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**Editor-in-Chief/Rédacteur en chef :**

Alex Paterson

**Contributors/Collaborateurs :**

James Careless  
Sarah MacFadyen

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Railway Association of Canada  
99 Bank Street, Suite 901  
Ottawa, ON K1P 6B9  
Phone: 613.567.8591  
Fax: 613.567.6726  
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**Group Publisher/Éditeur de groupe :**  
Bryan Metcalfe

**Sales Manager/Directrice des ventes :**  
Angela Caroyannis

**Editor/Éditorialiste :**  
Cody Smith

**Marketing/Marketing :**  
Margaux Tomac Braund

**Publication Director/Directrice de l'édition :**  
Candace Bremner

**Advertising Sales/Ventes de publicité :**  
Kristine Dudar, Tracy Gotsman,  
Ralph Herzberg, Trevor Perrault,  
Megan Stanley, Lana Taylor,  
Norma Walchuk

**Layout & Design/Mise en page :**  
Barry Senyk

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En élargissant la visibilité de leur programme de sensibilisation TRANSCAER, les industries ferroviaire et chimique permettent à plus de municipalités de s'informer sur les produits qui traversent leur territoire et les mesures à adopter pour assurer la sécurité du transport.

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By/Par Michael Bourque

# 100 years and counting Cent ans et pleine d'allant

**On Oct. 23, 2017,** the Railway Association of Canada (RAC) will officially celebrate its 100th anniversary. Our organization was originally created during the First World War to ensure the safe and efficient movement of goods and people by rail. Through collaboration with the government and the military, the group was so successful in advancing the interests of railways in Canada that it continued its work beyond the war.

A century later, our purpose is equally relevant: through our advocacy efforts, we ensure that Canada's rail sector remains safe and efficient so that our members can enable rail customers to compete globally.

During this celebration, we will reflect on our industry's contribution throughout the past century, and look forward to what the next 100 years will bring.

We pride ourselves on being a collaborative industry that engages with its key stakeholders regularly. We have a responsibility to do everything we can to ensure that our operations are safe, and that we work with governments, communities and others to foster safe behaviour. We are committed to this obligation, and that is why the theme of this issue of *Interchange* is "outreach".

Through various outreach programs, Canada's railways are strengthening communication and

**Le 23 octobre 2017,** l'ACFC célébrera officiellement son 100<sup>e</sup> anniversaire. Notre organisation a été créée lors de la Première Guerre mondiale pour assurer le transport sûr et efficace des marchandises et des personnes. Grâce à la collaboration avec le gouvernement et les militaires, le groupe a réussi à faire progresser les intérêts des chemins de fer au Canada.

Cent ans plus tard, notre mission est encore tout aussi pertinente : grâce à nos efforts de sensibilisation, nous nous assurons que le secteur ferroviaire reste efficace et favorise la compétitivité des expéditeurs.

Au cours de cette célébration, nous allons réfléchir à la contribution de notre industrie tout au long de ces derniers 100 ans et nous attendons avec impatience ce que les 100 prochains apporteront.

Nous sommes fiers d'engager régulièrement le dialogue avec nos parties prenantes. Nous devons tout faire pour que nos activités soient sûres. Nous sommes soucieux de cette obligation, et c'est pourquoi le thème du présent numéro d'*Interchange* est « la sensibilisation ».

Grâce à divers programmes, les chemins de fer du Canada renforcent la communication et établissent des relations avec les

**"A century later, our purpose is equally relevant: through our advocacy efforts, we ensure that Canada's rail sector remains safe and efficient so that our members can enable rail customers to compete globally."**

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First responders receive training at the Disaster Forum Conference in Banff, AB in May 2017.



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building relationships with the communities through which they operate. For example, our industry is focused on communicating the importance of proper approaches to railway-community proximity issues through a joint initiative with the Federation of Canadian Municipalities (FCM). For the last four years, we have given presentations, published articles and participated in conferences hosted by provincial and municipal associations. As a result of this joint effort, close to 60 municipal governments across Canada have adopted the Proximity Guidelines – a set of best practices related to developing near railway property – into their long-term development plans. In addition, 10 municipalities are reviewing the guidelines and more than 100 others have sought railway commenting for setbacks and safety barriers as potential conditions of approval.

Another example of a partnership for outreach is Operation Lifesaver,

collectivités. Par exemple, notre industrie souligne l'importance des problèmes de voisinage par une initiative conjointe avec la Fédération des municipalités canadiennes (FCM). Au cours des quatre dernières années, nous avons donné des présentations, publié des articles et participé à des conférences organisées par des associations provinciales et municipales. À la suite de cet effort conjoint, près de 60 municipalités ont adopté les Lignes directrices sur la proximité dans leurs plans de développement à long terme. En outre, dix municipalités examinent présentement les lignes directrices et plus de 100 autres ont sollicité des commentaires des chemins de fer sur les dégagements et barrières de sécurité, avant de les approuver.

Un autre exemple de partenariat pour la sensibilisation est l'Opération Gareautrain, un programme national de sécurité ferroviaire financé par l'ACFC et Transports Canada.

***“Our industry is focused on communicating the importance of proper approaches to railway-community proximity issues through a joint initiative with the Federation of Canadian Municipalities.”***

***« Notre industrie souligne l'importance des problèmes de voisinage par une initiative conjointe avec la Fédération des municipalités canadiennes. »***



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a national rail safety program sponsored by RAC and Transport Canada. Operation Lifesaver is using an innovative approach to public education and outreach through its new ‘Look.Listen.Live’ virtual reality campaign. By having people virtually experience a close-call with a train, we hope to stop them from engaging in dangerous behaviour around rail property.

We also believe rail safety is enhanced by working closely with first responders. We’re committed to delivering emergency preparedness and response training through outreach programs like TRANSCAER. Our Transportation of Dangerous Goods Team has held more than 1,200

L’Opération Gareautrain adopte une démarche novatrice dans sa nouvelle campagne de réalité virtuelle intitulée « Regarder. Écouter. Vivre. » En faisant vivre aux gens l’expérience qu’une quasi-collision avec un train, nous espérons les dissuader de s’adopter des comportements dangereux.

Nous croyons également que la sécurité ferroviaire est renforcée par le resserrement de la collaboration avec les premiers intervenants. Nous sommes déterminés à leur offrir une formation grâce à des programmes de sensibilisation comme TRANSCAER. Notre équipe de transport de marchandises dangereuses a tenu plus de 1 200



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TRANSCAER events to inform municipalities about the products being moved through their communities. Through programs like this, RAC and its members have trained close to 29,000 railway employees, industrial plant personnel and first responders on dangerous goods handling and emergency response over the last five years.

Finally, our most active partnership is the responsibility we share with municipalities for the safe maintenance of railway-roadway crossings. Crossing and trespassing accidents collectively represent our country's most pressing public-rail safety issue. Over the past decade, more than 85 per cent of all rail-related deaths and serious injuries in Canada occurred as a result of motor-vehicle collisions at railway crossings or trespassing on rail property. We believe that

virtually all of these accidents could have been avoided and that preventing future incidents is a shared responsibility.

There are some 14,000 public crossings and thousands more private crossings in Canada. The safest crossing is one that doesn't exist. Next is the one that is grade separated, either through a bridge or tunnel. Investments in infrastructure would reduce train traffic at grade crossings and, most importantly, improve safety.

Some new federal funding is available for rail crossing infrastructure, as part of the federal government's Rail Safety Improvement Program. Provincial and municipal governments can access these funds to invest in railway crossing grade separations, improvements and closures. These investments will provide connectivity, productivity and safety benefits for years to come.

However, if we are to fully address this issue, federal funding programs must be significantly increased, as there is demand for additional resources across the country. We know that many of our municipal partners are pressed to meet new, stringent federal grade crossing regulations. We continue to work with the FCM, mayors and other municipal representatives to advocate for additional infrastructure funding for railway-roadway crossings.

Railways are proud of their history and their excellent safety record. By raising awareness of safe crossing practices, adopting proper approaches to railway-community proximity issues, continuously improving our emergency response network and capability and investing in our networks, we can get closer to our shared goal of zero accidents. ■



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événements TRANSCAER pour informer les municipalités des produits traversant leur territoire. Grâce à des programmes comme celui-ci, l'ACFC et ses membres ont formé en cinq ans près de 29 000 employés des chemins de fer, d'installations industrielles et premiers intervenants.

Enfin, notre partenariat le plus actif est celui qui nous unit aux municipalités pour la maintenance des passages à niveau. Les accidents aux croisements et ceux dus aux intrusions représentent collectivement la question de sécurité publique et ferroviaire la plus urgente au pays. Au cours de la dernière décennie, plus de 85 % des décès et des blessures graves liés au transport ferroviaire ont eu lieu à la suite de collisions avec des véhicules traversant des passages à niveau ou lors d'intrusions dans les voies. Nous croyons que la quasi-totalité de ces accidents aurait pu être évitée et que la prévention des incidents futurs est une responsabilité commune.

Il y a environ 14 000 passages publics et des milliers de passages privés au Canada. Le passage le plus sûr est celui qui n'existe pas. Vient ensuite celui qui emprunte des niveaux distincts, par un pont ou un tunnel. Les investissements dans l'infrastructure réduiraient le trafic ferroviaire aux passages à niveau et, surtout, amélioreraient la sécurité.

Du financement fédéral est nouvellement disponible dans le cadre du programme d'amélioration de la sécurité ferroviaire. Les gouvernements provinciaux et municipaux peuvent accéder à ces fonds pour investir dans les croisements dénivélés. Ces investissements rapporteront des avantages en matière de connectivité, de productivité et de sécurité.

