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Fall / Automne 2015



interchange

LET MARKET FORCES LEAD

History shows railway economic regulation is most effective when
it relies on commercial and market forces

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RÉGLEMENTATION DES CHEMINS DE
FER EST PLUS EFFICACE QUAND ELLE
REPOSE SUR LES FORCES
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(Taylor|Sprules)**Editor-in-chief:** Alex Paterson**Contributors:**
Sarah MacFadyen
Jamie Ives

Published for
The Railway Association of Canada
99 Bank Street, Suite 901
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Phone: 613.567.8591
Fax: 613.567.6726
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Matt Pierce**Layout & Design:** Barry Senyk

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By/Par Michael Bourque

Busting the railway market power myth Déboulonner le mythe du pouvoir de marché des chemins de fer

If there's a railway industry achievement that doesn't get enough attention, it's that shippers in Canada enjoy the lowest rail rates in the world. Despite this fact, some critics claim Canada's railways wield excessive market power over their customers, hindering Canada's ability to grow its economy and achieve its trade goals.

Market power implies a lack of competition. In the case of our industry, it suggests that railways can increase the price of services because their customers have no other choice. The reality is that considerable competition exists between railways, other modes of transportation and between supply chains. This competition creates meaningful restraint on railway rates and service offerings. This is of critical importance, given the current review of the *Canada Transportation Act*, because we need a policy framework based in fact – not rhetoric or antiquated opinion – if we're to ensure a transportation network that will meet Canada's trade and growth agenda.

Many shippers have access to more than one Class 1 railway. When they don't, they can use a shortline railway, or they can truck their goods over a short distance to reach a competing railway. But even that is too simplistic a view of competition. Railways compete with many other modes of transportation – trucking, marine transport on the St. Lawrence, and pipelines, to name a few.

Shippers also wield what economists like to call "countervailing power." Railways serve a lot of big customers – from retailers such as Walmart and mining companies such as Teck to large

On ne soulignera jamais assez que les expéditeurs au Canada bénéficient des tarifs ferroviaires les plus bas au monde. Malgré ce fait, certains affirment que les chemins de fer canadiens abusent de leur position dominante, entravant la capacité du Canada à développer son économie.

Le pouvoir de marché implique un manque de concurrence. Dans le cas de notre industrie, cela voudrait dire que les chemins de fer peuvent augmenter impunément leurs tarifs et que les clients n'ont pas le choix. En fait, les chemins de fer font face à une concurrence considérable de la part des autres modes de transport. Cette concurrence limite nettement les tarifs et les offres de services. Ce fait crucial doit être pris en compte dans la révision en cours de la *Loi sur les transports au Canada*, car nous avons besoin d'un cadre politique basé sur les faits – et non sur la rhétorique ou sur des opinions désuètes.

De nombreux expéditeurs ont accès à plus d'un chemin de fer de classe 1. Sinon, ils peuvent utiliser un chemin de fer d'intérêt local ou faire une courte distance en camion pour atteindre un chemin de fer concurrent. Mais c'est là une vision trop simpliste de la concurrence. Les chemins de fer sont en concurrence avec de nombreux autres modes de transport – camionnage, voie maritime et oléoducs, par exemple.

Les expéditeurs exercent aussi ce que les économistes aiment appeler un « pouvoir compensateur ». Les chemins de fer ont beaucoup de gros clients – des détaillants tels que Walmart aux sociétés minières telles

agricultural corporations. All of these companies have significant buying power, market power and their choice of supply chains. They ship from multiple origins and leverage their options to make sure they get competitive rates.

In addition, supply chains compete with other supply chains. Shippers in North America and around the world are able to choose between competing ports of entry and exit and, therefore, routes and carriers. A shipper in Asia looking to transport goods to Chicago, for example, can do so through Prince Rupert, Vancouver, or any of the ports on the western, southern or eastern U.S. coasts. If rail or any other part of a region's supply chain is inefficient, too expensive or unreliable, then competing supply chains will take their business. For that reason, railways are compelled to keep rates competitive and service levels high.

A supply chain must collaborate in order to be competitive, and Canada's railways are doing their part. CP and CN have the industry's lowest operating ratios – a key measure of efficiency. Their record for increasing productivity is unparalleled. They have the lowest freight rates in the developed world – tied with U.S. railroads. Their success and, yes, profit, makes it possible for them to make

significant annual investments in track infrastructure, equipment and personnel. This leads to better service, improved safety, lower costs and new business opportunities for all railway customers.

It's unfortunate that some shipper associations have chosen to characterize the railway industry as abusive and in need of statutory intervention, even going so far as to suggest that the Canadian Transportation Agency needs "investigative powers." There is a watchdog for anti-competitive behaviour in Canada – the Competition Bureau.



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que Teck en passant par les grandes entreprises agroalimentaires. Toutes ces entreprises ont un pouvoir d'achat important, un pouvoir de marché et un choix de chaînes d'approvisionnement. Elles expédient à partir d'origines multiples et tirent parti de leurs options pour obtenir des tarifs compétitifs.

En outre, les chaînes d'approvisionnement sont en concurrence entre elles. Les expéditeurs de l'Amérique du Nord et du monde ont le choix entre les ports d'entrée, les itinéraires et les transporteurs. Un expéditeur d'Asie qui veut envoyer des marchandises

à Chicago, par exemple, peut passer par Prince-Rupert, Vancouver ou l'un des ports des trois côtes américaines. Si le chemin de fer est inefficace, trop cher ou peu fiable, les chaînes d'approvisionnement concurrentes lui enlèveront ses clients. C'est pourquoi les chemins de fer sont obligés de maintenir des tarifs concurrentiels et des niveaux de service élevés.

La compétitivité d'une chaîne d'approvisionnement passe par la collaboration, dont celle des chemins de fer. Le CP et le CN ont les ratios d'exploitation les plus bas de l'industrie

ce qui représente une mesure clé de l'efficacité. Leurs gains de productivité sont inégalés. Ils ont les plus bas tarifs marchandises dans le monde développé – à égalité avec les chemins de fer américains. Leur succès et – bien sûr – leurs bénéfices leur permettent d'investir massivement, ce qui se traduit par un meilleur service, une plus grande sécurité, des coûts réduits et de nouveaux débouchés pour les clients.

Il est regrettable que certaines associations d'expéditeurs accusent l'industrie ferroviaire d'abus et suggèrent même d'accorder des « pouvoirs



A new approach to regulation, based on commercial frameworks, saved Canadian railways from bankruptcy in the 1980s, and reforms towards a market-based system have given shippers access to world-class rail services at the lowest rates. This framework has improved the financial and operational performance of Canada's railways

while enhancing their ability to undertake major capital investments for the benefit of their customers. Rather than suggest we take the clock back to the not-so-good old days, we should continue to build on a market-based system that has been the catalyst for a resurgent and successful railway industry in Canada. ■



Photo: Transport Canada

d'enquête » à l'Office des transports du Canada. Il y a déjà un chien de garde : le Bureau de la concurrence.

Une nouvelle approche de la réglementation, basée sur des cadres commerciaux, a sauvé les chemins de fer canadiens de la faillite dans

les années 1980, et la libéralisation a donné accès à un service ferroviaire de classe mondiale aux tarifs les plus bas. Ce cadre a amélioré la performance financière et opérationnelle des chemins de fer du Canada, tout en améliorant leur capacité à entreprendre des

investissements majeurs pour le bien de leurs clients. Plutôt que de suggérer un retour au prétendu bon vieux temps, nous devons continuer à développer un système axé sur le marché qui a été le catalyseur d'une renaissance de l'industrie ferroviaire au Canada. ■





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Let Market Forces Lead

History shows railway economic regulation is most effective when it relies on commercial and market forces

By Joseph F. Schulman

La libéralisation des transports

L'histoire démontre que la réglementation des chemins de fer est plus efficace quand elle repose sur les forces du marché

Par Joseph F. Schulman

Canada has one of the most efficient freight rail systems anywhere. Its railways move more than 70 per cent of all intercity surface goods – worth \$250 billion – in Canada each year at low rates and transport roughly half of the country's exports by volume.

Enabling the success of Canada's railways is a regulatory regime that prioritizes commercial freedom and reliance on market forces over government intervention – a reality that can be traced back to the *National Transportation Act* (NTA) of 1967.

Before that, railway economic regulation in Canada involved increasingly restrictive regulation focused on freight rate control and uniformity, beginning with the first *Railway Act* in 1851. As regulation grew more controlling over the decades, it became disconnected from the evolving business realities faced by the railways, including competition from an emerging trucking industry. As a result, railways became inefficient and had difficulty undertaking much-needed capital investments to maintain and grow their networks.

In 1961, the MacPherson Royal Commission issued a seminal report proposing a complete

Le Canada possède l'un des réseaux ferroviaires les plus efficaces du monde. Ses lignes transportent plus de 70 pour cent des biens expédiés par voie terrestre interurbaine – une valeur de 250 milliards de dollars – au Canada, chaque année, à des tarifs bas, et environ la moitié des exportations du pays en ce qui a trait au volume.

Le succès des chemins de fer du Canada repose sur un régime de réglementation qui fait passer la liberté commerciale et les forces du marché avant l'intervention gouvernementale – une réalité qui remonte à la *Loi sur les transports nationaux* (LTN) de 1967.

Auparavant, la réglementation contraignante, dérivée de la *Loi sur les chemins de fer* de 1851, mettait l'accent sur le contrôle et l'uniformité des tarifs marchandises. Cette réglementation resserrée au fil des décennies était devenue déconnectée de la réalité, dont la concurrence émergente du transport routier. En conséquence, les chemins de fer avaient de la difficulté à faire les investissements nécessaires pour entretenir et développer leurs réseaux.

