally sound management practices for handling hazardous wastes and hazardous recyclable materials within their jurisdictions.

The most notable decline in imports of hazardous wastes are the imports destined for landfill with no previous treatment. These imports totaled 65,000 tonnes in 2002, a 38% decline from 2001 levels (106,000 tonnes), and a 72% decline from 1999 levels, when they peaked at 235,000 tonnes.

As part of a larger effort to better control hazardous wastes and hazardous recyclable materials, the Government of Canada will propose amendments to the Export and Import of Hazardous Wastes Regulations. The regulations

will maintain current measures that protect human health and the environment. In addition, they will incorporate new authorities under CEPA 1999 such as environmentally sound management criteria and waste reduction plans. The proposed amendments are anticipated before the end of 2003.

Canada is also active on the international scene. As a member of the North American Commission for Environmental Cooperation (NACEC) Council, Canada strongly supported, this past June, the adoption of a resolution that will promote the Environmentally Sound Management (ESM) and tracking of hazardous wastes.

Source: Environment Canada

Mack Trucks Marks End of R-Model Series with Special Edition

Eight presidents. Men on the moon. Surfing safaris to surfing the net. Dow 1000, Dow 11 000, Dow 7000. Sullivan to Carson to Letterman. Albums, cassettes, 8-tracks, CDs, MP3s. A lot has changed since 1965, but one thing has remained constant – the rugged, reliable performance of the Mack R series.

More R model chassis have been built and registered than any other Class 8 vocational vehicle in trucking history. Approximately 360 000 have been produced since 1965, over 200 000 of which are still operating.

But after nearly four decades of dependable service, the Mack RD, the last of the R series models, is being retired at the end of 2003. To celebrate the end of an era, the company is offering a special edition of the vehicle – aptly named the R-Model Legend.

«We retire the RD with mixed emotions,» said Tom Kelly, Mack vice president of marketing. «On

the one hand, we are extremely pleased with the response we've received from our customers to its replacement, the Granite model. But like all R models, the RD was a real workhorse – truly

Bulldog-tough – and helped forge our reputation for dependability and durability. So we want to send it out with a bang. And we believe the R-Model Legend accomplishes this objective.»

Tricked out with limited edition paint, badges, chrome and a number of other amenities, including a special steering wheel and embroidered seats, the R-Model Legend is certain to become a collector's item.

Production of the R-Model Legend will be limited. The plan is to accept orders through the end



of August, and have all vehicles built by the end of the year.

«A whole generation of successful businesses has been built on the back of these trucks,» Kelly said. «R models have helped build roads, bridges and buildings throughout the country. The R-Model Legend offers our customers the opportunity to own and operate a piece of Mack's 100-plus year history.»

Source: Mack Trucks, Inc.

Noranda's New Electronic Recycling Facility to Begin Operations

Noranda Inc. announced today that its new end-of-life electronics' recycling facility in Brampton, Ontario is scheduled to begin recycling operations on August 18, 2003.

The state-of-the-art facility, the only one of its kind in Canada, has begun receiving material from

tally-sound option for the safe recycling of its electronic materials», stated Cindy Thomas, Plant Manager, Noranda Recycling. «Our goal is to become the electronic recycling partner of choice in Canada, recycling 100% of the electronic hardware flowing through our facility.»

customers such as Hewlett-Packard.

Material from the new Brampton plant will be shipped to Noranda's Horne smelter in Rouyn-Noranda, Quebec and other recyclers for further processing and metal recovery. On average, approximately 150 000 tonnes (15%) of the raw



original equipment manufacturers (OEM) and other customers. The plant is expected to process approximately one million pounds a month of end-of-life electronics after ramp-up and 100% of all electronic hardware will be recycled.