Toutefois, si nous voulons résoudre pleinement cette question, les programmes de financement fédéral doivent être considérablement augmentés, car il

existe une demande de ressources supplémentaires dans tout le pays. Nous savons que beaucoup de nos partenaires municipaux sont pressés de respecter de nouveaux règlements fédéraux plus stricts. Nous continuons de travailler avec la FCM, les maires et les autres représentants municipaux pour défendre ce financement.

Les chemins de fer sont fiers de leur histoire et de leur excellent

bilan de sécurité. En sensibilisant aux pratiques de croisement sécurisées, en adoptant des approches appropriées pour les problèmes de proximité des chemins de fer, en améliorant continuellement notre réseau et nos capacités d'intervention d'urgence et en investissant dans nos réseaux, nous pouvons nous rapprocher de notre objectif de zéro accident. ■

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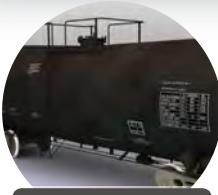
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# Relationship building

**Developing land in close proximity to railway operations can result in unintended safety risks, among other issues. As Cynthia Lulham, Project Manager of the FCM-RAC Proximity Initiative, explains, proper approaches to railway-community proximity issues can help prevent problems and, most importantly, increase rail safety.**

By/Par James Careless

**Striking a harmonious, safe balance** between rail lines and the communities they pass through is of fundamental interest to municipalities and railways alike. That's a key message that the Railway Association of Canada (RAC) and the Federation of Canadian Municipalities (FCM) have been promoting since 2003 through the joint Proximity Initiative.

The overarching goal of the initiative is to prevent problems from arising between railways and residents. The initiative is led by a committee of elected officials and senior railway representatives from across Canada, who work together to develop strategies to reduce misunderstanding, increase safety, and avoid unnecessary conflict arising from railway-community proximity.

By promoting its *Guidelines for New*

*Development in Proximity to Railway Operations*, a municipal planning document featuring best practices and more, the initiative helps to bridge gaps between railways and residents, and achieve common goals that will benefit stakeholders.

In 2003, the FCM asked Westmount, Que. city councillor Cynthia Lulham to represent the group as its first co-chair of the Proximity Initiative Steering Committee. The success and growth of the initiative led to Lulham becoming Project Manager, a role she has held for the last 10 years. As project manager, Lulham meets with municipal planners and associations to discuss proximity

issues, and to promote the importance of good relationships between municipalities and railways, among other responsibilities.

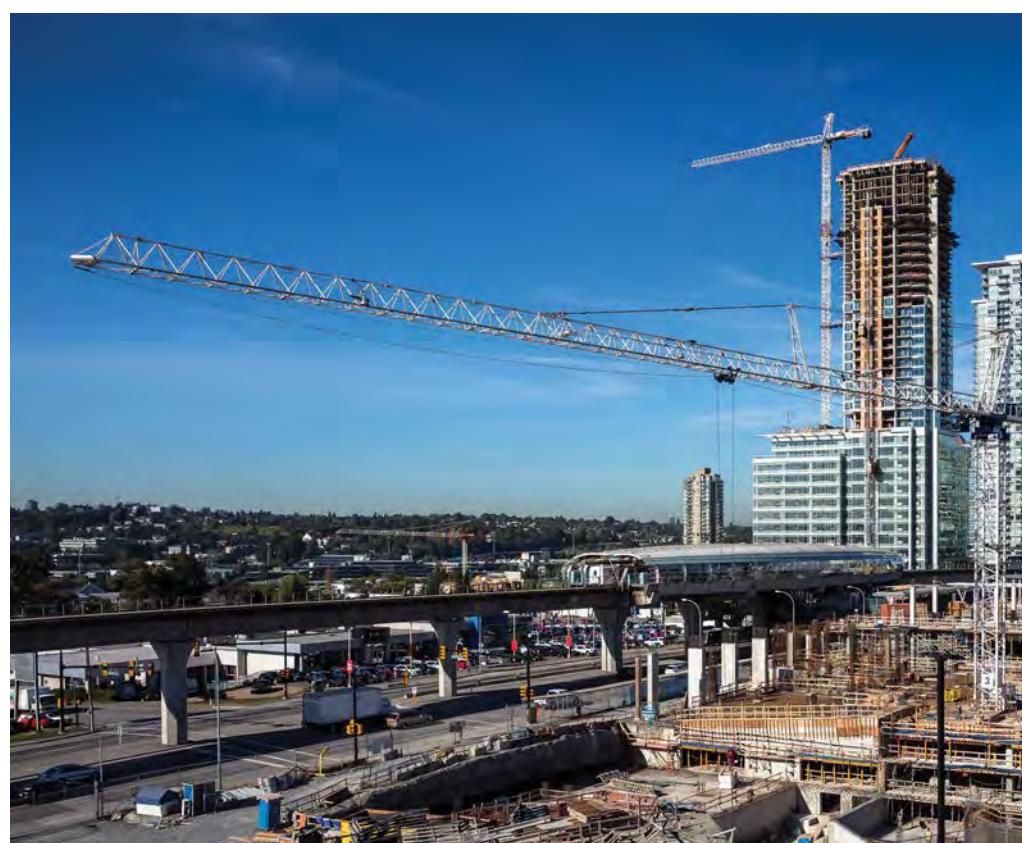
Lulham sat down with *Interchange* to discuss railway-community proximity issues, the Proximity Initiative's recent activities and more.

## **Interchange: First and foremost, what are the FCM-RAC proximity guidelines and how are they used?**

Lulham: The FCM-RAC Proximity Initiative developed the revised Guidelines for New Development in Proximity to Railway Operations in May 2013, which built upon an earlier version of Best Practices



**"We need planning systems that more effectively anticipate and manage proximity issues, and better facilitate municipal and railway growth."**



# Le bon voisinage

L'aménagement du territoire à proximité des activités ferroviaires peut entraîner des risques. Comme l'explique Cynthia Lulham, chef de projet à l'Initiative FCM-ACFC sur les questions de voisinage, on peut éviter ces problèmes et renforcer la sécurité en adoptant les bonnes approches en matière de voisinage.

**Trouver l'équilibre** entre les voies ferrées et les collectivités qu'elles traversent : la question est d'un intérêt fondamental pour les municipalités comme pour les chemins de fer. C'est un des messages que véhiculent l'Association des chemins de fer du Canada (ACFC) et la Fédération canadienne des municipalités (FCM) depuis 2003, par l'entremise de leur Initiative sur les questions de voisinage.

L'Initiative est dirigée par un comité formé d'élus et de hauts représentants des chemins de fer d'un peu partout au pays. Ces personnes cherchent des stratégies pour réduire les malentendus,

accroître la sécurité et éviter les conflits de voisinage inutiles. L'Initiative fait la promotion de ses *Lignes directrices applicables aux nouveaux aménagements à proximité des activités ferroviaires*, qui présente les pratiques recommandées. Ce document de planification municipale contribue à rapprocher les chemins de fer et les résidents, tout en atteignant des objectifs partagés qui profitent aux parties prenantes.

En 2003, la FCM a demandé à Cynthia Lulham, conseillère municipale de Westmount, au Québec, de la représenter au comité d'orientation de l'Initiative. Devant le succès remporté par l'Initiative, Mme Lulham en est devenue la chef de projet. Dans cette fonction qu'elle remplit depuis dix ans, elle rencontre les planificateurs municipaux et les associations pour discuter des questions de voisinage et promouvoir l'importance de bonnes relations entre municipalités et chemins de fer.

C'est de ces questions et des dernières activités de l'Initiative qu'*Interchange* s'est entretenu avec elle.

## Interchange : Pour commencer, que sont les lignes directrices FCM-ACFC et à quoi servent-elles ?

Lulham : L'Initiative FCM-ACFC sur les questions de voisinage a publié ses *Lignes directrices applicables aux nouveaux aménagements à proximité des activités ferroviaires*

en mai 2013. Celles-ci se fondent sur une première ébauche de pratiques recommandées parues en 2003. Les lignes directrices aident les municipalités et les chemins de fer à fixer les grandes politiques pour la planification de l'aménagement du territoire à proximité d'installations ferroviaires. En outre, elles établissent une procédure de recommandations et de décisions au cas par cas permettant d'éviter les aménagements incompatibles aux activités ferroviaires. La version 2013 se distingue par l'ajout d'un modèle d'examen pour les nouveaux ensembles résidentiels, l'édification sur terrain intercalaire et les conversions à proximité des chemins de fer.

## Interchange : Pourquoi a-t-on besoin de lignes directrices pour définir la distance sécuritaire entre une voie ferrée utilisée et un développement ?

Lulham : Pour la croissance des municipalités et des chemins de fer, nous avons besoin de systèmes de planification capables de mieux anticiper et gérer les questions de voisinage. Une saine planification permet d'avoir de meilleurs réseaux de transport et d'éviter les problèmes dus à la sécurité, au bruit ou aux vibrations. Or, bon nombre d'administrations municipales n'ont pas de politiques constantes pour l'examen des projets de développement. Les règlements et les méthodes de décision en

« Pour la croissance des municipalités et des chemins de fer, nous avons besoin de systèmes de planification capables de mieux anticiper et gérer les questions de voisinage. »



and Guidelines issued in 2003. They are meant to assist municipal governments and railways in reviewing and determining general planning policies when developing on lands in proximity to railway facilities. They also establish a process for making site-specific recommendations and decisions aimed at reducing land-use incompatibilities for developments in proximity to railway operations. A key component of the revision is a model review process for new residential development, infill and conversions in proximity to railways.

**Interchange:** Why is it necessary to have guidelines defining safe distances between active railway tracks and development?