En 1961, la Commission royale MacPherson a publié un rapport proposant le démantèlement

dismantling of the then-existing regulatory framework. Recognizing that railways no longer operated as virtual monopolies, the report recommended replacing the existing regulatory restraints with competition. The commission saw this as the best way to achieve the most efficient rail system.

It took until 1967 for legislation reflecting the MacPherson recommendations to be enacted. *The National Transportation Act* (NTA) represented the beginning of a dramatic shift in the regulatory environment for Canada's railways. Rigid constraints on pricing were removed, allowing railways to compete more effectively. A series of subsequent reforms placed an increasing emphasis on market and commercial forces while maintaining a number of protections to ensure balance between railways and shippers.

complet du cadre réglementaire. Reconnaissant que les chemins de fer n'étaient plus des quasi-monopoles, le rapport recommandait de faire place à la concurrence. La Commission voyait là le meilleur moyen d'accroître l'efficacité.

Il a fallu attendre jusqu'en 1967 pour qu'une loi reflétant les recommandations de la Commission MacPherson soit adoptée. La LTN a représenté le début d'un changement radical. Les contraintes rigides sur les prix ont été abolies. Les réformes ultérieures ont toujours misé sur le marché, tout en maintenant un certain nombre de protections pour assurer l'équilibre.

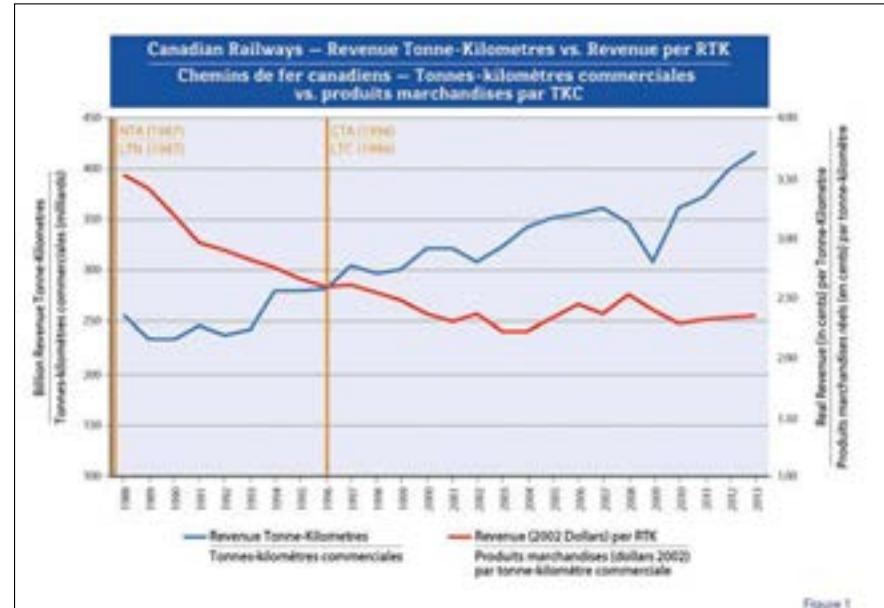
Les modifications apportées en 1987 à la LTN ont promu encore plus la concurrence, allégé le fardeau réglementaire et introduit de nouveaux leviers pour les expéditeurs. Les chemins de fer ont été autorisés à conclure des contrats confidentiels, et les expéditeurs ont eu accès à la



Photo: CPS

Rewvisions to the NTA in 1987 further promoted competition, reduced regulatory burdens and introduced new levers for shippers in their relationship with railways. Railways were permitted to enter into confidential contracts, while mediation and final offer arbitration became available to all shippers. Distances for regulated interswitching – the switching of traffic at regulated rates between a local railway's line and a connecting line-haul carrier's line – were extended to 30 km from four miles. "Competitive Line Rates," designed to further enhance competition, were also introduced.

The passage of the *Canada Transportation Act* (CTA) in 1996 introduced additional changes that reduced market exit barriers, allowing railways to discontinue or transfer portions of their networks to other carriers to become more efficient. This gave



Source: Railway Association of Canada

railways greater freedom to divest of the uneconomic portions of their networks, control costs and generate greater efficiencies. It also fostered sharp growth in Canada's shortline rail industry, which delivers traffic

to and from mainline railways and, today, originates more than 20 per cent of the Class 1 traffic. Around the same time, CN was privatized, creating competition between two privately held,



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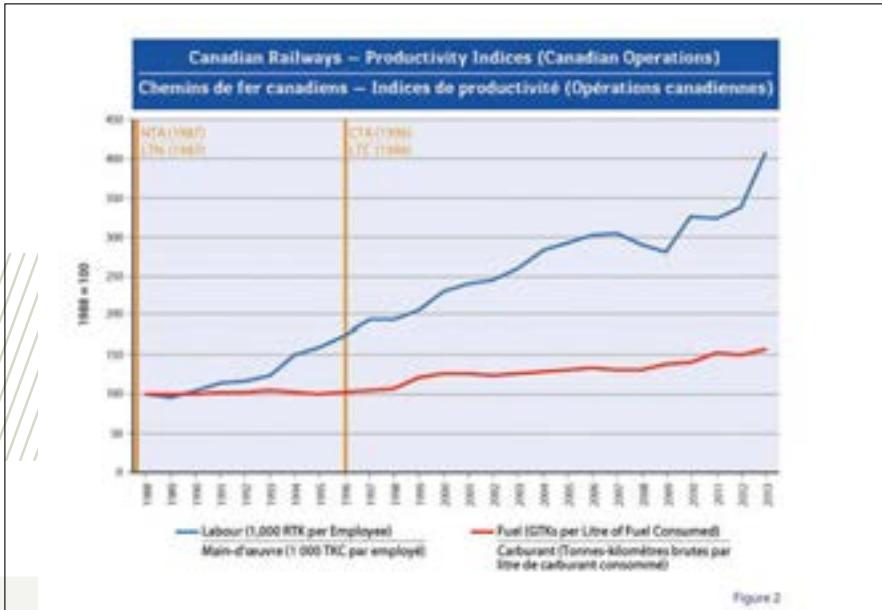
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médiation et à l'arbitrage. Les limites des manœuvres interréseaux – le transfert de trafic à des tarifs réglementés entre la ligne locale et la ligne du transporteur longue distance – ont été portées de quatre milles à 30 km. Les prix de

ligne concurrentiels ont également été introduits.

L'adoption de la *Loi sur les transports au Canada* (LTC) en 1996 a levé d'autres obstacles à la sortie du marché, permettant aux chemins de fer de

transférer des parties de leurs réseaux à d'autres transporteurs. Cette mesure a donné aux chemins de fer une plus grande liberté pour céder des segments non rentables, contrôler les coûts et gagner en efficacité. Elle a aussi favorisé une forte croissance des chemins de fer d'intérêt local au Canada, d'où proviennent plus de 20 % du trafic de classe 1. Vers la même époque, le CN a été privatisé, créant une concurrence entre deux réseaux nationaux privés, cotés en bourse – l'autre étant le CP.

Pendant cette période, les chemins de fer sont devenus des entreprises productives capables de fournir un service à faible coût tout en générant les revenus nécessaires pour réinvestir. Les expéditeurs, eux, ont eu accès à un système de chemin de fer de classe mondiale et à des tarifs marchandises plus bas.

Les changements introduits par les projets de loi C-8 (2008), C-52 (2013) et C-30 (2014) ont marqué un recul par rapport à la LTN de 1967.



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During this period, railways evolved into highly productive enterprises capable of providing low-cost service while generating the revenues needed to reinvest into their respective networks. Shippers, meanwhile, gained access to a world-class railway system and lower freight rates.

Regulatory changes since 2008, introduced in the form of Bill C-8 (2008), Bill C-52 (2013) and Bill C-30 (2014), have amounted to the federal government stepping back from the direction initiated with the NTA in 1967.

Bill C-8 expanded the reach of existing shipper remedies by eliminating the test to determine whether a shipper has suffered substantial commercial harm. In addition, the Canadian Transportation Agency's authorities were expanded

Le projet de loi C-8 a élargi la portée des recours en éliminant le critère pour déterminer si un expéditeur a subi un préjudice commercial important. L'Office des transports du Canada a alors obtenu le pouvoir d'enquêter et d'ordonner des changements de frais accessoires.

Le projet de loi C-52 a obligé les chemins de fer à offrir un contrat de service à tout expéditeur qui en fait la demande, stipulant des normes de performance spécifiques pour la réception, le chargement, le transport, le déchargement et la livraison de marchandises.

À la suite du projet de loi C-30, la Loi sur le transport ferroviaire équitable pour les producteurs de grain, adoptée en mai 2014, l'Office a obtenu le pouvoir de préciser les conditions opérationnelles dans les contrats arbitrés, et il lui a aussi été imposé l'obligation de conseiller le ministre des Transports sur les quantités minimales de grain à transporter par chemin de fer



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to include the power to investigate and order changes to ancillary charges.

New measures under Bill C-52 made it obligatory for a railway to offer a confidential service agreement to any shipper that requests one – to stipulate specific performance standards for receiving, loading, carrying, unloading and delivering traffic.

Under Bill C-30, the Fair Rail for Grain Farmers Act, passed in May 2014, the agency now has the authority to specify operational terms in arbitrated service agreements and must also advise the federal minister of transport on minimum amounts of grain to be moved by the Class 1 railways in a crop year. The legislation also extended the interswitching distance limit to 160 km from 30 km in the Prairies. (Bill C-30's measures are subject to a sunset clause, which can be postponed by Parliament.)

Overall, the effect of the changes since 2008 has been to modify the balance in the railway-shipper

de classe 1 dans une campagne agricole donnée. De plus, la Loi a prolongé de 30 à 160 km les limites d'interconnexion dans les Prairies. (Les mesures du projet de loi C-30 sont soumises à une clause de révision, mais le Parlement peut y surseoir.)