«With the opening of our newest electronic recycling facility, Canada now has an environmen-



The Company's Brampton facility is the third Noranda end-of-life electronic recycling plant in North America. The other facilities are located in Roseville California, as well as Lavergne, Tennessee. The Brampton, Roseville and Lavergne facilities focus on end-of-life electronics recycling primarily through Noranda's relationship with OEM



material feed for Noranda's primary Canadian copper and recycling operations is derived from recyclable materials.

Source: Noranda Inc.

International Rolls Off A Fully Integrated Truck

Responding to customers in waste-collection businesses seeking a rugged, more reliable roll-off truck that delivers powerful performance and economical diesel power, International Truck and Engine Corporation today announced the launch of the Integrated Roll-Off truck. The International® Integrated Roll-Off takes roll-off trucks to a higher level of reliability by pre-engineering truck chassis and bodies together for a perfect fit.

The latest example of integrated pre-engineering efforts from International, the Integrated Roll-Off, features a pre-engineered chassis that is ready to accept the roll-off hoist system. The pre-punched frame is engineered to accept the body so customers can buy the complete truck and hoist from a single source. For customers in waste transport services, this approach ensures a better fit between the truck chassis and roll-off equipment, which will substantially simplify maintenance, reduce down time and increase efficiency.

«Successful waste-collection businesses need to be efficient, which means we must deliver vehicles that help redefine standards of productivity and reliability for our customers,» said John Lamoureux, vice president and general manager, Severe Service Vehicle Center, International Truck and Engine Corporation. «The combined engineering and manufacturing efforts of the International Integrated Roll-Off trucks will save our customers

time, money and headaches by providing a single source for purchase, service and support.»

The new International Integrated Roll-Off truck is available in the International 7000 Series severe



service truck, which distinguishes itself from other trucks on the road by continuing to establish new benchmarks for outstanding performance, reliability and minimal operating costs. For example, the International 7000 Series trucks are manufactured with Diamond Logic™ multiplexed electrical systems, which continuously monitor critical vehicle functions and relay information to drivers to ensure efficient vehicle operation. The Diamond Logic system's advanced diagnostics increase uptime with self-protected, intelligent modules that pinpoint electrical problems, and are fully programmable for task automation.

International Integrated Roll-Off trucks are built with industry-leading International diesel engines, designed to meet the demanding driving conditions of waste transport, and are also available



with Cummins or Caterpillar engines. The standard cab air suspension protects drivers from shock and vibration, while dual steering gears and wide-track front axles deliver enhanced maneuverability with a full load capacity up to 16,000-lbs.

Customers will appreciate the true on/off-highway frame system that delivers an unparalleled strength-to-weight ratio, and durability while resisting corrosion. And those who take advantage of the new Integrated Roll-Off truck will enjoy increased profits with every trip thanks to the longer-lasting chassis and bigger payloads. The revolutionized roll-off truck provides outstanding maneuverability, a commanding view of the road, exceptional serviceability, easy entry/egress, excellent fuel economy and superior powertrain performance.

All Integrated Roll-Off trucks will come with G&H hoists. As leaders in the industry, G&H has developed high-quality hoists built to deliver maximum life-cycle value to owners. G&H hoists offer a 10-inch roll-off frame, 50-degree dump angle, cycle times as low as 22 seconds for hoist up and 12 seconds for hoist down. Up to 75,000-lb capacity, 22-foot or 24-foot rails to accommodate different container sizes, and 13,200-lb capacity lift axles are available from International to meet legal load requirements for different states. G&H is an ISO-9000 certified manufacturing facility.

«We are excited about this new product,» said Lamoureux. «We believe the International integrated Roll-Off truck will contribute directly to improved profitability for our customers, as measured by more productive employees, lower operating costs, increased uptime and greater resale value.»

Source: International Truck and Engine Corporation

New Web Site for EBI Group

Leader in integrated waste management and operating in several areas of the province of Quebec, the EBI Group is proud to introduce its brand new Web site: www.groupeebi.com.

Improved and comprising new information rich pages, the revamped Web site provides answers to those in search for information in the field of integrated waste management. Anyone seeking information about the EBI Group will find what they are looking for under the heading Press Room. Finally, the comprehensive Contact section provides customers the means to contact EBI easily and quickly.