Lulham: We need planning systems that more effectively anticipate and manage proximity issues, and better facilitate municipal and railway growth. Good planning supports effective transportation systems and avoids safety, noise and vibration problems. Among many Canadian municipal governments, there is an absence of comprehensive or consistent development review policies. Regulations, and approaches for dealing with land-use decisions involving rail proximity issues, vary greatly from municipality to municipality and are lacking in detail in most cases. In particular, there is a need for a new development process that deals specifically with residential development proposals, especially those involving a conversion from commercial or industrial uses or which are to be located on tight infill sites.

An advertisement for FSR (Foster Superior Resources) featuring a white and red truck equipped with a long hydraulic arm and inspection equipment. The truck is positioned on a set of railway tracks. The background is a solid blue.

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INTERCHANGE

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matière d'aménagement du territoire à proximité des voies ferrées varient énormément d'une municipalité à l'autre et, dans bien des cas, ils ne sont pas assez détaillés. Nous avons particulièrement besoin d'un nouveau processus pour les projets d'ensemble résidentiel, surtout ceux qui font appel à la conversion de sites commerciaux ou industriels, ou encore ceux qui s'installeront sur des terrains intercalaires serrés.

**Interchange : Quelles sont les mesures d'atténuation en usage pour gérer les questions de voisinage entre les chemins de fer, les bâtiments et la population ?**

Lulham : Les marges de recul, ou retraits, servent de tampon. Elles permettent aux émissions, aux vibrations et aux bruits ferroviaires de se dissiper, en plus de faciliter la création d'une barrière de sécurité. Les distances de sécurité entre résidences et chemins de fer évitent les incompatibilités fondamentales dans l'aménagement.

**« Bon nombre d'administrations municipales n'ont pas de politiques constantes pour l'examen des projets de développement. »**

Les mesures d'atténuation de base sont essentielles pour réduire les problèmes liés à l'implantation d'un développement près d'un corridor ferroviaire. Les retraits contribuent à l'atténuation des répercussions possibles d'un accident ferroviaire. Les bermes [monticules de terre compressée] servent de protection contre les éléments physiques d'un déraillement, en conjonction avec le retrait, tout en atténuant le bruit des roues et des rails. Elle permet aussi de réduire la hauteur et le coût du mur antibruit, en plus de valoriser la terre excavée pour la construction des fondations.

**Interchange : Quel rôle joue la conception dans la réduction du bruit ?**

Lulham : De bonnes pratiques de conception permettent d'éviter ou d'atténuer grandement une bonne partie des désagréments liés au bruit ferroviaire. On peut réduire l'exposition des espaces sensibles en réfléchissant à l'emplacement et à l'orientation des bâtiments, sans parler de l'agencement interne. Dans une édification sur terrain intercalaire ou un projet de conversion, on placera les pièces à protéger du bruit, comme les chambres, du côté « tranquille » de la résidence. En construisant sur podium et en plaçant les garages et salles d'exercice au rez-de-chaussée, on éloigne les résidents de la source du bruit. Le choix des portes et fenêtres, de la ventilation et du revêtement extérieur permettent aussi de réduire l'impact acoustique des activités ferroviaires.

**Interchange : En quoi la créativité aide-t-elle au niveau de l'édification sur terrain intercalaire ?**



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**Interchange:** What are the standard mitigation measures that are used to manage proximity between railways, buildings and people?

Lulham: Setbacks provide a buffer from railway operations. They permit dissipation of rail emissions, vibrations, and noise, and can accommodate a safety barrier. Residential separation distances from freight yards are intended to address the fundamental land-use incompatibilities. Standard mitigation measures are desired as a minimum requirement in order to reduce incompatibility issues associated with locating new development in proximity to railway corridors. The setback contributes to the mitigation against potential impact of railway incidents as well as noise and vibration through distance separation. The earthen berm [a raised bank of compressed earth] can protect against the physical components of a derailment – in conjunction with the setback – and provides mitigation of wheel and rail noise. It also reduces the overall noise barrier height and

*"There is an absence of comprehensive or consistent development review policies, regulations, and approaches for dealing with land-use decisions involving rail proximity issues."*

cost, and offers a productive use of foundation excavations.

**Interchange:** What role does good design play in noise reduction?

Lulham: Many of the adverse impacts of railway noise can be avoided or minimized through good design practices. Careful consideration of the location and orientation of buildings, as well as their internal layout, can minimize exposure of sensitive spaces to railway noise. In an infill or conversion development, the noise-sensitive rooms such as bedrooms should be located on the "quiet side" of the building. Building on a podium and locating gym/garage spaces on the ground floors moves the residents further from the noise source. The

use of appropriate windows, doors, ventilation and façade materials can all minimize the acoustic impact of railway operations.

**Interchange:** How can creative infill projects and construction help?

Lulham: Today, we see many conversion and infill projects in urban areas that are located next to railway corridors without crash walls or any noise or vibration mitigation. This results in safety issues and more proximity complaints for the municipalities and railways. Conversions and infill projects are a good way to intensify and bring residents back to city centres, but the constructions must address safety, noise, vibration and other proximity issues.

**Interchange:** How serious an issue is vibration and how can it be mitigated?

Lulham: Like sound, the effects of vibration are specific and are dependent on many factors. They include the types of

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Lulham : On voit beaucoup de conversions et de projets sur terrain intercalaire près des corridors ferroviaires sans mur de protection ni mesures d'atténuation. Cela génère des problèmes de sécurité et des plaintes, pour les municipalités comme pour les chemins de fer. Ce sont de bons projets de densification

urbaine qui ramènent des gens en ville, mais il faut penser à la sécurité, au bruit, aux vibrations, etc.

#### **Interchange : Les vibrations posent vraiment problème ?**

Lulham : Comme pour le bruit, leurs effets varient selon plusieurs facteurs : le type de sol, l'état de la

couche souterraine, la fréquence et la vitesse des trains, le type de marchandises transportées. Atténuer les vibrations, ça coûte très cher ; c'est donc plus viable pour les grands développements capables d'importantes économies d'échelle. Le retrait demeure l'outil le plus économique.

#### **Interchange : Quels sont les rôles du municipal et du provincial dans la sécurité ferroviaire par l'aménagement ?**

Lulham : La planification de l'aménagement relève du provincial, mais il faudrait uniformiser à l'échelle nationale les politiques et règlements sur la sécurité, la pérennité et l'habitabilité. L'adoption des lignes directrices FCM-ACFC dans les plans d'aménagement provinciaux, puis dans les plans municipaux, peut servir de cadre d'anticipation et de gestion des problèmes de voisinage. Une bonne planification contribue à l'efficacité des réseaux

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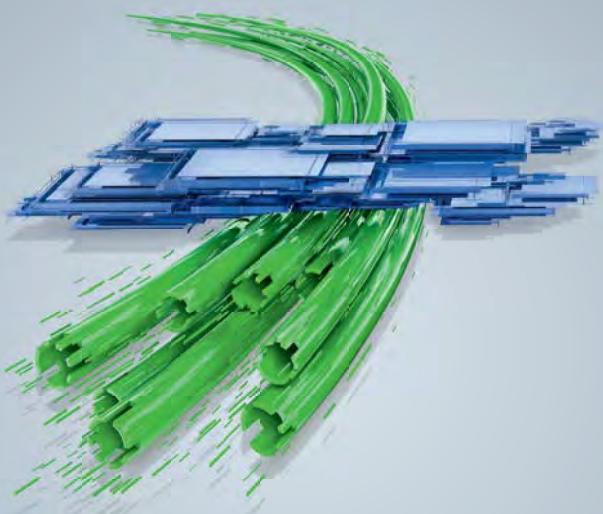


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soil and sub-surface conditions, the frequency of trains and their speed, and the quantity and type of goods they are transporting. Vibration mitigation is very costly and therefore more suited to larger developments which exhibit greater economies of scale. Using setbacks is the most cost-efficient tool.

### Interchange: What roles can municipal and provincial governments play in ensuring rail safety through land-use planning?

Lulham: There is an absence of comprehensive or consistent development review policies, regulations, and approaches for dealing with land-use decisions involving rail proximity issues. Land-use planning is a provincial jurisdiction. There should be consistency in safety, sustainability and livability across Canada. Adopting the FCM-RAC guidelines into provincial land-use plans, and ultimately municipal land-use plans, can provide the framework to effectively anticipate and manage proximity issues, and to better facilitate municipal and railway growth. Good planning supports effective transportation systems and avoids safety, noise and vibration problems.

### Interchange: Overall, how well have the FCM-RAC proximity guidelines been accepted and implemented?

Lulham: The City of Montreal was the first major urban area in Canada to adopt the Guidelines for New Development in Proximity to Railway Operations into its island-wide development plan in January 2015. Ten other major cities across Canada are reviewing the guidelines and more than 175 other municipalities have adopted, or are using, the guidelines in their permitted process.

The Saskatchewan Ministry of Government Relations is undertaking consultations with stakeholders to obtain feedback for potential amendments to its Planning and Development Act, 2007. Development near rail lines is one of the four areas being reviewed. We have given presentations and made a submission to the ministry. Potential amendments to this act offers an opportunity for Saskatchewan to be a national leader on rail safety and land-use planning by adopting the guidelines under the act to consistently improve safety and quality of life in all communities across Saskatchewan. The Proximity Initiative has also participated in the Alberta Municipal Government Act review, promoting the addition of the guidelines in the amendments.

### Interchange: What remains to be done?

Lulham: We are focusing our efforts in 2017 and beyond on achieving provincial changes in land-use policies, to continue to work with the governments in Saskatchewan and Alberta, and to initiate discussions with governments in Manitoba, Quebec and British Columbia. It was agreed that the guidelines be reviewed in 2017. Submissions were requested from Montreal, Calgary and the FCM Rail Safety Group on areas in the guidelines that required clarification or elaboration. The Proximity Guidelines Working Group is reviewing the submissions and will recommend proposed edits to the steering committee this fall. ■

de transport tout en permettant d'éviter les problèmes.