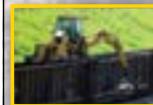
Globalement, les changements survenus depuis 2008 ont modifié l'équilibre dans la relation entre les chemins de fer et les expéditeurs, et donné plus de pouvoirs aux expéditeurs.

Un règlement qui restreint la liberté commerciale et intervient inutilement dans le fonctionnement des chemins de fer peut faire plus de tort que de bien. En ce qui concerne le projet de loi C-30, les quotas obligatoires de céréales favorisent les expéditeurs de grain, peut-être au détriment d'autres clients, sans aucun avantage perceptible. Parallèlement, l'allongement des limites d'interconnexion augmente considérablement la base de trafic ferroviaire soumise aux tarifs fixes et

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relationship to give shippers more powers. Regulation that restricts commercial freedom and intervenes in railway operations unnecessarily can do more harm than good. Regarding Bill C-30, the mandated quotas for grain volumes to be moved by Canada's Class 1 railways favour grain shippers, possibly at the expense of other customers, with no discernable benefit. Meanwhile, the extended interswitching limits significantly increase the rail traffic base subject to fixed, regulated rates. Depending on how extensively

these are used, they can mean increased costs for railways and transit times for shippers and may siphon business away from Canadian railways and ports to the United States.

Experience in both Canada and the United States shows how damaging intensive regulation can be, and how the commercial freedoms adopted in the latter decades of the 20th century have resulted in a revitalized rail industry. For its part, Canadian railway performance – in terms of rates charged, productivity and capital



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investment – has greatly improved under the regulatory freedoms introduced in 1967, 1987 and 1996.

With pricing freedom, real freight rates have, on average, declined significantly, dropping by 33 per cent between 1988 and 2013 (Figure 1). Over the same period, labour productivity grew rapidly, reflecting the railways' ability to utilize assets more effectively under a modernized regulatory environment. The industry also improved its fuel efficiency by

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réglementés. Selon l'ampleur de leur utilisation, elles peuvent entraîner des coûts plus élevés pour les chemins de fer et des temps de transit accrus pour les expéditeurs. L'activité des chemins de fer et des ports canadiens risque d'être siphonnée par les États-Unis.

L'expérience du Canada et des États-Unis montre à quel point la réglementation intensive peut être dommageable, et comment la libéralisation des dernières décennies du XX^e siècle a revitalisé l'industrie

ferroviaire. La performance des chemins de fer canadiens – en termes de tarifs, de productivité et d'investissements – s'est grandement améliorée grâce aux libéralisations de 1967, 1987 et 1996.

Avec la libéralisation des tarifs, les taux marchandises ont diminué de 33 % en moyenne entre 1988 et 2013 (Figure 1). Au cours de la même période, la productivité du travail a augmenté rapidement, ce qui reflète la capacité des chemins de fer d'exploiter leurs actifs plus efficacement à la faveur d'un cadre réglementaire modernisé. L'industrie a également amélioré son efficacité énergétique de 2,5 % par an entre 1996 et 2013 grâce à la modernisation des trains et à l'adoption de pratiques de gestion novatrices (Figure 2). Le ratio d'exploitation de l'industrie ferroviaire



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2.5 per cent annually between 1996 and 2013 by investing in fleet upgrades and introducing innovative management practices (Figure 2). The Canadian railway industry operating ratio – a key measure of efficiency, where a lower number is better – has been generally under 80 per cent, well below the average prior to 1996 which exceeded 90 per cent.

The railways' improved financial viability since the late 1990s has enabled and encouraged high levels of investment in Canada's freight rail system. Railways are among the most capital-intensive industries. Companies must have sufficient earnings to re-invest in infrastructure, replenish assets, serve traffic growth and promote innovation. Canada's railways have rapidly increased capital expenditures on their Canadian operations since the early 2000s, investing roughly 15 per cent of revenues annually, including \$2 billion in both 2011 and 2012.

There is a demonstrable link between how economic regulation of railways is carried out and the industry's performance. Regulatory reform in favour of commercial and market-based freedoms has proven to be the most effective approach, serving as the catalyst for a resurgent and successful rail industry.

Several measures in recent years have introduced new regulatory restrictions. While it is too early to judge their effect, history has proven how regulation can produce seriously negative results – not only for railways but also for the customers and economy they serve. In contrast, when regulation has relied primarily on commercial and market forces to direct the industry, Canada's railways and their ability to serve have thrived. ■

*Joseph F. Schulman is a Principal Consultant with CPCs in Ottawa.
jschulman@cpcs.ca*



canadienne – une mesure clé de l'efficacité, où un nombre inférieur est préférable – a été généralement sous les à 80 %, bien en deçà de la

moyenne avant 1996, qui dépassait les 90 %.

L'amélioration de la viabilité financière des chemins de fer depuis

la fin des années 1990 a permis des niveaux élevés d'investissement dans le réseau ferroviaire canadien. Les chemins de fer sont l'une des industries les plus

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intensives en capital. Les entreprises doivent avoir des revenus suffisants pour réinvestir dans les infrastructures, renouveler leurs actifs, absorber la croissance du trafic et promouvoir l'innovation. Depuis le début des années 2000, les chemins de fer canadiens ont rapidement augmenté leurs dépenses en capital, réinvestissant chaque année environ 15 % de leur chiffre d'affaires, dont 2 milliards de dollars en 2011 et 2012.

Il y a un lien démontrable entre la façon dont la réglementation économique des chemins de fer est effectuée et la performance de l'industrie. La libéralisation s'est avérée efficace pour revigorer l'industrie ferroviaire.

Plusieurs mesures ont resserré la réglementation au cours des dernières années. Bien qu'il soit trop tôt pour juger de leur effet, l'histoire démontre que la réglementation peut produire des résultats négatifs – non seulement pour les chemins de fer, mais aussi pour leurs clients et pour l'économie. En revanche, lorsque la réglementation s'appuie sur le marché, les chemins de fer du Canada prospèrent et augmentent leur capacité de servir leurs clients. ■

Joseph F. Schulman est consultant principal chez CPCS, à Ottawa.

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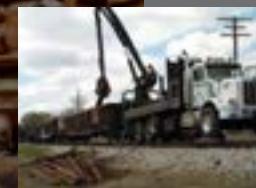
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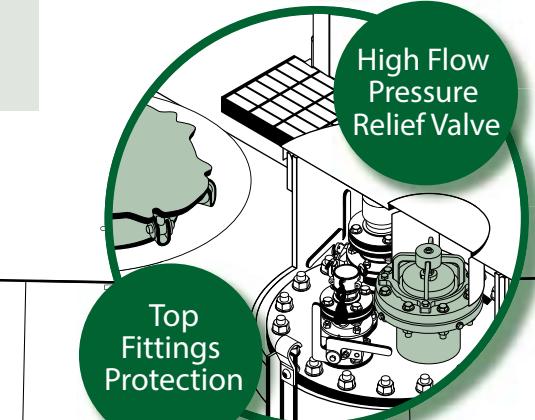
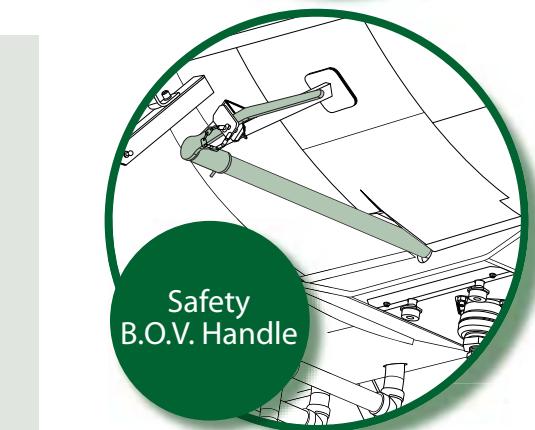
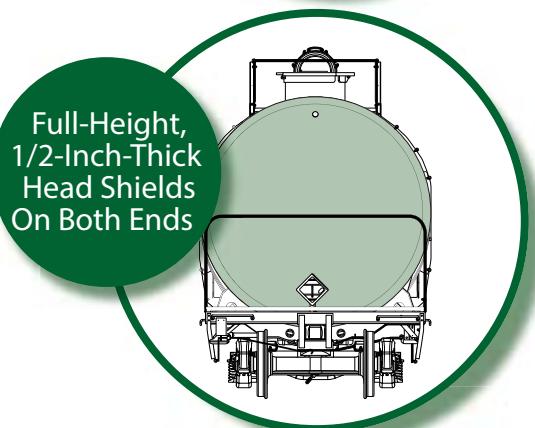
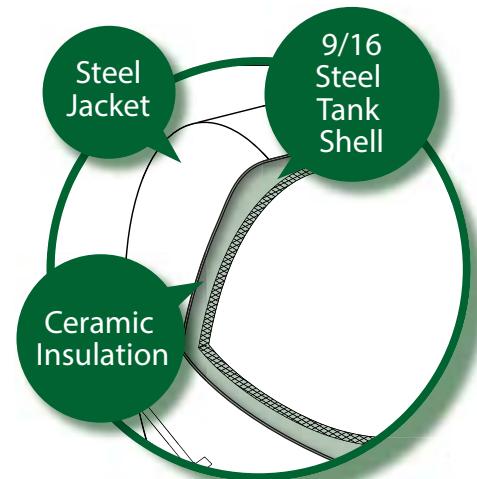
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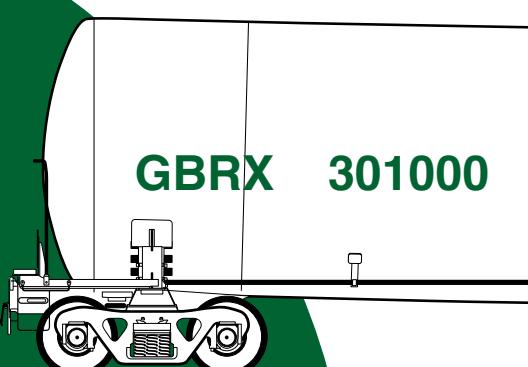


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Data Disclosure

Why collaborative data sharing between railways, their customers and other supply chain partners is a recipe for success

By Michael Gullo

International trade is essential to the health of Canada's economy. According to Statistics Canada, trade accounts for approximately 51 per cent of our national Gross Domestic Product.