«More complete and more user-friendly, this new Web site will allow us to better inform our customers about the products and services we offer. It will help illustrate the sound methods we have adopted in our approach to integrated waste management», says Serge Brière, EBI Group's executive director.

Launched in 1960, the EBI Group has proved to be an expert in integrated waste management. Over the years, the firm ensured its ongoing expansion by way of new infrastructures required for a sound and safe operation.

Source: EBI Group



New Deere Waste Handler Provides Power, Durability in Tough Environments

The new John Deere 744J Loader Waste Handler provides the highest level of power available in a Deere waste handler, as well as a full complement of features to protect the machine from the harsh environment typical of its extreme application.

Flying debris that causes overheating and extensive damage by clogging a loader's radiator isn't a concern for the 744J. The engine and cooling system are protected by an advanced screening system, including a low-profile, hood-mounted air-inlet screen, side-shield inlet screens, air-intake pre-cleaner and engine compartment rubber baffle. An optional swing-out hydraulic reversible fan provides additional protection and makes on-the-fly cleanout fast and easy. The body of the machine also is protected by an extensive guard system, ensuring that debris doesn't build up around the tires and axles. A rear tire deflector - a feature that is unique to Deere waste handlers - serves as an access step to the engine while also ensuring that any rear impact is

absorbed by the frame, rather than damaging the axle.

«This machine is designed to haul ton after ton of trash in the toughest environment imaginable,» said Xenya Mucha, solid waste market manager, John Deere Worldwide Construction & Forestry Company. «Every air screen and guarding feature keeps debris out of the engine and major components.»

Powered by an electronically controlled 265 horsepower John Deere PowerTech 6125H engine, the 744J includes standard features such as strategic guarding that protects axle seals, loader frame access, boom cylinders/hydraulic lines, articulation joint, drive shaft, sensors and zerks. An optional heavy-duty cab guard also is available. A completely re-designed cooling system prevents overheating. The cab is built for comfort and convenience, with a cloth covered suspension seat and adjustable right armrest, standard fingertip controls and oversized windows for excellent visibility. The transmission is a single-

stage torque converter power shift, computer-controlled for smooth shifts under any power conditions. Planetary final drives and self-adjusting wet-disc brakes are mounted inboard for longer service life. The bucket can move up to eight cubic yards of waste at once.

Optional equipment includes wide-stance axles, which provide increased stability and longer axle life. Also available is a swing-out cooling fan design that makes loader clean-out easy. The hydraulic-driven fan has an automatic reverse feature that blasts debris off the screens. Additional options include hydraulic-actuated bottom guards, a heavy-duty cab guard and HID lighting.

«The performance characteristics of our 744J loader, combined with extensive protective features, enable this machine to provide the highest level of durability and productivity possible,» Mucha said.

Source: John Deere Worldwide Construction & Forestry Division



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Sterling Condor Highlight Waste Expo Show

Sterling Truck Corporation showcased the latest in refuse truck technology and innovation at the last Waste Expo Show, held June 3-5, 2003 at the Ernest N. Morial Convention Center in New Orleans.

Sterling displayed three Condor models designed to meet refuse operators' needs for maneuverability, visibility, comfort, durability and reliability. Also on display there was a Sterling Acterra model vehicle.

«The Sterling Condor continues to be very well received in the industry,» said John Merrifield, Senior Vice President, Sales and Marketing for Sterling Truck Corporation. «The Condor is proving itself day in and day out in a variety of conditions and applications.»

Sterling vehicles on display at the Waste Expo show included:

A 66 000 lbs GVW Condor low cab forward chassis with a Cummins 280 hp engine, Allison automatic transmission, Meritor 20 000 lbs single front axle and 46 000 lbs tandem rear axle, 210 in. wheelbase and WABCO ABS brakes with traction-control enhancement. The cab interior featured

the stand-up-right-hand-drive-option, slip-resistant flooring and a forward roof-mounted console.