### **Interchange : Comment sont reçues les lignes directrices dans l'ensemble ?**

Lulham : La Ville de Montréal est le premier grand centre urbain à les avoir intégrées à son plan de développement, en janvier 2015. Dix autres grandes villes cheminent vers leur adoption et plus de 175 de municipalités les ont adoptées ou les utilisent dans la délivrance des permis.

Le ministère des Relations gouvernementales de la Saskatchewan va consulter les intervenants sur d'éventuelles modifications à la Loi de 2007 sur l'aménagement du territoire. Le développement près des voies ferrées fait partie des quatre points à l'étude. Nous avons fait des représentations et remis un mémoire au ministère. Si nos lignes directrices figurent dans les modifications, la Saskatchewan deviendra un chef de file national en matière de sécurité ferroviaire et de planification de l'aménagement, en plus d'améliorer la qualité de vie de ses collectivités. L'initiative a aussi participé au réexamen de la Loi de l'Alberta sur les administrations municipales.

### **Interchange : Que reste-t-il à faire ?**

Lulham : Pour 2017 et au-delà, nous concentrons nos efforts sur la modification des politiques provinciales. Nous poursuivons notre travail auprès des gouvernements de la Saskatchewan et de l'Alberta, et nous comptons discuter avec ceux du Manitoba, du Québec et de la Colombie-Britannique. En outre, nous avions convenu de revoir les lignes directrices en 2017; nous avons demandé à Montréal, à Calgary et au Groupe sur la sécurité ferroviaire de la FCM de nous soumettre des points à éclaircir ou à développer. Notre groupe de travail étudie leurs mémoires, puis il présentera ses recommandations au comité d'orientation à l'automne. ■



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# Who's following the guidelines?

# Qui suit les lignes directrices ?



The **Federation of Canadian Municipalities** and the Railway Association of Canada launched the *Guidelines for New Development in Proximity to Railway Operations* (guidelines) in May 2013. Since then, through the joint FCM-RAC Proximity Initiative, the two organizations have actively promoted the guidelines by giving presentations, publishing articles and participating in conferences hosted by provincial and municipal associations. In addition, the group has informed provincial governments about the impact of land-planning decisions on rail safety, encouraging them to include guidelines-based measures in their respective land-planning policies.

The City of Montreal became the first major urban area in Canada to adopt the guidelines into its long-term development plan in January 2015. Today, the efforts of the FCM-RAC Proximity Initiative have resulted in dozens of municipalities and community groups across Canada adopting all or part of the guidelines as part of their land-use policies.

**La Fédération canadienne des municipalités et l'Association des chemins de fer du Canada ont lancé leurs Lignes directrices applicables aux nouveaux aménagements à proximité des activités ferroviaires en mai 2013. Depuis, ces deux organismes donnent des exposés, publient des articles et participent à des conférences provinciales et municipales pour promouvoir les lignes directrices. Ils informent aussi les gouvernements provinciaux sur l'impact de l'aménagement du territoire sur la sécurité ferroviaire et l'importance d'intégrer ces lignes directrices aux politiques.**

En janvier 2015, la Ville de Montréal est devenue le premier grand centre urbain à adopter les lignes directrices à son plan d'aménagement à long terme. L'Initiative FCM-ACFC sur les questions de voisinage a convaincu des dizaines de municipalités et de groupes communautaires d'adopter les lignes directrices en tout ou en partie.

**The following municipalities have sought railway  
commenting for setbacks and safety barriers as potential  
conditions of approval;**

Ajax, Ont.  
Belleville, Ont.  
Biggar, Sask.  
Bloom, Man.  
Bracebridge, Ont.  
Brampton, Ont.  
Brantford, Ont.  
Brighton, Ont.  
Brockville, Ont.  
Burlington, Ont.  
Cambridge, Ont.  
Camrose, Alta.  
Carlyle, Sask.  
Chatham-Kent, Ont.  
Chestermere, Alta.  
Clairmont, Alta.  
Clarington, Ont.  
Conmee, Ont.  
Conrich, Alta.  
Corman Park, Sask.  
County of Brant, Ont.  
Cramahe, Ont.  
Davidson, Sask.  
Delacour, Alta.  
Essex County, Ont.  
Fort Erie, Ont.  
Fort St. John, B.C.  
Georgina, Ont.  
Grande Prairie, Alta.  
Grande Prairie County, Alta.  
Grandview, Sask.  
Gravenhurst, Ont.  
Greater Napanee, Ont.  
Greater Sudbury, Ont.  
Grimsby, Ont.  
Guelph/Eramosa, Ont.  
Guelph, Ont.  
Hagersville, Ont.  
Haldimond, Ont.  
Halton Hills, Ont.  
Hamilton, Ont.  
Hawkesbury, Ont.  
Hinton, Alta.  
Huntsville, Ont.  
Ingersoll, Ont.  
Kingston, Ont.  
Kipling, Sask.  
L'Orignal, Ont.  
Lac La Biche, Alta.  
Lacombe County, Alta.  
Lakeshore, Ont.  
Leduc County, Alta.  
Lincoln, Ont.  
MD of Wainwright, Alta.  
Middlesex County, Ont.  
Morinville, Alta.  
Muskoka, Ont.  
Niagara Escarpment  
Commission, Ont.  
Niagara Falls, Ont.

**Les municipalités suivantes ont demandé aux chemins  
de fer leurs commentaires sur les retraits et les  
barrières de sécurité à respecter dans les conditions  
d'approbation des projets :**

Ajax, Ont.  
Belleville, Ont.  
Biggar, Sask.  
Bloom, Man.  
Bracebridge, Ont.  
Brampton, Ont.  
Brantford, Ont.  
Brighton, Ont.  
Brockville, Ont.  
Burlington, Ont.  
Cambridge, Ont.  
Camrose, Alb.  
Carlyle, Sask.  
Chatham-Kent, Ont.  
Chestermere, Alb.  
Clairmont, Alb.  
Clarington, Ont.  
Commission de  
l'escarpement du  
Niagara, Ont.  
Comté de Parkland, Alb.  
Comté d'Essex, Ont.  
Comté de Brant, Ont.  
Comté de Grande Prairie,  
Alb.  
Comté de Lacombe, Alb.  
Comté de Leduc, Alb.  
Comté de Middlesex, Ont.  
Comté de Perth, Ont.  
Comté de Rockyview, Alb.  
Comté de Sturgeon, Alb.  
Comté de Thorhild, Alb.  
Comté de Yellowhead, Alb.  
Conmee, Ont.  
Conrich, Alb.  
Corman Park, Sask.  
Cramahe, Ont.  
Davidson, Sask.  
Delacour, Alb.  
District régional de  
Squamish Lillooet, C.-B.  
DM de Wainwright, Alb.  
Fort Erie, Ont.  
Fort St. John, C.-B.  
Georgina, Ont.  
Grand Sudbury, Ont.  
Grande Prairie, Alb.  
Grandview, Sask.  
Gravenhurst, Ont.  
Grimsby, Ont.  
Guelph, Ont.  
Guelph/Eramosa, Ont.  
Hagersville, Ont.  
Haldimond, Ont.  
Halton Hills, Ont.  
Hamilton, Ont.  
Hawkesbury, Ont.  
Hinton, Alb.  
Huntsville, Ont.  
Ingersoll, Ont.  
Kingston, Ont.



**The municipalities on this map (in red) have adopted all or parts of the guidelines / Les municipalités suivantes (en rouge) ont adopté les lignes directrices en tout ou en partie :**

- |  |  |
|--|--|
| Agglomeration of Montreal, Que.<br>(16 municipalities) | Agglomération de Montréal, QC.<br>(16 municipalités) |
| Brandon, Man.  | Brandon, Man.  |
| Canmore, Alta.   | Canmore, Alb.  |
| Cornwall, Ont.   | Cornwall, Ont.                                       |
| Kitchener, Ont.  | Kitchener, Ont.                                      |
| Lacombe, Alta.   | Lacombe, Alb.  |
| Lillooet, B.C.   | Lillooet, B.C.                                       |
| London, Ont.   | London, Ont.   |
| Mississauga, Ont.                                      | Mississauga, Ont.                                    |
| Moncton, N.B.  | Moncton, N.-B.                                       |
| RCM of Drummond, Que.<br>(18 municipalities)           | MRC de Drummond, QC.<br>(18 municipalités)           |
| RCM of Roussillon, Que.<br>(11 municipalities)         | MRC de Roussillon, QC.<br>(11 municipalités)         |
| Rothesay, N.B.   | Rothesay, N.-B.                                      |
| Rural Ottawa, Ont.                                     | La zone rurale d'Ottawa, Ont.                        |
| Windsor, Ont.  | Windsor, Ont.  |

*Lists are updated to April 2017 / Listes mises à jour en avril 2017.* ■



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# Proximity ambassadors

**By championing the FCM-RAC Proximity Guidelines, mayor and city councillors across Canada are helping to foster healthy railway-community relationships for the future.**

By/Par James Careless

**When it comes** to addressing railway-community proximity issues, it's better to be proactive than reactive.

That's a basic message that the Railway Association of Canada (RAC) and the Federation of Canadian Municipalities (FCM) have been communicating since 2003 through their joint Proximity Initiative. For nearly 15 years, the initiative's goal has been to strike a safe and harmonious balance between railways and the communities through which they operate, to the benefit of both parties.

The initiative's steering committee is made up of representatives from both organizations and is supported by dedicated mayors and city councillors from across Canada who recognize the importance of fostering healthy railway-community relationships.

The efforts of these ambassadors are a big part of the initiative's success. By championing the guidelines across the country, they've supplied municipal land-use planners with the information they need to help people and railways live safely and comfortably together.