For Canada to continue to compete globally and to maintain our standard of living, it is critical that supply chains are constantly improving and innovating so that Canadian goods get where they need to go, safely and efficiently.

A supply chain is an integrated, interdependent system that collectively moves a product from a supplier to customers across the country and around the world. As supply chains become more complex, sharing information with all parties of the system – industry, suppliers, shippers and customers – becomes even more critical. Making sure everyone involved knows the what, when and where of all components every step of the way allows for proper planning, so problems can be addressed or prevented. Failure to communicate this key information at any stage of the shipping process could have serious repercussions – from a



Photo: CP

delay in delivery to a potential factory shutdown.

In order to identify possible problems in the supply chain, and to highlight areas where better cooperation, operational changes and investments are needed, supply chain partners need access to relevant data and statistics. To support the performance of our supply chains – which will foster trade and keep Canada's economy strong – it is essential that transportation partners, such as Canada's railways, do their part in this information exchange.

Going above and beyond – reporting more than other modes of transportation

Canada's railways are mandated to share reliable supply chain information and data with the federal government and its agencies under both the *Statistics Act* and the *Canada Transportation Act*. But Canada's railways go beyond these rules. They share more real-time information with their partners than what is required, and they provide more data to the government than any other mode

La divulgation de données

Pourquoi l'échange de données entre les chemins de fer, leurs clients et d'autres partenaires de la chaîne d'approvisionnement est une formule gagnante

Par Michael Gullo

Le commerce international est essentiel à la santé de l'économie canadienne. Selon Statistique Canada, le commerce représente environ 51 % de notre PIB. Il est essentiel que les chaînes logistiques innovent si le Canada veut demeurer concurrentiel et maintenir son niveau de vie.

Une chaîne d'approvisionnement est un réseau intégré qui transporte un produit du fournisseur au client. Il est essentiel que toutes les composantes du système – l'industrie, les fournisseurs, les expéditeurs et les

clients – échangent des informations. Cet échange permet de planifier et d'éviter les problèmes. Un manque de communication peut avoir des répercussions graves allant d'un retard de livraison à l'arrêt complet d'une usine.

Pour mieux se concerter, les participants à la chaîne d'approvisionnement ont besoin de statistiques pertinentes. Il est essentiel que les partenaires de transport, tels que les chemins de fer du Canada, contribuent à cet échange d'informations.

Aller au-delà des exigences de déclaration

Les chemins de fer du Canada ont l'obligation d'échanger des données avec le gouvernement fédéral et ses organismes en vertu de la *Loi sur la statistique* et de la *Loi sur les transports au Canada*. Mais les chemins de fer vont au-delà de ces exigences par le partage d'informations en temps réel avec leurs clients et partenaires. En fait, ils fournissent plus de données au gouvernement que tout autre groupe de transporteurs. Ces données portent sur

of transportation. The industry provides data on traffic, volumes by commodity, and operational status of equipment, and it allows access to a geospatial database that depicts Canada's railway network. These companies also provide financial data such as revenues, expenses and inventories of rolling stock and locomotives.

This data supports informed decision making in both the public and private sectors, improves public policy debate and guides the implementation of government regulations.

Airlines, trucks, marine carriers, ports and airports are all required to report on freight movements, but none go as far as the railway industry. For example, marine operators are no longer required to provide detailed information such as freight description, tonnage, destination and origin. They are only required to share the classification of ship they operate and whether they are shipping domestically or internationally. Trucking firms merely need to classify themselves based on their operational revenue and licensing status. Air charter operators, which move the

vast majority of domestic air freight, do not report any traffic data to Statistics Canada. As a result, data on freight volumes at many Canadian airports include only a fraction of what is actually moving. On the other hand, railways regularly provide government agencies with data for all commodities they move across their network. For example, railways report an exceptional amount of data for grain, on a per-movement basis.

Working together to enhance supply chain performance

Railways don't just do their part to keep supply chains flowing efficiently by sharing information with governments and their agencies. They also exchange extensive data with other supply chain stakeholders, such as customers, ports and terminal operators, and between each other. CN and CP, Canada's two Class 1 railways, have developed many programs and initiatives to facilitate information sharing with other stakeholders. These programs give shippers and terminal operators access to data such as the location and status of



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le trafic, les volumes de marchandises et l'état de fonctionnement de l'équipement. L'industrie donne aussi accès à sa base de données géospatiales. Les chemins de fer vont jusqu'à fournir des données financières telles que les revenus, les dépenses et les stocks de matériel roulant.

Collectivement, ces données appuient la prise de décisions éclairées dans les secteurs public et privé, améliorent le débat sur les politiques publiques et guident la mise en œuvre de la réglementation.

Les compagnies aériennes, de camionnage, de transport maritime, de même que les ports et aéroports sont tous tenus de faire rapport sur les mouvements de fret, mais aucun ne va aussi loin que l'industrie ferroviaire. Par exemple, les exploitants maritimes ne sont plus obligés d'indiquer la description des marchandises, le tonnage, la destination ni l'origine.

Ils sont seulement tenus d'indiquer la classification du navire, et s'il s'agit d'un transport intérieur ou international. Les entreprises de camionnage ont simplement besoin de se classer en fonction de leurs revenus opérationnels et de leurs permis. Les compagnies d'affrètement aérien, qui transportent la majeure partie du fret aérien intérieur, ne signalent pas toutes les données de trafic à Statistique Canada. En conséquence, les données sur les volumes de fret dans de nombreux aéroports représentent seulement une fraction du volume transporté. D'un autre côté, les chemins de fer fournissent régulièrement aux organismes gouvernementaux des données sur toutes les marchandises transportées sur leurs réseaux. Par exemple, ils doivent signaler une quantité exceptionnelle de données pour le grain, pour chaque déplacement.

Travailler ensemble pour améliorer la performance de la chaîne d'approvisionnement

Les chemins de fer ne se limitent pas à échanger des informations avec les gouvernements. Ils en échangent entre eux et avec d'autres intervenants, tels que les clients, les ports et les exploitants de terminaux. Le CN et le CP, deux chemins de fer de classe 1, ont développé de nombreux programmes visant à faciliter cet échange. Les expéditeurs et exploitants de terminaux ont accès à des données telles que l'emplacement des wagons, les délais de livraison prévus et la disponibilité.

Ces initiatives d'échange de données ne profitent pas seulement aux chemins de fer et à leurs clients. Tout le monde y gagne lorsque les participants collaborent. Pour créer une chaîne d'approvisionnement efficace, tous les intervenants doivent reconnaître

rail cars, projected delivery times and car supply.

These data-sharing initiatives don't just benefit railways and their customers; everyone gains when supply chain participants work together to improve the flow of data. The key to creating a successful and productive supply chain is for all participants to recognize the value of exchanging information. It is also necessary that participants agree to voluntarily share

commercially sensitive data in order to optimize the performance of the entire supply chain. This participation involves a high degree of trust and a willingness to expose shortcomings and failures. However, this is a far better option than government-mandated data exchange or basic data disclosure. These methods are unlikely to go far enough to produce the immediate or long-term benefits that are needed to ensure Canada's economy thrives in the years to come.

Furthermore, forcing participants to share supply chain data is not conducive to the cooperative approach needed for the long-term improvement of supply chain performance.

The benefits of working together are clear. By sharing information, supply chain performance is improved, which results in reduced costs, more reliable services and increased sales and exports for everyone involved – including other shippers and stakeholders such as ports and terminal operators. To improve the flow of goods, it is essential that all stakeholders recognize the interdependence of the system and understand that the performance of one supply chain member may be significantly enhanced by another partner's investments. For example, the productivity and cost effectiveness of railways would be improved by strategic investments in port facilities that allow railways to avoid bottlenecks and interruptions in service.

Leading the way to better data disclosure in the future

Several supply chain partners, primarily shippers, are calling for more public disclosure of railway data. But if additional data disclosure is needed to optimize supply chain performance, it should be required of all supply chain parties – from producers of raw materials to shippers. By focusing only on railway data, in isolation from the other components of the supply chain, the potential for improving overall supply chain performance could be undermined by shifting attention to where data is abundant and away from the areas where there is less data reported. If there is a gap in supply chain data, the railway industry is not the culprit. Attention should instead be paid to modes of transportation that provide either minimal data or none at all, such as ports, airports, terminals and other shippers.