A 66 000 lbs GVW Condor low cab forward chassis with a Cummins 330 hp engine, Allison automatic transmission, Meritor 20 000 lbs single front axle and 46 000 lbs R-series tandem rear axle, 221 in. wheelbase and WABCO ABS brakes with traction-control enhancement.

The cab interior featured dual-sit-down steering locations; a deluxe package including slip-resistant flooring; and left and right door storage pockets integrated into molded door panels.

A 60 000 lbs GVW

Condor low cab forward chassis with a Cummins 320 hp engine, Allison automatic transmission, Meritor 20 000 lbs single front axle and 40 000 lbs R-series tandem rear axle, 244-in. wheelbase and WABCO ABS brakes with traction-control enhancement. The cab interior featured the stand-up-right-hand-drive option, slip-resistant flooring and a forward roof-mounted console.



A 58 000 lbs GVW Acterra with a Caterpillar 3126 engine, Allison 6 speed automatic transmission, Meritor 14 700 lbs front axle and 44 000 lbs R-series tandem rear axle, 213 in. wheelbase, and WABCO ABS brakes with traction control enhancement. The cab interior featured molded plastic door panels, vinyl mats with single insulation, cab door latches with manual door locks, an EzyRider air suspension driver's seat, and a tool box passenger seat.

The low-cab-forward Sterling Condor line is custom-engineered to meet the challenges of refuse vehicle operations with superb maneuverability, excellent lines of sight and in-cab comfort.

Source: Sterling Truck Corporation



32 Additional Xpeditors to Join Albuquerque Fleet

The City of Albuquerque Solid Waste Management Department is adding 32 Xpeditors to its fleet, continuing a pattern that began in 1995 when the city ordered its first trucks through the local Autocar dealer, Trucks West of New Mexico.

«They've got about 200 trucks picking up trash now, and this sale means Xpeditors will make up over 60 percent of them,» says Tony Martinez, governmental sales representative at Trucks West of New Mexico. «They've ordered nothing but Xpeditors since they got their first ones.»

According to Martinez, Albuquerque will be receiving eight Xpeditor WXLL42s equipped with Amrep manual side loader bodies, 12 WX64s with New Way front

loaders and 12 WXR64s with Wittke automatic side loaders.

Other New Mexico Cities Swell Totals

«The bid also included four trucks for the City of Santa Fe, two for the City of Gallup and two more for the City of Las Cruces,» he adds.

«That brings the total to 40 trucks and the City of Roswell has four WX42s with Heil bodies on order.»

Martinez adds that other cities in New Mexico are also looking at Xpeditors for their fleets under separate bids. He estimates that potential Trucks West Xpeditor sales could

reach 60 units before the year is over.

«The success of the Xpeditor in New Mexico is based on the fact we'll build trucks to their specs, on the easy serviceability of the trucks and our solid product support,» Mr. Martinez explains.

Source: Autocar LLC



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Globalstar Canada lowers international roaming charges and long distance call rates

Globalstar, the most widely-used handheld satellite phone service, today announced new, lower rates for Canadian customers calling back to Canada from overseas and for international long distance calls made from Canada. These new prices make Globalstar the most affordable satellite phone service in the world in almost every situation.



"In many respects, Globalstar is now as affordable as cellular," said Steven Bell, General Manager, Globalstar Canada. "These new rates extend Globalstar's offering of superior satellite services to our customers who work and travel in more than 110 countries worldwide. Our new rates will help solidify our leadership position in the Canadian market, where we provide the most affordable, high quality domestic voice and data services."

International long distance rates have decreased to 36¢ per minute or less for the long distance portion of calls from Canada to more than 90 countries.

Globalstar has reduced roaming charges for its Canadian customers who are calling from Europe, Brazil, Central America, Northern Africa, and many other parts of the world. While roaming in these locations, calls made to Canada and incoming calls are now both just \$1.99 per minute, down from rates that previously were as high as \$5.25 per minute. Roaming in the U.S. is only \$1.19 per minute.