The initiative's go-to reference document is the *Guidelines for New Development in Proximity to Railway Operations* – or Proximity Guidelines – which the initiative launched in May 2013. The guidelines provide specific engineering measures to ensure that

**"From the beginning, the goal of the FCM and the RAC has been to develop guidelines that were a win-win for everyone involved, and they are."**

cities and land planners understand the right way to develop property near rail property. They cover everything from trespassing determents to noise abatement and more.

For the last four years, representatives of the Proximity Initiative have promoted the guidelines by giving presentations, publishing articles and participating in conferences hosted by provincial and municipal associations.

"From the beginning, the goal of the FCM and the RAC has been to develop guidelines that were a win-win for everyone involved, and they are," says longtime steering committee member and FCM co-chair Bob Long, who serves as a councillor in the Township of Langley, B.C.

"When a municipality adopts the Proximity Initiative guidelines, they are solving serious public safety issues by managing land-use development effectively."

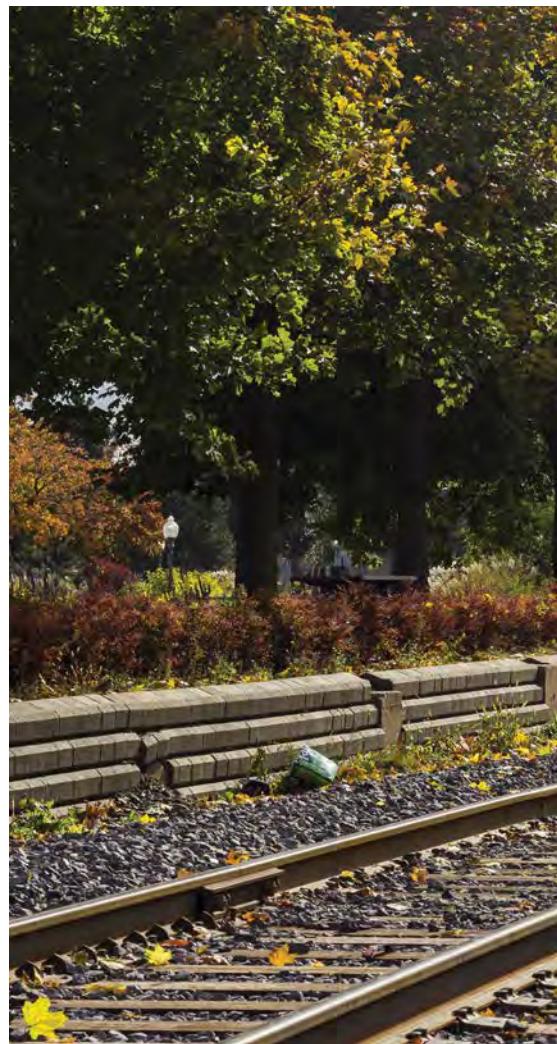
In January 2015, the City of Montreal became the first major urban area in Canada to adopt the guidelines into its long-term development plan. Since then, dozens of municipal governments across Canada have done the same, and more than 100 municipalities have sought comments from railways about setbacks and safety barriers as potential conditions of approval.

Ambassadors point to this record of popularity when they promote the guidelines, says Montreal city councillor Alan DeSousa.

"It's all about using what we now know about allowing railways and built-up areas to live together safely, and then requiring developers to use

construction techniques and building designs that make this most likely," says DeSousa, who's also the mayor of St. Laurent, Que., and was the driving force behind Montreal's adoption and implementation of the guidelines.

"The guidelines we have issued take all this data and offer it as a simple set of proposals for



# Ambassadeurs du bon voisinage

**En se faisant les champions des directives de la FCM et de l'ACFC à propos de la proximité, les maires et conseillers municipaux cultivent de saines relations entre les chemins de fer et la collectivité.**

**En matière de proximité** entre les chemins de fer et la collectivité, vaut mieux prévenir que guérir.

C'est le message que véhiculent l'Association des chemins de fer du Canada (ACFC) et la Fédération canadienne des municipalités (FCM) depuis 2003, dans le cadre

de leur Initiative FCM-ACFC sur les questions de voisinage. Depuis près de 15 ans, celle-ci a pour but de trouver un équilibre harmonieux entre les voies ferrées et les communautés qui les jouxtent, pour le bienfait des deux parties.

Le comité directeur de l'Initiative se compose de représentants des deux organismes. Il bénéficie du soutien de maires et conseillers municipaux dévoués qui reconnaissent l'importance des relations entre les chemins de fer et la collectivité.

Les efforts de ces ambassadeurs comptent pour beaucoup dans la réussite de l'Initiative. En se faisant les champions des lignes directrices, ils fournissent aux planificateurs de l'aménagement du territoire l'information dont ils ont besoin pour assurer la saine cohabitation de la population et des chemins de fer.

L'Initiative utilise comme document de référence les *Lignes directrices applicables aux nouveaux aménagements à proximité des activités ferroviaires* qu'elle a publiées en mai 2013. Ce document énumère les mesures à respecter pour un aménagement sécuritaire à proximité du domaine ferroviaire. Il parle de tout, de la réduction du bruit à la lutte aux intrusions.

Depuis quatre ans, les représentants de l'Initiative font des exposés, ils publient des articles, ils participent aux conférences d'associations provinciales et municipales.

« Depuis le début, raconte Bob Long, la FCM et l'ACFC avaient

**« Depuis le début, la FCM et l'ACFC avaient pour objectif de rédiger des lignes directrices gagnantes pour tout le monde, ce que nous avons fait. »**



*“Our hope is that eventually this form of thinking will be so engrained in Canadian land-use planning, that protecting the public through railway proximity planning will become second nature to municipal governments – just as requiring proper sewage and water provision to each new building is accepted by everyone today.”*

municipal land-use planners. This allows municipalities to modify their existing land-use policies to ensure that new developments and infills don't put the public at risk from nearby rail lines.”

The initiative's steering committee works year-round to make sure developers are taking proper approaches to proximity issues. Its members hold monthly conference calls, set up meetings and roundtables between



stakeholders, and work with municipalities to formalize and implement the guidelines.

Overall, the steering committee's members are seeing “a cultural change in the way land-use planners are regarding proximity to rail lines, and the need for them to take a strong

role in ensuring public safety through effective regulations,” says DeSousa.

“Our hope is that eventually this form of thinking will be so engrained in Canadian land-use planning, that protecting the public through railway proximity planning will become second nature to municipal governments – just as requiring proper sewage and

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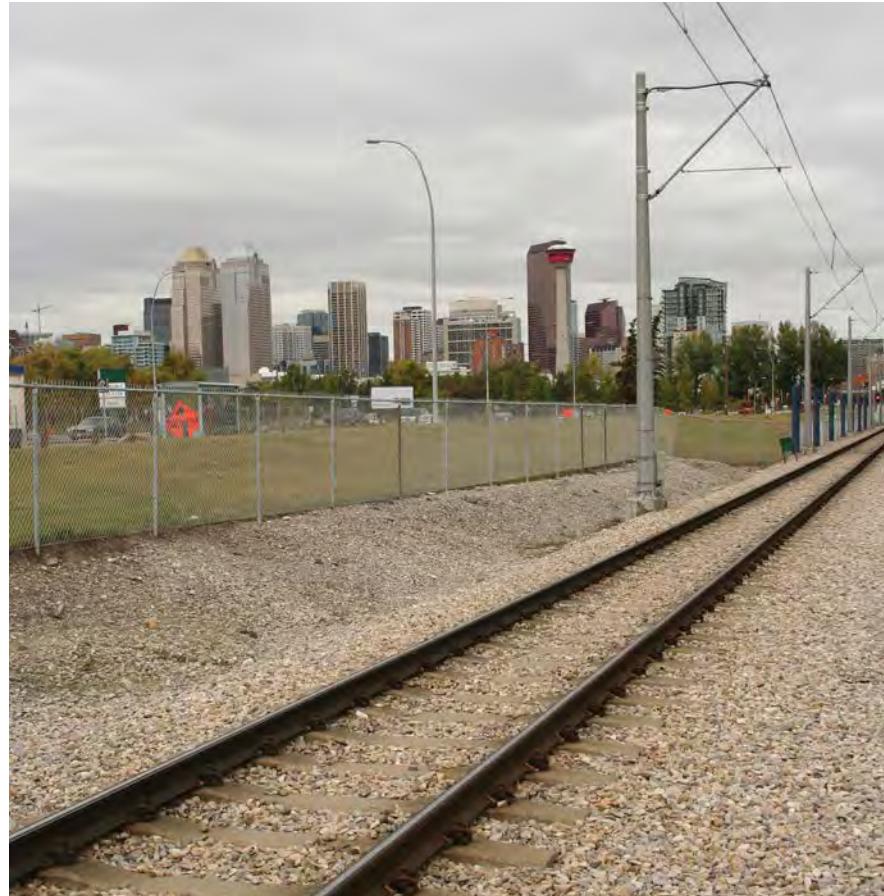
**« Nous espérons que cette façon de penser s'ancrera au point que la planification de la proximité aux voies ferrées devienne un réflexe municipal aussi bien accepté que la fourniture de l'égout et de l'aqueduc aux nouvelles constructions. »**

pour objectif de rédiger des lignes directrices gagnantes pour tout le monde, ce que nous avons fait. La municipalité qui les adopte résout de graves questions de sécurité publique en gérant l'aménagement de son territoire. » M. Long est coprésident de la FCM, membre de longue date du comité directeur de l'Initiative et conseiller municipal du Canton de Langley (C.-B.).

En janvier 2015, la Ville de Montréal est devenue le premier grand centre urbain à intégrer les lignes directrices à son plan d'aménagement à long terme. Des dizaines de municipalités lui ont emboîté le pas depuis et plus de 100 autres ont sollicité des commentaires des chemins de fer sur les retraits et les barrières de sécurité avant d'approuver des projets.