The railway sector is already leading by example when it comes to data disclosure. Canada's railways understand that, to improve the performance of the entire supply chain, they can't focus solely on their own performance. Instead, they must identify ways to improve the

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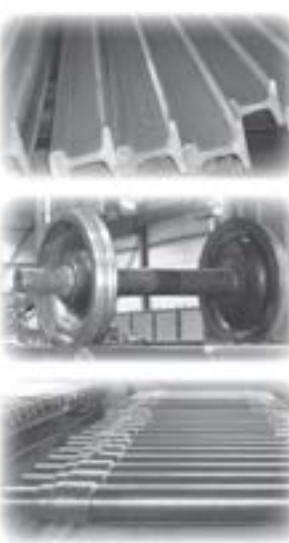
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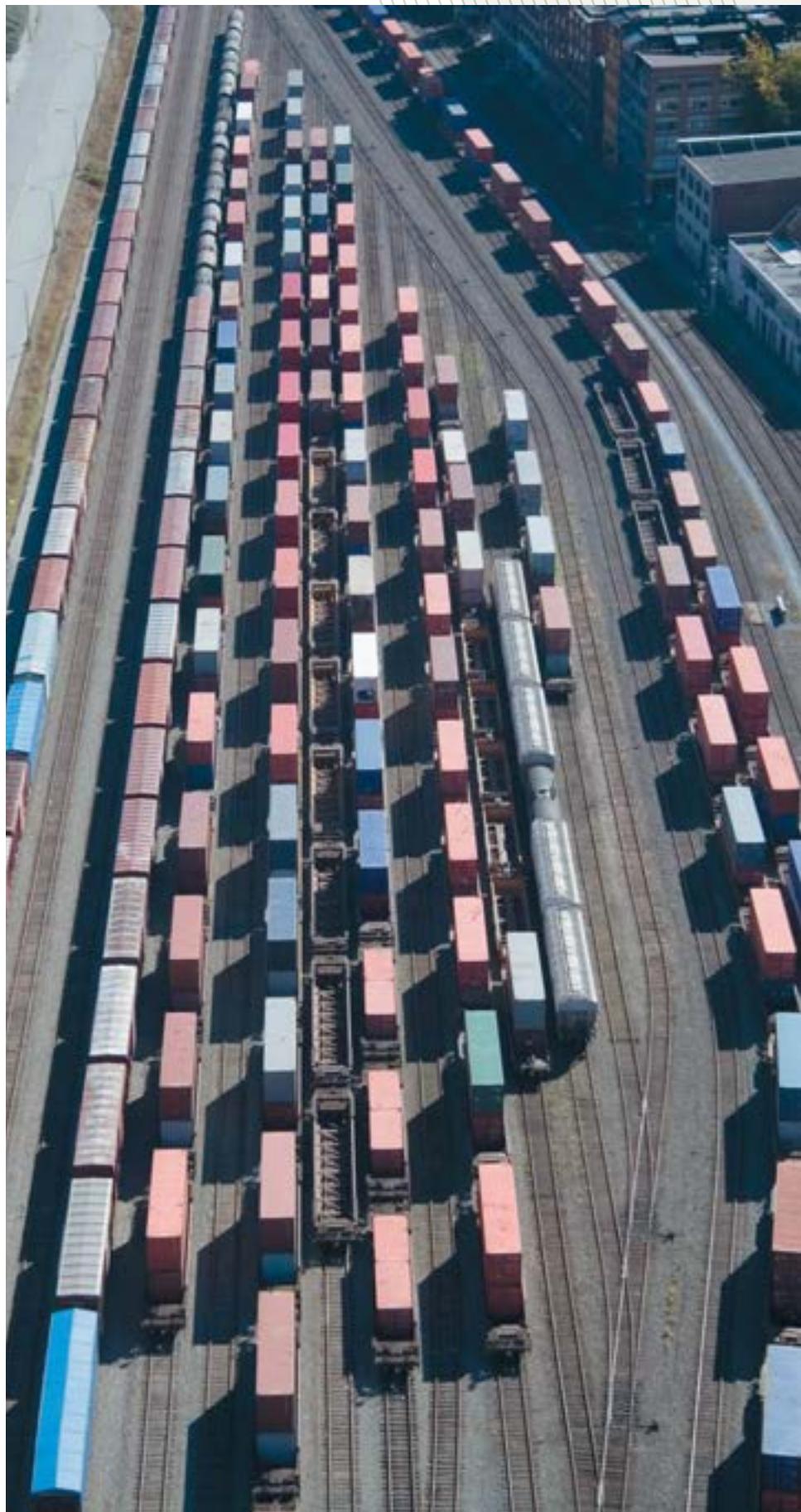


la valeur de l'échange d'informations. Il faut également que les participants conviennent de partager volontairement des données commercialement sensibles afin d'optimiser la performance de la chaîne d'approvisionnement. Cette participation implique un degré élevé de confiance et une volonté d'exposer les lacunes et les échecs. C'est toutefois une bien meilleure option que l'échange de données imposé par l'État ou la divulgation de données de base. Ces méthodes sont peu susceptibles d'aller assez loin pour produire les avantages immédiats ou à long terme qui sont nécessaires pour assurer le développement de l'économie canadienne. En outre, le fait d'obliger les participants à partager les données de la chaîne d'approvisionnement n'est pas propice à l'approche coopérative nécessaire à l'amélioration durable de la performance de la chaîne d'approvisionnement.

Les avantages de la collaboration sont clairs. La performance de la chaîne d'approvisionnement est améliorée, ce qui se traduit par une réduction des coûts, des services plus fiables et une augmentation des ventes et des exportations pour toutes les parties visées, y compris d'autres expéditeurs et les parties prenantes telles que les ports et les exploitants de terminaux. Pour améliorer la circulation des biens, il est essentiel que toutes les parties prenantes reconnaissent l'interdépendance du système et comprennent que la performance d'un maillon de la chaîne d'approvisionnement peut être considérablement améliorée par les investissements d'un autre partenaire. Par exemple, la productivité et la rentabilité des chemins de fer seraient améliorées par des investissements stratégiques dans les installations portuaires qui permettent aux chemins de fer d'éviter les goulots d'étranglement et les interruptions de service.

Ouvrir la voie à une meilleure divulgation des données à l'avenir

Plusieurs partenaires de la chaîne d'approvisionnement, principalement des expéditeurs, appellent à une plus grande divulgation publique des données des chemins de fer. Mais si la divulgation de données supplémentaire est nécessaire pour optimiser la performance de la chaîne d'approvisionnement, on devrait



performance of the other supply chain partners. Enhanced data disclosure would facilitate the smoother flow of traffic, enable the industry to get the most out of its existing network and identify where network improvements are needed. But to ensure optimal supply chain performance, all players must first buy into the idea of voluntary data disclosure.

The federal government also has a role to play in encouraging data disclosure among all stakeholders by educating parties of the benefits of supply chain optimization. It can also facilitate supply chain development through appropriate policies, tax incentives and investments. Only by creating a more transparent system can we ensure supply chains support the continued competitiveness and growth of the Canadian economy in the years to come. ■

Michael Gullo is the director of policy, economic and environmental affairs with the Railway Association of Canada.

l'exiger de toutes les parties de la chaîne d'approvisionnement – des producteurs et expéditeurs de matières premières à tous les autres maillons de la chaîne de transport. Le potentiel d'amélioration est limité si l'on se concentre uniquement sur les données des chemins de fer. On rate l'occasion de mieux comprendre la performance de la chaîne d'approvisionnement si l'on se concentre trop sur un segment où les données sont déjà abondantes et si l'on néglige les segments moins bien documentés. S'il y a une lacune dans les données, les chemins de fer ne sont pas en cause.

Le secteur ferroviaire prêche déjà par l'exemple en ce qui concerne la divulgation de données. Les chemins de fer du Canada comprennent qu'ils ne peuvent pas se concentrer uniquement sur leur propre performance. Ils doivent plutôt identifier les moyens d'améliorer la performance des autres partenaires.

Un meilleur échange de données favorise la fluidité du trafic, permet à l'industrie de tirer le meilleur parti de son réseau et identifie les améliorations nécessaires. Mais pour assurer une performance optimale de la chaîne d'approvisionnement, tous les joueurs doivent d'abord adhérer à l'idée de la divulgation volontaire.

Le gouvernement fédéral a également un rôle à jouer pour encourager la divulgation de données entre tous les acteurs. Il peut aussi faciliter le développement de la chaîne par ses politiques, ses incitatifs fiscaux et ses investissements. Ce n'est qu'en créant un système plus transparent que nous pouvons faire en sorte que les chaînes d'approvisionnement soutiennent la compétitivité et la croissance de l'économie. ■

Michael Gullo est le directeur des affaires politiques, économiques et environnementales de l'Association des chemins de fer du Canada.

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Reaching Out

During the last two years, Canada's railway industry has redoubled its emergency response training and outreach efforts

By Jamie Ives

From Maple Ridge, B.C. to Pueblo, Colo., and in communities in between, Canada's railways have redoubled their emergency response training and outreach efforts across North America.

Of the 38,000 people Canada's railways have trained in the last five years, 9,500 were trained in 2014. And with a range of events completed and planned for the remainder of 2015, this number could grow.

Below are examples of the industry's training and outreach activities.

Justice Institute of British Columbia

In June 2015, 34 emergency responders battled smoke and fire at a mock derailment in Maple Ridge as part of the Railway Association of Canada's (RAC) Railway Emergency Response course at the Justice Institute of British Columbia (JIBC).

The facility at JIBC's Maple Ridge campus allows RAC instructors to simulate real emergency response situations. Participants include trained firefighters, emergency response contractors, industry response teams and volunteer firefighters. Throughout the week-long course, they receive more than 50 hours of hands-on experience, not including time spent in the classroom.

"We give them tools and protective clothing, and then we give them a problem they have to fix," says Andy Ash, RAC's director of dangerous goods, who runs the course with the RAC Dangerous Goods Team. "As time goes by, we add additional elements to heighten the level of stress – full derailments, toxic vapours and deteriorating weather conditions."

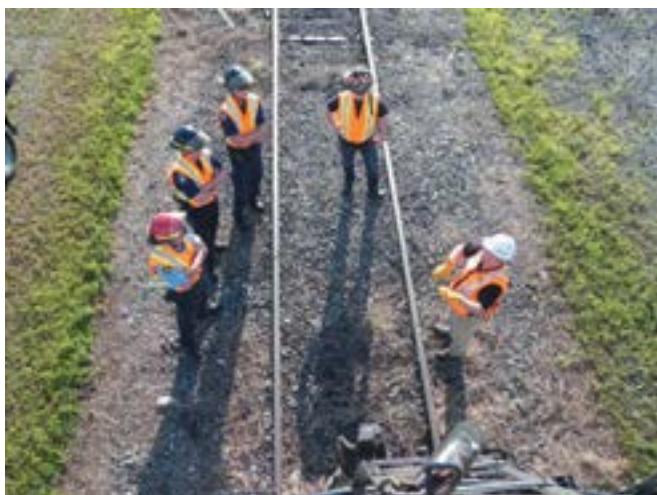
The course was the first of three sessions planned in 2015.