Combined with the lowest-cost satellite handsets in the industry, Globalstar continues to lead the way in affordable satellite communications.

"The new price structure now puts Globalstar in a class by itself," added Bell. "We have surpassed our own projections for customer airtime usage and customer adoption of the technology in Canada. Satellite technology has become an integral resource for many organizations that need to communicate where cellular and landline phone service do not exist."

Oil and gas, forestry, maritime, outdoor leisure, and government organizations have become heavy users of Globalstar in Canada.

Globalstar is a leading provider of global mobile satellite telecommunications services, offering both voice and data services from virtually anywhere in over 110 countries around the world. For more information, visit Globalstar's web site at www.globalstar.ca.

Source: Globalstar Canada

Mercedes-Benz Unimog impresses experts from all over the world

At the «International Symposium for Forest Firefighting and Disaster Control» at the Customer Centre of the DaimlerChrysler plant in Rastatt and at the gravel pit by Ötigheim the Mercedes-Benz Unimog provided proof of its capabilities in a wide range of applications centred around saving human life, putting out severe fires and salvaging goods and property in a series of realistic demonstrations. The event was organised by the Unimog Sector, which forms part of the Mercedes-Benz Truck Unit of DaimlerChrysler AG. At the same time, the over 600 visiting experts from fire brigades, police forces, emergency medical teams and disaster aid and control organisations from all over the world were able to witness the production start-up of the U 5000, the most powerful Unimog in the product line-up of chassis and transport vehicles with high off-road capability.

The Mercedes-Benz Unimog forms an indispensable part of the wide range of fire service and disaster control vehicles made by DaimlerChrysler. The concept behind the Unimog means it can be used to fight fires and help control disasters anywhere in the world – something it has been doing efficiently for decades now. Moreover, it offers a large number of other potential uses for fire brigades, the police, the Red Cross and other emergency service and aid organisations.

A total of 17 vehicles from the Unimog U 300 to U 500 series and the Unimog U 3000 to U 5000 chassis series, plus a U 1550 L and a U 2150 L from the former heavy duty Unimog series were present. All were fitted with special purpose bodies from international body manufacturers for various countries and/or with rescue and salvaging appliances from the European Unimog equipment suppliers. These vehicles proceeded to



give an impressive demonstration of what the Unimog can achieve under extreme operating conditions and on extreme terrain in fighting forest fires, dealing with flood, storm and earthquake damage, and saving lives after accidents. Tension free body mountings, engine outputs up to 160 kW (218 hp), the Telligent electronic/pneumatic gearshift system with eight forward and six reverse gears, together with the «Electronic Quick Reverse» system for rapid manoeuvring in critical situations are only a few examples from the list of standard equipment features. In addition to the standard cab, crewcabs are also available, capable of carrying teams of up to six persons.

Both product lines of the Mercedes-Benz Unimog are predestined for applications under difficult conditions. There are very few situations in firefighting, disaster control or rescue work with which these highly off-road capable vehicles cannot cope.

The chassis and transport vehicles of the U 3000 – U 5000 series, which have powertrains geared to maximum performance and which boast very high off-road capability, reflect a concept which has been tailored to the specific conditions and regulations applying to fire brigades and disaster control agencies in various different countries in close cooperation with specialist body manufacturers. For instance, the Unimog can be fitted out as a heavy duty forest firefighting vehicle and/or for supplying emergency technical assistance and/or with heavy duty appliances such as cranes or hydraulic working platforms. Due to its great versatility the Mercedes-Benz Unimog can be used as an all-wheel-drive fire tender both on and off the road, as a hose carrying vehicle, as an ambulance, as a mobile workshop, as a command centre with two way radio equipment, or as a tanker.