Les ambassadeurs mentionnent cette popularité lorsqu'ils font la promotion des lignes directrices, explique Alan DeSousa, conseiller municipal à Montréal : « Il s'agit de mettre à profit ce que l'on sait sur la cohabitation sécuritaire entre les chemins de fer et le bâti, puis d'exiger des promoteurs qu'ils respectent des techniques de construction et des concepts qui facilitent cette cohabitation. » M. DeSousa est également maire de Saint-Laurent (Qc). C'est lui qui a poussé Montréal à embarquer dans le projet.

« Ces lignes directrices, poursuit-il, transforment toutes ces données en un ensemble de propositions simples adressées aux planificateurs de l'aménagement du territoire. Ainsi, les municipalités peuvent modifier leurs politiques d'aménagement pour



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water provision to each new building is accepted by everyone today."

In addition to mitigating issues related to noise and vibration from trains, municipalities are more focused on safety than ever before, says Mississauga City Councillor Chris Fonseca. Proper building setbacks are a good start, but in discussing proximity issues, municipalities also want to ensure first responders are properly equipped and trained to deal with a full range of potential railway

incidents. They also would like all levels of government to be involved with the railway industry during the emergency planning process.

"This has been very successful with municipalities across the country passing resolutions and agreeing to continue to focus on many priority areas," says Fonseca, referring to safety areas such as trespassing prevention and emergency response.

"All of these outcomes underscore the importance of the unprecedented

level of collaboration and partnership and communication between RAC and FCM, Canada's railways, municipal government and Transport Canada in developing new measures for rail safety." ■



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que les nouveaux développements à proximité des voies ferrées ne mettent pas la population en danger. »

Le comité directeur de l'Initiative travaille à longueur d'année pour convaincre les promoteurs de résoudre adéquatement les questions de proximité. Ses membres se réunissent mensuellement en téléconférence; ils rencontrent des intervenants et aident les municipalités et formaliser et appliquer les lignes directrices.

Dans l'ensemble, ses membres constatent « un changement de culture dans l'approche de ces questions, ajoute M. DeSousa. Les planificateurs comprennent le rôle qu'ils doivent jouer dans la sécurité publique. Nous espérons que cette façon de penser s'ancrera au point que la planification de la proximité aux voies ferrées devienne un réflexe municipal aussi bien accepté que la fourniture de l'égout et de l'aqueduc aux nouvelles constructions. »

En plus des questions d'atténuation du bruit et de la vibration produits par les trains, les municipalités s'intéressent de plus en plus à la sécurité, selon Chris Fonseca, conseiller municipal à Mississauga. L'alignement adéquat des constructions constitue un bon début, mais la municipalité doit aussi équiper et former ses premiers répondants pour toute une gamme d'incidents ferroviaires possibles. Il faudrait aussi que tous les paliers de gouvernement participent au processus de planification des urgences aux côtés du secteur ferroviaire.

« Nous avons beaucoup de succès avec les municipalités qui adoptent des résolutions et qui acceptent de poursuivre leurs efforts dans plusieurs dossiers prioritaires », dit M. Fonseca, qui fait référence, entre autres, à la prévention des intrusions et à la réponse aux urgences.

« Ces résultats, conclut-il, soulignent l'importance de la collaboration, du partenariat et de la communication sans précédent entre l'ACFC et la FCM, les chemins de fer canadiens, les administrations municipales et Transports Canada dans l'élaboration de nouvelles mesures de sécurité ferroviaire. »



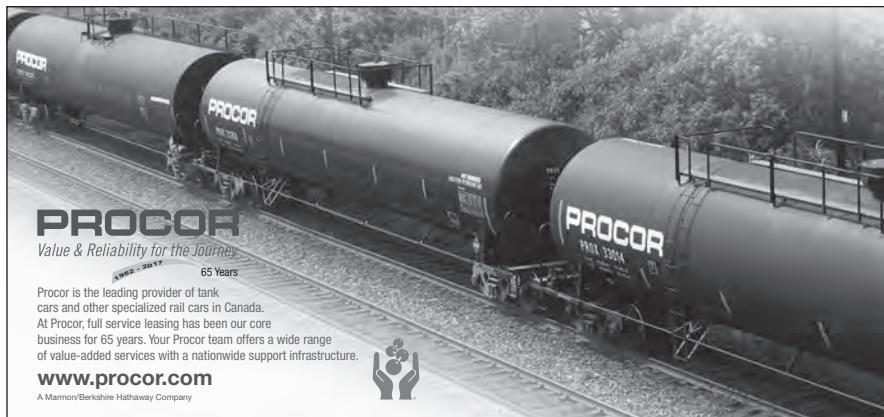
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# Look.Listen.Live.

Through its innovative new virtual reality-based outreach campaign, Operation Lifesaver is aiming to give Canadians a first-hand look at the dangers that exist around railway property and how they can stay safe.

By/Par James Careless

**Every year**, dozens of Canadians are killed or injured when they put themselves in unsafe situations around railway tracks and trains. If no-trespassing signs, flashing lights and gates won't stop people from engaging in dangerous behaviour around rail property, what will?

Operation Lifesaver (OL), the rail safety awareness program sponsored by the Railway Association of Canada and Transport Canada, believes that the answer lies in having people personally experience a close call with a train. And thanks to virtual reality (VR), it is providing a safe way to do that.

Through its Look.Listen.Live. campaign, people can put on a pair of VR googles – the wearable audio/video headsets that make viewers feel as if they are immersed in a real 3D environment – and experience the actual dangers of trespassing on rail property or driving their cars around lowered crossing gates.

Virtual reality aligns with the viewing habits of the people OL targets, namely young adults, says OL National Director Sarah Mayes.

"In particular, males between the ages of 18 and 25 are the most likely to walk across active train tracks and to drive around lowered gates; often

being seriously injured or killed by trains as a result," says Mayes.

"Since this generation is so attuned to VR and other forms of digital media, using immersive VR to let them 'game' a train, and fail, is the best way to make the point convincingly without anyone getting hurt."

In two first-person VR videos, created for OL by i2 Issues & Ideas Advertising and its VR production partner Round Content, 180-degree cameras allow viewers to check their surroundings for danger before experiencing a near-miss with a train. Other than the trains, which were added to the videos during post-production, everything in the

videos is real and reflects the dangers of disobeying crossing signals or trespassing on rail property.

"You can tell people repeatedly not to cross train tracks or go around crossing gates, but many of them will do so anyway, because 'it can't happen to me,'" says Philippe Garneau, i2's Creative Director. "But put them in a VR world, where they can look around and seem to be controlling the experience but aren't, and viewers will get the message. That's because research has shown that people experience VR as being real. So by using VR to make the point about the real risks of gaming trains, you can literally 'scare them straight'."



***"Since this generation is so attuned to VR and other forms of digital media, using immersive VR to let them 'game' a train, and fail, is the best way to make the point convincingly without anyone getting hurt."***

# Regarder.Écouter.Vivre.

Avec sa nouvelle campagne en réalité virtuelle, Opération Gareautrain veut montrer les dangers cachés des emprises ferroviaires et la façon de les éviter.

**Chaque année**, des dizaines de Canadiens sont tués ou blessés en raison de leur comportement dangereux autour des voies ferrées et des trains. Si les pancartes « Défense d'entrer », les feux clignotants et les barrières ne les découragent pas, qu'est-ce qui le fera?

Selon Opération Gareautrain (OG), le programme de sensibilisation parrainé par l'Association des chemins de fer du Canada et Transports Canada, la réponse consiste à faire vivre l'expérience

d'un accident évité de justesse avec un train. Et la réalité virtuelle (RV) permet d'offrir cette expérience en toute sécurité.

Grâce à la campagne Regarder. Écouter.Vivre., on peut se coiffer d'un casque de RV (un dispositif audio-vidéo qui plonge le spectateur dans un environnement 3D) et vivre les vrais dangers qu'on court en marchant dans les emprises ferroviaires ou en contournant les barrières des passages à niveau avec sa voiture.

*« Cette génération étant si familiarisée avec la RV, poursuit-elle, nous avons choisi de les convaincre d'adopter de bons comportements en les laissant se mesurer à un train et perdre, sans se faire mal. »*

Selon la directrice nationale d'OG, Sarah Mayes, la réalité virtuelle interpelle le public cible d'OG, les jeunes adultes, « tout particulièrement les hommes de 18 à 25 ans. Ce sont eux qui sont le plus susceptibles de s'aventurer sur les voies ferrées ou de conduire sous les barrières abaissées, au risque de se faire tuer par un train. »

« Cette génération étant si familiarisée avec la RV, poursuit-elle, nous avons choisi de les convaincre d'adopter de bons comportements en les laissant se mesurer à un train et perdre, sans se faire mal. »

La société i2 Issues & Ideas Advertising et son partenaire de production RV Round Content ont réalisé deux vidéos en réalité



**"Frankly, when you see the videos once, you can't help but want to see them again. They are that fast and that startling."**