Security and Emergency Response Training Centre

The JIBC is the best place in Canada to receive railway emergency response training, but it's not the only place in North America where emergency personnel can hone their dangerous goods handling skills.

In 2014, Canada's railway industry sponsored more than 320 first responders to receive rail-specific dangerous goods training at the Security and Emergency Response Training Centre (SERTC) in Pueblo.

Participants spent more than half of a three-day course in field exercises, learning advanced firefighting techniques used in



Formation des intervenants

Depuis deux ans, l'industrie ferroviaire canadienne redouble ses efforts de sensibilisation et de formation en intervention d'urgence

Par Jamie Ives

Un peu partout en Amérique du Nord, de Maple Ridge en Colombie-Britannique à Pueblo au Colorado, l'industrie ferroviaire canadienne redouble ses efforts de sensibilisation et de formation en intervention d'urgence.

Sur les 38 000 personnes formées au cours des cinq dernières années, 9 500 l'ont été en 2014. Et avec une ribambelle d'événements en 2015, les chiffres pourraient être d'autant plus éloquents.

Voici quelques-unes des initiatives déployées.

Justice Institute of British Columbia

En juin, 34 intervenants ont lutté contre un incendie lors d'une simulation de déraillement à Maple Ridge, dans le cadre d'une formation de l'ACFC donnée au Justice Institute of British Columbia (JIBC).

Les installations de Maple Ridge ont permis de faire une simulation très réaliste. Parmi les participants, on comptait des pompiers, des entrepreneurs et des équipes d'intervention de l'industrie. En une semaine intensive, ils ont fait 50 heures sur le terrain, en plus des modules théoriques.

« Nous leur fournissons l'équipement et les vêtements de protection, puis nous les mettons dans le pétrin! », explique Andy Ash,

directeur des marchandises dangereuses à l'ACFC. M. Ash donne la formation avec l'équipe des MD. « Au fil des heures, on complique le scénario : déraillements complets, vapeurs toxiques, conditions météo difficiles... »

Deux autres formations sont prévues en 2015.

Security and Emergency Response Training Centre

Le JIBC est le meilleur endroit au Canada pour recevoir une telle formation, mais ce n'est pas le seul en Amérique du Nord.

En 2014, l'industrie a offert à plus de 320 premiers répondants une formation spécialisée au Security and Emergency Response Training Centre (SERTC) de Pueblo.

Pendant cette formation de trois jours, les participants ont passé plus de la moitié de leur temps sur le terrain à apprendre des techniques avancées utiles en cas d'accident ferroviaire, notamment l'application de mousses.

Ils ont également étudié les méthodes d'évaluation des sites et des dommages, les protocoles en cas de déversement et la gestion des incidents impliquant du pétrole brut.



the event of railway accidents, including how to apply firefighting foam agents.

They also learned site and damage assessment, water and spill control procedures and crude oil incident planning.

The course also demonstrated crude oil fires and boil-overs, and it concluded with a complete crude oil train derailment exercise.

TRANSCAER®

Through the Transportation Community Awareness and Emergency Response (TRANSCAER®) initiative, RAC dangerous goods specialists work with municipalities, emergency responders, and residents in communities along transportation routes to make sure they are informed about the products being moved through their area. This training provides vital information on how to respond to incidents involving dangerous goods.

In 2014, nine railways, along with members of the Chemistry Industry Association of Canada (CIAC), conducted 97 TRANSCAER® events across Canada in big cities such as Edmonton, Alta. and Saint John, N.B. and in smaller communities,

including Glidden, Sask., Gravenhurst, Ont. and Stellarton, N.S. The RAC also led two training events in the United States in Auburn, Maine and Berlin, N.H. with its member company, St. Lawrence and Atlantic Railroad.

"TRANSCAER® was originally an initiative of the Chemistry Industry Association of Canada," says Ash. "However, railways took the ball and ran with it."

Today, CIAC, RAC and their members work together to support and promote TRANSCAER®. During training sessions, instructors use modified railway equipment to simulate emergency scenarios to teach participants what to do in the event of an accident. Safety training tank cars, highway tank trucks and foam trailers are just some of the rolling stock instructors can use during these events.

"The main goals of TRANSCAER® are to create awareness, share information and teach those involved what to expect and how to keep them safe," says Ash.

"It's important to understand that dangerous goods incidents are different from most fire or emergency situations. There is an almost

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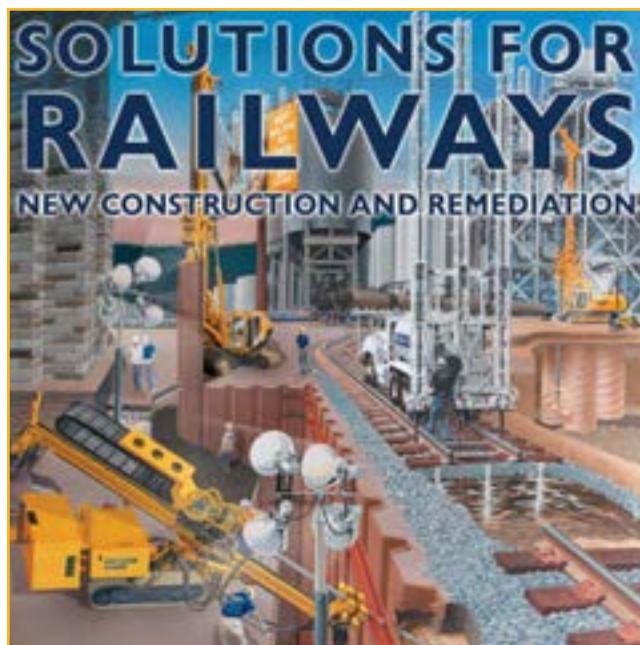
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Transportation Community Awareness and Emergency Response®

Dans le cadre du programme Transportation Community Awareness and Emergency Response (TRANSCAER®), les spécialistes des marchandises dangereuses de l'ACFC travaillent avec les municipalités, les premiers répondants et les citoyens, afin qu'ils se familiarisent avec les produits qui transittent par leur région.

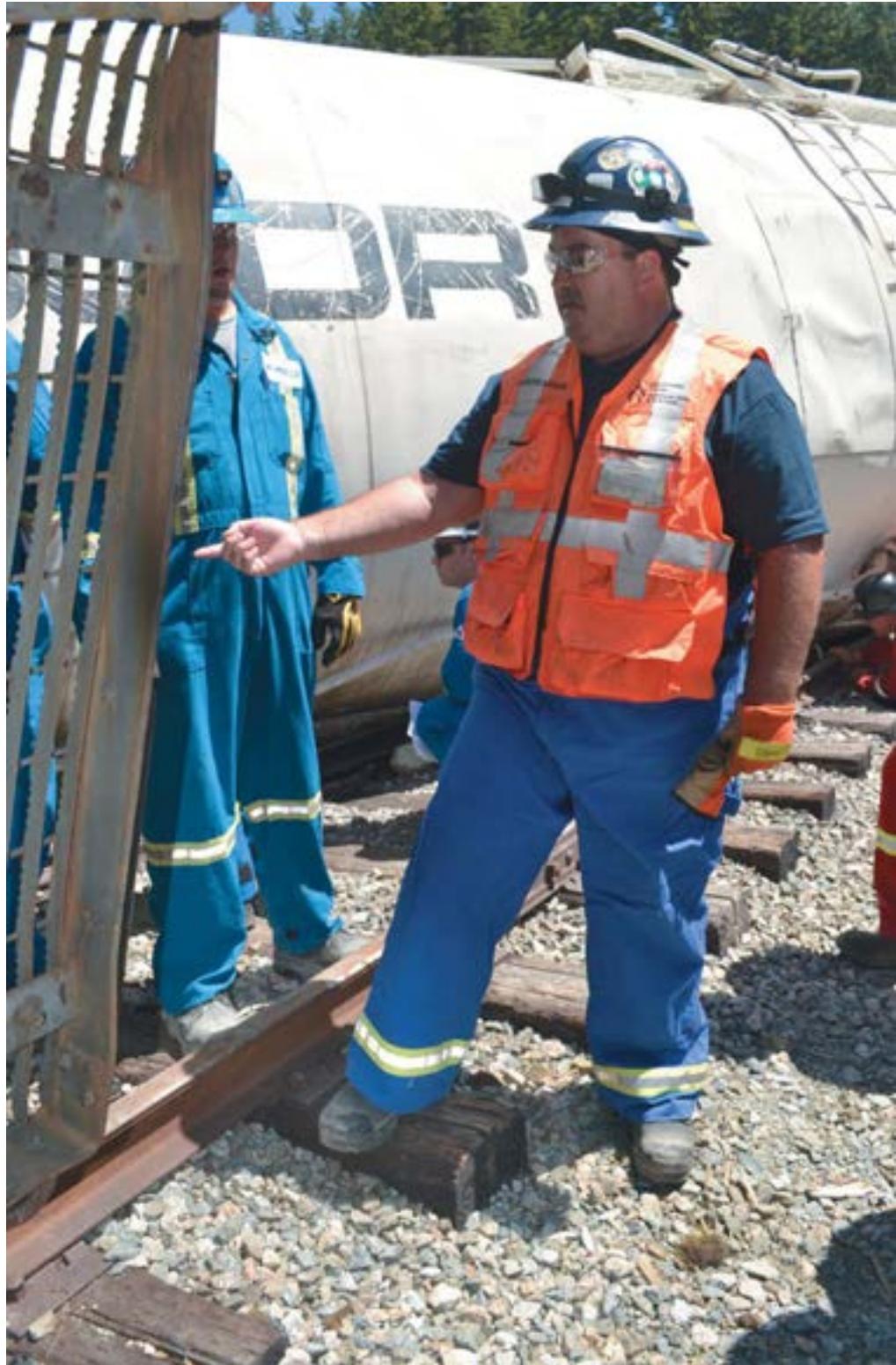
En 2014, neuf compagnies ferroviaires et des membres de l'Association canadienne de l'industrie de la chimie (ACIC) ont réalisé 97 événements liés au TRANSCAER®, tant dans des villes de la taille d'Edmonton et Saint John qu'au sein de collectivités plus petites comme Glidden en Saskatchewan, Gravenhurst en Ontario et Stellarton en Nouvelle-Écosse. L'ACFC, en collaboration avec le Chemin de fer St-Laurent et Atlantique, a aussi dirigé deux formations aux États-Unis, à Aubrun dans le Maine et à Berlin au New Hampshire.