Source: DaimlerChrysler

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Operating Principle

This method consists in removing all or part (depending on the type of pavement and surface deterioration present) of the existing layer of asphalt paving and replacing it with a new layer of asphalt to restore or improve the surface course of the pavement.

The operation also allows for correction of the transverse and longitudinal profile by correcting the surface of the milled pavement before overlaying the new layer of surfacing, as well as respecting threshold limitations.

It also enables correction of the uneven appearance of the paved surface resulting from routine patching or surface anomalies, such as



*Fact Sheet CS 3.1.1
Maintenance and Rehabilitation Techniques
Milling - Overlay*

Description of the Technology

Removal of a variable thickness of existing pavement surface by cold milling and overlaying of a new surface.

Material and Equipment

Asphalt concrete, new or recycled, is selected according to the requirements of the project.

In addition to conventional roadwork equipment, a cold milling machine is required.

Application

The technique allows for correction of deficiencies in the surface texture, such as ravelling.

extensive peeling, delamination and rutting.

The technique also allows for correction of the transverse profile (crown), longitudinal profile (roughness) or runoff channels profile.

It also enables restoration of surfaces while respecting peripheral constraints (sidewalks, curbs, etc.), overhead clearance is limited (as with a viaduct).



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Restrictions and Limitations

Milling should not be carried out on a surface layer of a thin thickness (less than 50 mm).

This technique is also not recommended in cases of extensive generalized cracking.

As well, this method should not be used when there is frost-related distortion or when the bearing capacity of the pavement is too low.

Preliminary and Complementary Work

All non-recyclable material, such as certain crack sealant, should be removed before the start of work.

The operating procedure, as well as the mechanical condition of the milling equipment, should be monitored to ensure uniformity of the profile and milling lines.

The milling depth should be such that no delamination layer in the existing surface is less than 25 mm from the exposed surface once work is completed (to prevent peeling).

The surface should be cleaned immediately before overlaying the asphalt binder.

Main Phases

- Install required road signs before work begins;
- Mill existing surface to the planned thickness;

- Carry out of local repairs, where required;
- Clean surface;
- Apply asphalt binder;
- Apply new surfacing;
- Compact.

Tests and Monitoring

The work should be monitored to ensure cleanliness and cohesion of the surface, uniformity and depth of the milling lines, and residual thickness of the surfacing (minimum of 50 mm.)

Monitoring elements applicable to the new type of surfacing chosen and amount of asphalt binder should also be verified.

Results

Given that the milled pavement must be covered by a surface course, the finished product may vary depending on the characteristics of this new asphalt layer.

The pattern of cracks present in the surface layer left in place will reflect on the new surfacing over a certain time period, the length of which depends on the design parameters of the project.

Cracks should be sealed approximately two years after the rehabilitation and subsequently as required.

Disclaimer

It is recommended to consult the explanatory notes accompanying the fact sheets to ensure proper use.

CERIU assumes no responsibility whatsoever concerning the application of the techniques and procedures described in the present fact sheet.

To obtain a copy of the CERIU Compendium of Infrastructure Technologies, please contact CERIU's Céline Forest at (514) 848-9885, extension 272, at the Centre d'expertise et de recherche en infrastructures urbaines (CERIU).

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Twenty-Five Years of Honouring the Builders of Quebec Society

The Polytechnique Alumni Association's 25th Prix Mérite will be awarded to Léo Scharry, founder of Scharry-Ouimet Ingénieurs. Mr. Scharry has designed numerous road and street lighting systems across North America, including the lighting for Highway 15 between Montreal and Saint-Jérôme, the longest road lighting network in the world.

The Prix Mérite is awarded to a graduate of the École Polytechnique, based on professional excellence, human qualities and outstanding contributions to the advancement of engineering. This year, to mark the award's 25th anniversary, the Polytechnique Alumni Association will pay special tribute to all winners since its inception in 1978, many of whom are well known nationally and internationally.