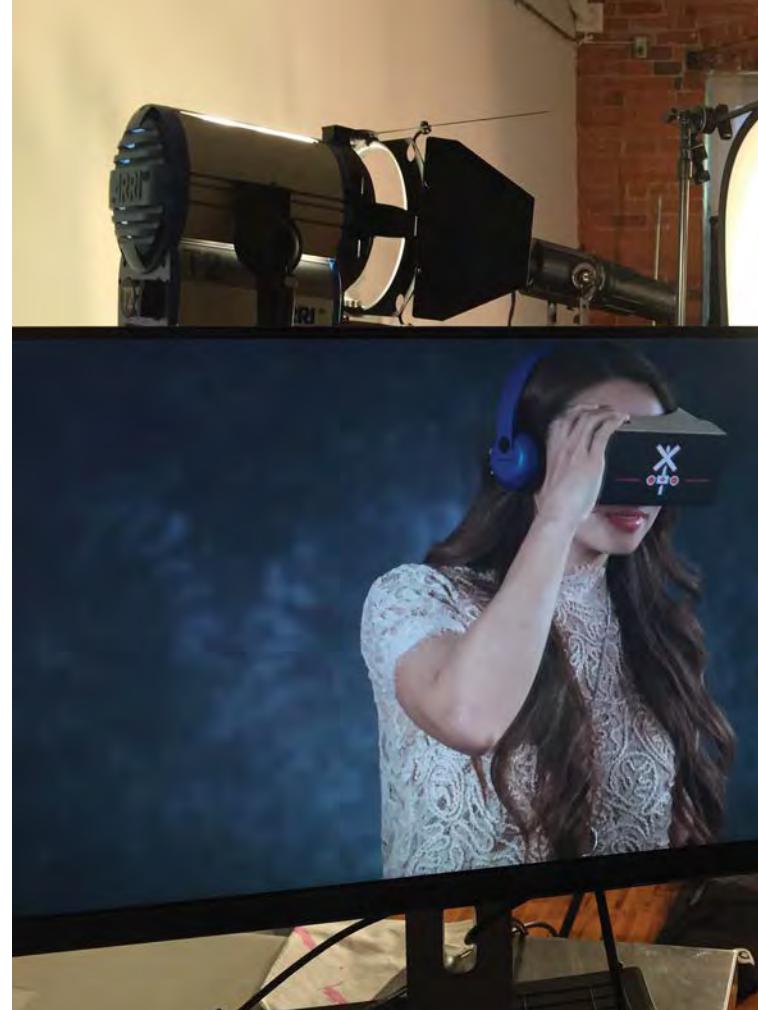
In one video, called "I didn't hear a train", viewers experience danger from a trespasser's perspective as they walk through a litter-strewn bush, searching for a shortcut across two sets of train tracks. Even in full-screen 2D without the immersive benefit of VR, says Mayes, the scene is convincing.

"We arranged with Metrolinx in Toronto to keep one of their lines train-free, so that we could shoot in a realistic setting," says Mayes. "The only thing that was added in later is the train."

As the virtual trespasser approaches the tracks, captions like "Looks safe. You can't see or hear a train." appear on the screen. By looking up and down, and side to side, with a VR headset – or by scrolling with a mouse if using a desktop or laptop computer – the viewer can explore their surroundings from different angles.

"This visual freedom allows the viewer to believe that they can indeed anticipate the train and successfully game the system, just like in real life," says Garneau.

After crossing the first track without incident, the caption "Better look right" appears. Then, as they cross



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« Les vidéos sont si courtes et saisissantes qu'on ne peut s'empêcher de les regarder plusieurs fois. »

virtuelle subjective. Des caméras à 180 degrés permettent au spectateur de surveiller les alentours avant de vivre un accident évité de justesse avec un train. Tout dans les vidéos est réel et reflète les risques liés au non-respect de la signalisation aux passages à niveau et à l'intrusion sur le domaine ferroviaire... tout, sauf les trains, qu'on a ajoutés en postproduction.

« Répétez aux gens de ne pas marcher sur la voie ferrée ou contourner les barrières, ils vont le faire quand même, parce que “ça ne peut m'arriver à moi”, explique Philippe Garneau, directeur créatif chez i2. Par contre, mettez-les dans un univers RV où ils peuvent regarder autour d'eux et se croire en contrôle de l'expérience, et ils vont comprendre le message. Avec la RV, on peut les convaincre de la réalité du danger en leur faisant peur, littéralement. »

Dans la vidéo « Je n'ai pas entendu de train », le spectateur vit la frousse d'une personne qui, à la recherche d'un raccourci, s'introduit dans une emprise ferroviaire. Selon Mme Mayes, la scène est convaincante même en plein écran 2D, sans l'immersion en RV.

« Metrolinx, à Toronto, a libéré une de ses voies pour nous permettre de tourner dans un environnement réaliste, explique-t-il.

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the second track, the viewer gets the briefest view of a locomotive's front end as a train whistle sounds and everything goes black.

"Never game a train," the next title warns. "Only use designated railway crossings."

The car-based video, entitled "What train?" puts the viewer in the front passenger seat alongside a driver. As the gates come down at the crossing, the driver weaves around them.

The viewer can virtually look in both directions for the train, and even see the driver checking for danger as their car crosses the two tracks. Just as the vehicle edges across the second rail line, a train comes out of nowhere at high speed. There's the sound of steel on steel, and the screen fades to black, followed by the same end titles used in the trespassing video.

Since they were launched during Rail Safety Week in April 2017, the videos have been viewed more than 23,000 times.

"Frankly, when you see the videos once, you can't help but want to see them again," says Mayes. "They are that fast and that startling."

Given that 65 Canadians were killed in rail-related incidents in 2016 – up from 45 deaths the previous year – there's a clear need for the 'scare them straight' education offered by the Look. Listen.Live. campaign, adds Mayes.

"Ultimately, the goal of this campaign is to save lives," she says. "Already we're seeing a year-over-year increase in trespassing and crossing incidents in 2017. YouTube hits and trending hashtags are great, but our ability to curb those numbers will be the real measure of our campaign." ■

Canadians can experience OL's VR videos firsthand by visiting [LookListenLive.ca](http://LookListenLive.ca), and are encouraged to spread the campaign on social media using the hashtags #LOOKLISTENLIVE and #SHARETHESCARE.

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**Le train est la seule chose que nous avons rajoutée par la suite. »**

Alors que le marcheur approche des voies, des phrases comme « Ça a l'air sans danger » et « Vous ne voyez et n'entendez pas de train » apparaissent à l'écran. En regardant vers le haut et le bas, à gauche, à droite, avec un casque de RV (ou, sur un ordinateur, en déplaçant la souris), le spectateur peut explorer les environs.

« Cette liberté visuelle laisse croire au spectateur qu'il peut anticiper l'arrivée du train et gagner à ce jeu, ajoute M. Garneau, comme il le croit possible dans la vraie vie. »

Après avoir traversé la première voie ferrée sans incident, on voit apparaître la phrase « Vaut mieux regarder à droite ». Alors qu'il traverse la seconde voie, le spectateur aperçoit brièvement l'avant d'une locomotive alors que le sifflet du train retentit et que tout devient noir.

Enfin apparaissent les phrases « Un train ce n'est pas un jeu » et « Ne traversez qu'aux passages à niveau désignés ».

L'autre vidéo, « Quel train ? », place le spectateur dans le siège passager avant d'une voiture, aux côtés du conducteur. Alors que les barrières du passage à niveau s'abaissent, celui-ci décide de les contourner.

Le spectateur peut regarder virtuellement dans les deux directions pour surveiller l'approche d'un train ; il voit même le conducteur faire la même chose alors que la voiture traverse la première voie et s'engage sur la seconde. C'est alors qu'un train arrive à toute vitesse. On entend l'acier percuter l'acier, tout passe au noir et les deux dernières phrases de la première vidéo s'affichent.

Les vidéos ont été visionnées plus de 23 000 fois depuis leur dévoilement à la Semaine de la sécurité ferroviaire, en avril 2017.

« Elles sont si courtes et saisissantes qu'on ne peut s'empêcher de les regarder plusieurs fois », admet Mme Mayes. Celle-ci

croit que la frousse que donne cette campagne est nécessaire, considérant que 65 Canadiens ont trouvé la mort dans un accident de genre en 2016, contre 45 en 2015.

« Cette campagne a pour but de sauver des vies, conclut-elle.

Nous constatons déjà une hausse des accidents sur les voies ferrées en 2017. Les visionnements sur YouTube et les mots-clés, c'est bien, mais cette campagne atteindra son objectif si nous arrivons à éviter des accidents. »

Les Canadiens peuvent regarder les vidéos en réalité virtuelle en visitant [RegarderÉcouterVivre.ca](http://RegarderÉcouterVivre.ca), et sont encouragés à partager la campagne sur les médias sociaux à l'aide des mots-clés #REGARDERÉCOUTERVIVRE et #DONNELAFROUSSE.

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# Sharing is CAER-ing

**By expanding the knowledge of their TRANSCAER outreach program, the railway and chemistry industries are ensuring that more Canadian communities than ever are informed about the products being moved through their area, and about what measures are in place to ensure their safe transportation.**

By/Par Sarah MacFadyen

**Since 1985**, the goal of Canada's TRANSCAER program has been to work with first responders, residents and municipalities along transportation routes to ensure they know what products are moving through their communities and are prepared to deal with a potential incident. Led by the Railway Association of Canada (RAC) and the Chemistry Industry Association of Canada (CIAC), TRANSCAER holds events across the country to provide hands-on training on the safe transportation and handling of dangerous goods. But these days, the organization is looking to spread their message even further — and to reach more Canadians.

"We want to expand the knowledge of TRANSCAER beyond just the first responder community. And really, some of our other key audiences are First Nations emergency managers and elected officials," explains Kara Edwards, coordinator of Canada's national TRANSCAER committee. "It's not to exclude any first responders — we'll continue to do that — we're just really enhancing it and we're putting a focus on expanding our audience."

***"The conference and TRANSCAER are vehicles for people to learn about what kind of help is out there, what the capabilities are of the people that they'll call on, and how to connect with them."***

To spread the word about the organization and how it can help communities, TRANSCAER officials attended the Assembly of First Nations Conference for the first time in 2015 and again in March 2017. Both Edwards and Randy Mak, chair of the national TRANSCAER committee, think being at this particular conference is an important step in ensuring communities are better prepared to deal with an emergency involving dangerous goods.

"A lot of rail traffic goes through First Nations property and we generally don't get a presence from First Nations people [at our events]," explains Mak. "We want that to happen because you know they're not happy if something happens on their land and they're unaware of what could be going through their community. We thought it was very important to try and get the word out a bit more to them."