« Le TRANSCAER a d'abord été une initiative de l'ACIC, explique M. Ash. Mais les compagnies ferroviaires s'y sont rapidement ralliées. »

Aujourd'hui, l'ACIC, l'ACFC et leurs membres collaborent pour promouvoir le TRANSCAER®. Pendant les formations, les instructeurs utilisent des équipements ferroviaires modifiés pour simuler des situations d'urgence et enseigner les protocoles. Parmi le matériel auquel ils ont accès, on compte des wagons-citernes spécialement conçus, des camions-citernes routiers et des camions dédiés au transport des mousses.

« Les principaux objectifs sont de conscientiser, de partager l'information et de faire en sorte que les intervenants savent à quoi s'attendre et comment rester en sécurité.

« Il faut comprendre que les accidents impliquant des marchandises dangereuses diffèrent de la plupart



des incendies et situations d'urgence. La réaction quasi instinctive de ceux qui arrivent sur les lieux est de vouloir éteindre les flammes ou de tenter immédiatement un sauvetage. Mais de telles actions peuvent être fatales. En fait, les intervenants doivent

d'abord évaluer les risques posés par l'accident, et s'assurer que tout mouvement sur les rails a bien été interrompu. »

L'industrie a reçu un bon coup de pouce lorsque l'ACFC a acquis un nouvel outil pour mieux diffuser son



instinctive response by those arriving at a rail site to rush forward to perform a rescue or put out the blaze. But, in a rail incident, these actions can be fatal. Railway sites are different than other sites. Responders must first determine the potential dangers caused by the derailment or accident and ensure all train movement has been stopped."

The industry's training efforts got a big boost when RAC acquired a new tool to help spread its rail safety message in 2015. In January 2015, RAC acquired from CIAC the CCPX-911, a converted rail tank car used for training. Since 1991, the tank car has served as a "classroom on wheels" to help support the TRANSCAER® initiative.

The RAC used the tank car during its first TRANSCAER® training event of 2015 in southern


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Ontario in May, and it will continue to serve the industry well for years to come, says Ash.

"This year marks TRANSCAER®'s 30th anniversary in Canada," says Kara Edwards, Transportation Safety and Security Manager with CIAC, "and everyone involved is very proud of where the program is today."

"It's an exciting time," says Edwards, "and as TRANSCAER® continues its journey, everyone involved remains committed to working with communities, emergency responders and the public to ensure the safe transport of dangerous goods." ■

message. En janvier 2015, l'ACFC a en effet acheté à l'ACIC le CCPX-911, un wagon-citerne converti à des fins de formation. Depuis 1991, il sert de « salle de classe sur roues » pour soutenir l'initiative du TRANSCAER®.

L'ACFC a utilisé le wagon pendant la première formation au TRANSCAER® en mai 2015 dans le sud de l'Ontario. M. Ash est d'ailleurs d'avis que ce bon vieux CCPX-911 continuera de servir l'industrie pendant des années.

« C'est le 30^e anniversaire du TRANSCAER au Canada », s'enthousiasme Kara Edwards, directrice de la sécurité des transports à l'ACIC. « Tout le monde est très fier de la façon dont le programme a évolué.

« C'est passionnant! Le TRANSCAER poursuit son périple et toutes les personnes visées continuent de travailler étroitement avec les municipalités, les citoyens et les intervenants pour veiller à ce que les marchandises dangereuses soient transportées en toute sécurité. » ■



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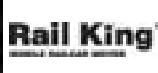
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Open and Transparent

Canada's railways are sharing more information about the goods they're carrying than ever before

By Jamie Ives

Railways have always shared expanded information with municipalities about the dangerous goods travelling through their communities. Now, that information is available in the palms of emergency responders' hands.

In May, the Association of American Railroads (AAR) and its members, including CN and CP, launched AskRail, a mobile app aimed at providing emergency responders with real-time information about a train's railcar contents. AskRail's mobile interface allows users to learn what products are contained inside railcars, locate railway emergency contact information, and view resources to support incident response.

"The app provides instant information on the contents of any railcar involved in an incident," says Jim Feeny with CN Public Affairs. "Mayors and responders are telling us that it will help responders keep their citizens – and themselves – safe."

Details on the railcars' goods have always been available from the train crew or by calling the CN or CP police services, respectively. But AskRail provides this information in real time to the people who need it most.

"The intent of the app is to put the information in the hands of the responders," says Darlene Nagy, who manages dangerous goods programs at CP. "It allows them to have immediate access to information if the train's crew is unavailable, thus allowing the quick management of an incident should it occur in communities across any railway's network."



Ouverts et transparents

Les chemins de fer canadiens échangent plus d'informations que jamais sur leurs cargaisons

Par Jamie Ives



Les chemins de fer ont toujours échangé avec les municipalités des informations sur les marchandises dangereuses. Désormais, les intervenants d'urgence ont ces renseignements dans le creux de leurs mains.

En mai, l'Association of American Railroads (AAR) et ses membres, dont le CN et le CP, ont lancé AskRail, une application mobile visant à fournir des renseignements en temps réel sur le contenu d'un wagon. L'interface mobile d'AskRail permet aux intervenants d'identifier le contenu, de trouver les contacts d'urgence et de consulter des ressources pour soutenir l'intervention en cas d'incident.

« L'application fournit des informations en temps réel sur le contenu d'un wagon accidenté », dit Jim Feeny du service des affaires publiques du CN. « Les maires et les intervenants nous disent que cette application leur permettra d'assurer la sécurité de leurs concitoyens. »

Il a toujours été possible de se renseigner sur le contenu des wagons en s'adressant à l'équipe de train, ou en appelant les services de police du CN ou du CP, respectivement. Mais AskRail fournit ces informations en temps réel aux personnes qui en ont le plus besoin.

« Le but de l'application est de mettre l'information dans les mains des intervenants », affirme Darlene Nagy, qui gère des programmes de marchandises dangereuses au CP. « Cela leur permet d'avoir un accès immédiat à l'information si l'équipe du train n'est pas disponible. »



The app helps emergency officials in more ways than one, adds Nagy.

"Emergency responders use AskRail temporarily for safety isolation, evacuation and assessment from a distance while securing the proper shipping paper," she says. "The emergency responder can also use AskRail to query the equipment ID for a specific railcar to find out its contents or to find out immediately the make-up of the entire train consist should a crew member be unavailable to do so."

For security purposes, AskRail is only available to first responders. As part of the initial roll-out, CN and CP contacted emergency response departments across Canada, explaining how the application works and inviting their workers to participate.

Brian Ladds, a hazardous materials coordinator with the Calgary Fire Department, says AskRail is complementary to the standard practice of contacting the railway company directly through their emergency response centre in the event of an incident. Still, he appreciates how quickly he's able to identify car contents using the app.

"In the event the ID numbers are not legible on a car of concern, one could look up the information of a nearby car and then proceed to identify the unknown car by knowing the relative position of the cars to each other," says

L'application aide les intervenants de bien des façons, ajoute Mme Nagy.

« Les intervenants utilisent AskRail temporairement pour l'isolement de sécurité, l'évacuation et l'évaluation à distance, dit-elle. Ils peuvent entrer le numéro de wagon et découvrir son contenu, ou trouver immédiatement le bulletin de composition si aucun membre de l'équipe n'est disponible. »

Pour des raisons de sécurité, AskRail est uniquement offert aux premiers intervenants. Dans le cadre du déploiement initial, le CN et le CP ont contacté les services d'intervention d'urgence partout au Canada, en expliquant comment l'application fonctionne et en invitant leurs employés à participer.

Selon Brian Ladds, un coordonnateur des marchandises dangereuses au Service d'incendie de Calgary, AskRail est complémentaire à la pratique courante consistant à communiquer directement avec la compagnie de chemin de fer, par l'intermédiaire de son centre d'intervention d'urgence, en cas d'incident. Il apprécie la rapidité avec laquelle il peut déterminer le contenu du wagon.

« Dans le cas où les numéros ne sont pas lisibles, on peut prendre ceux d'un autre wagon et identifier le wagon inconnu en fonction de sa position relative, ajoute M. Ladds. Cela pourrait être plus facile que par téléphone. »



Ladds. "This could be easier than trying to sort it out over the phone."

More than 1,700 North American emergency responders have registered to use the app. A French-language version is being developed and will be launched in 2015.

CN demonstrated the app during the Federation of Canadian Municipalities (FCM) annual general meeting in Edmonton in June. That's where Truro, N.S. mayor, Bill Mills, first learned about the app.

"On behalf of the Town of Truro, we appreciate the opportunity to have this valuable tool at our disposal," says Mills.

CN's main line runs through Truro, and Mills recognizes measures the company has taken to improve transparency.