Many past winners will participate in the awards ceremony, which will take place at the Queen Elizabeth Hotel on September 18. They include Micheline Bouchard (1999), Camille Dagenais (1979), Jean-Paul Gourdeau (1986),

Bernard Lamarre (1980), Pierre Lassonde (2002), Roger R. Nicolet (1992) and Michèle Thibodeau-DeGuire (1994). There will also be an "up-and-coming" category, in which an award winner is paired with an outstanding young graduate who has achieved distinction either academically or socially.

Normand Morin, executive vice-president of SNC-Lavalin and president of the ceremony, is pleased to take part in the 25th edition of the Prix Mérite. "The people who work at École Polytechnique are passionate about the future and contribute to furthering our country's scientific and economic expansion and the development of our society. They are playing a key role in the aerospace sector, preparing the next generation of computer and multimedia programs, creating avant-garde products and services, and participating in the growth of the pharmaceutical, biomedical and telecommunications industries, as well as being at the cutting edge of the environment and biotechnology sectors. These excep-



tional people are the builders of our scientific, social and intellectual property and serve as models for future engineers. The Prix Mérite recognizes their contribution, and I am very honoured to be associated with it."

Léo Scharry graduated from École Polytechnique in electrical engineering in 1946. He founded his own firm, Scharry & Associés, in 1960 and was managing partner until recently. His expertise in electrical circuits was often called upon for major projects such as the lighting for the Montreal-Repentigny network, the lighting for the Olympic Stadium and Montreal's power plant.

Source: The Polytechnique Alumni Association

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INFRA 2003, the 9th Annual Urban Infrastructure Week

CERIU is proud to announce that it will be hosting the 9th Annual Urban Infrastructure Week – INFRA 2003 – on November 17, 18 and 19, 2003. On this occasion, more than 100 speakers from throughout Canada, the United States and Europe will be on hand to discuss the latest developments in urban infrastructure management, investigation, maintenance and rehabilitation.

The theme for this year's conference is The Changing Infrastructure Rehabilitation Market: The Emergence of a New Dynamic. Presentations will provide urban infrastructure managers with comprehensive information and invaluable food for thought on the issues of today and tomorrow.

Potholes, water main breaks and contaminated water supplies are all telltale symptoms of the dilapidated state of our public facilities. Experts agree that these problems will only intensify in frequency and severity unless specific, effective measures are taken immediately.

Rehabilitation plays a fundamental role in this process. Fittingly, the recently launched Quebec Water Policy, which devotes an entire component of its program to municipal infrastructure, advo-

cates the improved management of water supply systems and the increased utilization of rehabilitation techniques.

It is accordingly in the best of interest of municipalities and other system owners, private businesses and service providers, to bolster their knowledge of new management methods and technological developments. INFRA 2003 is designed to facilitate this process, with three days of unique, informative presentations made by individuals who have been involved in implementing new infrastructure management policies as well as researchers and front-line personnel with invaluable experience in this regard.

In addition to the lineup of presentations, discussions and technical workshops on the agenda, INFRA also features the Evening of Excellence which, for eight years, has been showcasing accomplishments within the infrastructure community. Among the highlights of the event is the presentation of the Technological Innovation in Infrastructure Award, which is given to a municipality in recognition of its exemplary performance and innovation in using a new technology in con-

junction with a rehabilitation project.

INFRA is the only event of its kind to take an integrated approach to the various facets of municipal infrastructure management, including financing, decision support, planning, maintenance, investigation, rehabilitation and construction. Every year, researchers, engineers, professionals, politicians and other stakeholders come to share their knowledge and expertise and discover new, more efficient and more economical infrastructure management and rehabilitation methods.

Created in 1994, CERIU is a technology transfer centre that strives to promote the use and development of new, optimal urban infrastructure rehabilitation technologies. CERIU's primary focus lies in three key sectors, namely underground infrastructure, municipal pavement, and bridges, tunnels and retaining walls. Its efforts in this regard revolve around awareness, training and management initiatives.

Source: CERIU

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