Another way Mak and his team are getting the word out is by participating in new events, such as the Disaster Forum Conference held in Banff, Alta. in May. For the past 12 years, the forum has attracted

virtually anyone involved in emergency preparedness in Western Canada, as well as industry representatives and government officials of all levels, making it a perfect fit for TRANSCAER's expanding focus.

"When we run TRANSCAER events, we try to get mayors, councillors, emergency managers and even the everyday person to come out, but it isn't always very successful," says Mak. "It tends to be 99 per cent first responders who are either firefighters or they are people that deal with railway or roadway emergencies. So, this was a really good chance for us to bring in some of those people that normally wouldn't attend."

While this year's forum attracted first responders from Alberta, Saskatchewan, British Columbia and Manitoba, it also brought together municipal officials from Alberta, British Columbia, and Ontario and delegates from Public Safety Canada.

Forum organizer Paul Riopel says that having TRANSCAER representatives at the forum fit perfectly with this year's theme: working together to build capacity. He admits that many of the forum's



First responders receive training at the Disaster Forum Conference in Banff, Alta. in May 2017.



# Un message à partager

**En élargissant la visibilité de leur programme de sensibilisation TRANSCAER, les industries ferroviaire et chimique permettent à plus de municipalités de s'informer sur les produits qui traversent leur territoire et les mesures à adopter pour assurer la sécurité du transport.**

**Depuis 1985**, le programme canadien TRANSCAER collabore avec les premiers répondants, les citoyens et les municipalités situées le long des corridors de transport pour s'assurer qu'ils sont au courant des produits qui traversent leur territoire et qu'ils sont prêts à réagir en cas d'incident. Dirigée par l'Association des chemins de fer du Canada (ACFC) et l'Association canadienne de l'industrie de la chimie (ACIC), TRANSCAER organise des formations pratiques sur le transport et la manutention sécuritaires des marchandises dangereuses. De nos jours, l'organisme cherche aussi à toucher plus de gens avec son message.

« Nous voulons faire connaître TRANSCAER au-delà du milieu des premiers répondants, comme auprès des gestionnaires d'urgence et des élus des Premières Nations, explique Kara Edwards, coordonnatrice du comité national TRANSCAER du Canada. Nous ne comptons pas abandonner les premiers répondants; nous voulons simplement enrichir notre offre et élargir notre auditoire. »

Pour faire connaître leur organisme, les dirigeants de TRANSCAER ont assisté à la Conférence de l'Assemblée des

Premières Nations de 2015, puis à celle de mars 2017. Mme Edwards et Randy Mak, président du comité national TRANSCAER, voient leur présence à ce rassemblement comme un pas important dans la préparation des communautés en cas d'urgence impliquant des marchandises dangereuses.

« Les territoires autochtones voient passer beaucoup de convois ferroviaires, mais nos formations attirent très peu d'Autochtones, explique M. Mak. Nous souhaitons les attirer à nos formations, parce que nous savons que ces communautés seront mécontentes si un accident survient sur leurs terres et qu'elles ne savent pas ce qui y transite. C'est important pour nous de les sensibiliser à ce sujet. »

M. Mak et son équipe participent aussi à d'autres activités pour faire passer le mot, comme la conférence du Disaster Forum qui se tenait à Banff, en Alberta, en mai. Ce forum attire, depuis douze ans, presque tous les intervenants du milieu de la préparation aux situations d'urgence de l'Ouest canadien, ainsi que des représentants de l'industrie et des trois paliers de gouvernement; l'endroit idéal pour porter le message de TRANSCAER.

« Nous tentons d'attirer les maires, les conseillers, les gestionnaires d'urgence et les citoyens ordinaires à nos formations, sans toujours y réussir, admet M. Mak. On se retrouve avec 99 pour cent des participants qui sont des premiers répondants, soit des pompiers et des gens qui s'occupent d'urgences ferroviaires

et routières. Le forum nous donnait l'occasion d'attirer d'autres publics. »

Le forum de cette année a attiré des premiers répondants de l'Alberta, de la Saskatchewan, de la Colombie-Britannique et du Manitoba, mais aussi des élus municipaux albertain, britanno-colombiens et ontariens, ainsi que des délégués de Sécurité publique Canada.

L'organisateur de l'événement, Paul Riopel, croit que la présence des représentants de TRANSCAER s'inscrivait parfaitement dans le thème de cette année : « Travailler ensemble à renforcer nos capacités ». Il admet que la plupart des 125 délégués ne connaissaient pas l'existence de TRANSCAER et ajoute que tout le monde a appris beaucoup de choses sur l'organisme... et le transport sécuritaire des marchandises dangereuses.

« Les urgences surviennent sans prévenir, rappelle-t-il. Personne ne se lève un matin en se disant qu'il va avoir une urgence. Donc, tout le monde qui s'occupe d'urgences a besoin d'aide à un moment ou un autre. La conférence et TRANSCAER permettent aux gens de s'informer sur l'aide disponible, les capacités des personnes auxquelles ils feront appel et les manières de les joindre. »

**« La conférence et TRANSCAER permettent aux gens de s'informer sur l'aide disponible, les capacités des personnes auxquelles ils feront appel et les manières de les joindre. »**



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125 delegates didn't know what TRANSCAER was before the event, but says that everyone walked away knowing a lot more about the organization – and how to safely transport dangerous goods.

"Emergencies occur with no warning. Nobody gets up in the morning and says I'm going to have an emergency today," says Riopel. "So, everybody who has to deal with emergencies needs help at some point. The conference and TRANSCAER are vehicles for people to learn about what kind of help is out there, what the capabilities are of the people that they'll call on, and how to connect with them. TRANSCAER and conferences like the Disaster Forum promote that kind of network."

For Randy Mak and the rest of the TRANSCAER team, the forum was a great opportunity to build that network, so more communities are prepared to train for, and respond to, a potential incident.

"We want people to know that there is help available," says Mak. "If there is any kind of an emergency or disaster in their area, we want them to know who to contact. It's not just the railway, it's not just RAC, there are other people out there that can help."

In addition, Mak explains that some small-town fire departments don't have the information or resources to respond to emergencies. TRANSCAER sessions aim to help them through proper training.

Ultimately, Edwards says, it is all about working together to provide communities across the country – whether it is a small town in Western Alberta or a First Nations community in Quebec – with the support, education and training they need.

"We really want to see communities that are aware and prepared. And we can do that by partnering with other industries, governments and having the key people that are involved in ensuring that communities are aware, prepared and knowledgeable about TRANSCAER – and including us in the process of building that preparedness." ■

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TRANSCAER et les conférences comme le Disaster Forum font la promotion de ce genre de réseau. »

Le forum a permis à Randy Mak et à l'équipe de TRANSCAER de bâtir ce réseau, pour que plus de collectivités soient prêtes à réagir à un incident.

« Nous voulons que les gens sachent qu'il y a de l'aide, explique M. Mak. En cas d'urgence ou de catastrophe sur leur territoire, ils doivent savoir qui contacter. Pas seulement le chemin de fer ou l'ACFC; il y a d'autres personnes qui peuvent aider. »

M. Mak souligne que les services d'incendie de certains villages ne disposent pas de l'information ou de ressources nécessaires pour réagir aux urgences. Les formations de TRANSCAER peuvent leur venir en aide.

En bout de piste, estime Kara Edwards, il s'agit de collaborer afin d'offrir aux collectivités canadiennes le soutien, l'information et la formation dont elles ont besoin, qu'il s'agisse d'un petit village albertain ou d'une communauté autochtone du Québec.

« Nous voulons que les collectivités soient prêtes et conscientes des dangers. Et c'est possible, avec l'aide des autres industries et des gouvernements, aussi en ayant des gens qui font en sorte de préparer les collectivités et de leur faire connaître TRANSCAER, pour qu'elles nous incluent dans leurs préparatifs. » ■

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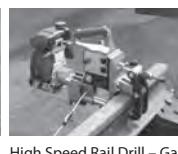
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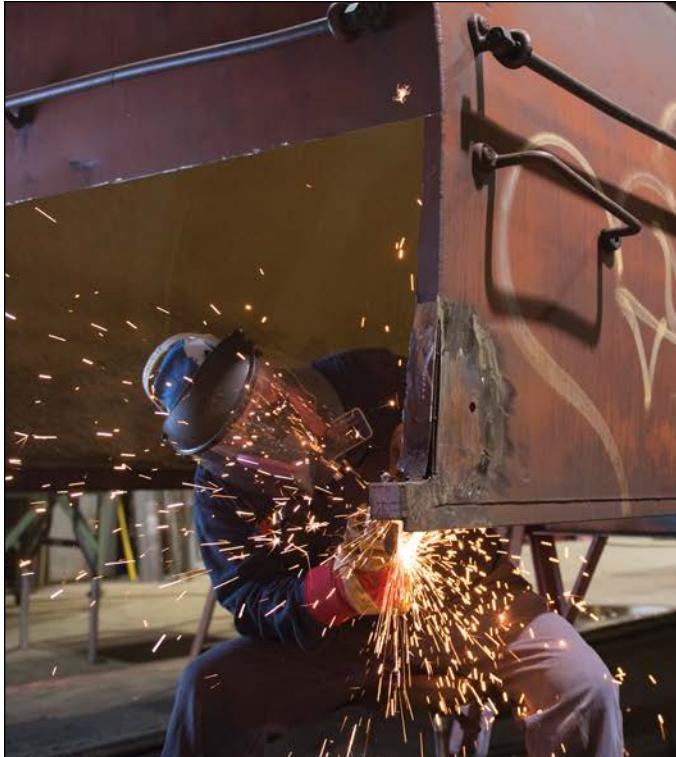
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