"We appreciate the commitment to partnership that CN has with municipalities towards overall safety," he says. "And we thank CN for the continuing investment in our mutual concern for rail safety and emergency response."

Both Feeny and Nagy emphasize that the railway industry, working jointly with the AAR, developed this app as part of the industry's commitment to the safety of the communities across North America.

The project is the latest railway industry initiative aimed at improving transparency with communities. During the last two years, the industry has redoubled these efforts.

Plus de 1 700 intervenants nord-américains se sont inscrits pour utiliser l'application. Une version française sera lancée en 2015.

Le CN a démontré l'application à l'assemblée générale annuelle de la Fédération canadienne des municipalités (FCM), tenue en juin à Edmonton. C'est là que Bill Mills, le maire de Truro (Nouvelle-Écosse), a eu son premier contact avec l'application.

« La ville de Truro apprécie ce précieux outil », dit-il.

La ligne principale du CN traverse Truro, et le maire Mills reconnaît les mesures que la compagnie a prises pour améliorer la transparence.

« Nous apprécions l'esprit de partenariat du CN dans le domaine de la sécurité, dit-il. Et nous remercions le CN de poursuivre ses investissements dans la sécurité ferroviaire et l'intervention d'urgence. »

Jim Feeny et Darlene Nagy soulignent que l'industrie ferroviaire a développé cette application dans le cadre de son engagement envers la sécurité des communautés.

Le projet est la dernière initiative de l'industrie ferroviaire pour améliorer la transparence dans les relations avec les communautés. L'industrie a redoublé d'efforts dans ce domaine au cours des deux dernières années.

En 2014, par exemple, les chemins de fer canadiens ont tenu 125 réunions publiques avec

AskRail in action

Jim Feeny of CN Public Affairs describes a scenario in which a first responder would use the AskRail mobile app. "A fire chief responds to a reported derailment in his town. He sees a car off the rail, perhaps leaking. He wants to know what is in the car. He stops, pulls out binoculars, and reads the car number ID. He accesses AskRail, punches in the car number and, one second later, knows the contents of the car. If it is a dangerous good, he immediately accesses all the technical data he needs to respond - characteristics of the product, dangers of the product, how to approach it, what evacuation zone must be established, what protective gear his firefighters must use, etc."

For example, in 2014, Canada's railways held 125 safety-related public meetings with mayors, city managers and First Nations chiefs from coast to coast.

Additionally, the industry shared information about the goods moving through 565 communities to help first responders prepare and plan. Information provided by Class 1 railways includes a yearly aggregate of the nature and volume of dangerous goods. Shortline railways report any significant change in the volumes of dangerous goods they move. ■



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AskRail in action

"I would like to thank the North American rail carriers that developed this application because this will be another great component we can keep in the tool box. The Canadian Pacific Railway approached us last fall when the application was in the early stages of release. We were pleased to be able to load the application on a number of smartphones and tablets with key members of the Hazardous Materials Response team and the Operations section. There will be a time and place where this application will become important during the scene assessment phase of a response, and this on-scene access will greatly assist us in determining car contents in the event other sources of information are not readily available."

Brian Ladds, Hazardous Materials Coordinator
Calgary Fire Department, Hazardous Materials Section

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En outre, l'industrie a partagé des informations sur les marchandises transitant par 565 collectivités. Les informations fournies par les chemins de fer de classe 1 comprennent une compilation annuelle de la nature et du volume de marchandises dangereuses. Les chemins de fer d'intérêt local signalent tout changement important dans les volumes de marchandises dangereuses qu'ils transportent. ■

AskRail en action

« Je tiens à remercier les transporteurs ferroviaires nord-américains qui ont conçu cette application, car ce sera un excellent outil. Le Chemin de fer Canadian Pacifique nous a consultés l'automne dernier lorsque l'application venait d'être lancée. Nous avons été heureux de pouvoir charger l'application sur un certain nombre de téléphones intelligents et tablettes avec des membres clés de notre équipe d'intervention. Cette application aura un important rôle pendant la phase d'évaluation de la scène d'accident, et cet accès immédiat nous aidera grandement à déterminer le contenu des wagons. »

Brian Ladds, coordonnateur des matières dangereuses Service d'incendie de Calgary, section des matières dangereuses

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Jim Feeny, du Service des affaires publiques du CN, décrit un scénario dans lequel un premier intervenant utiliserait l'application mobile AskRail.

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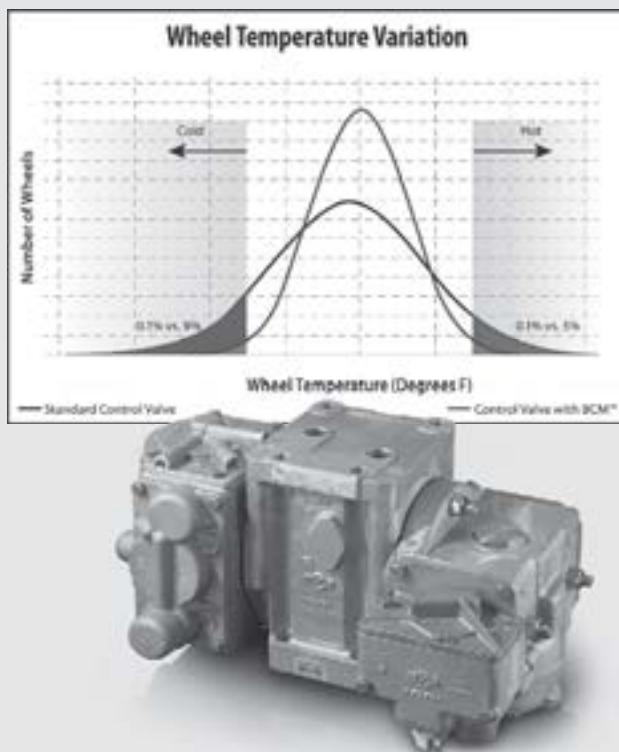


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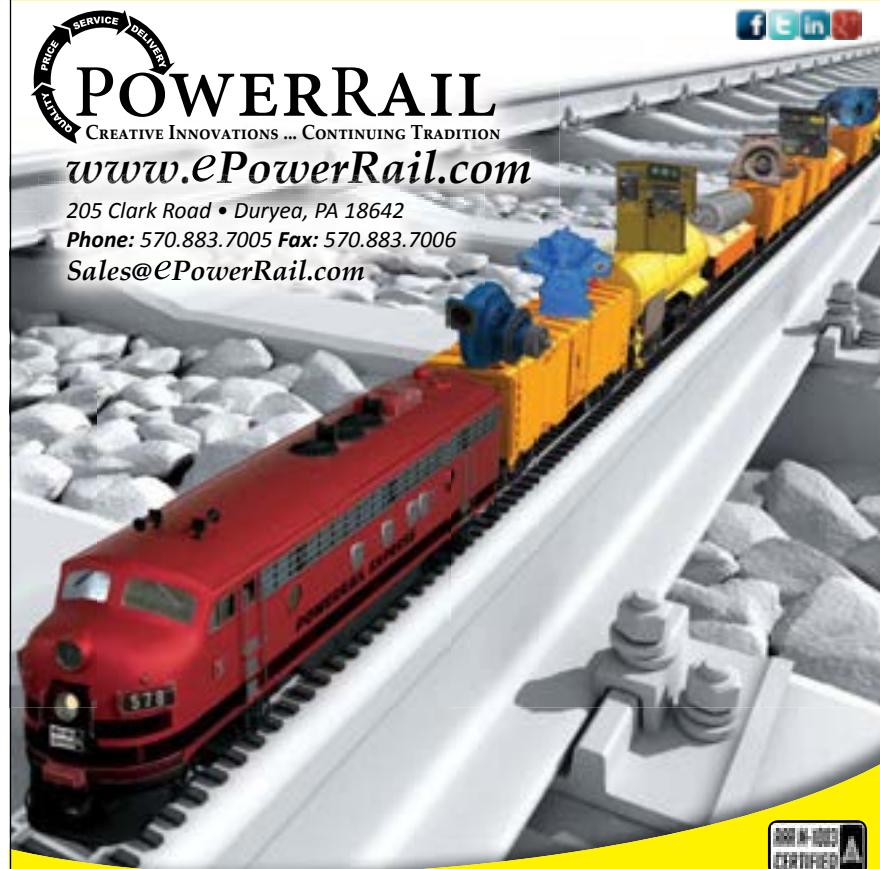
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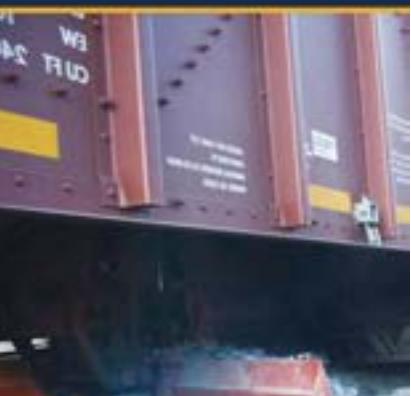
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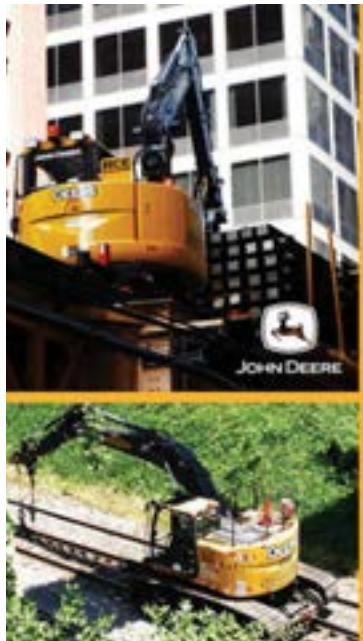


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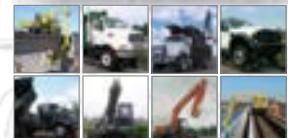
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