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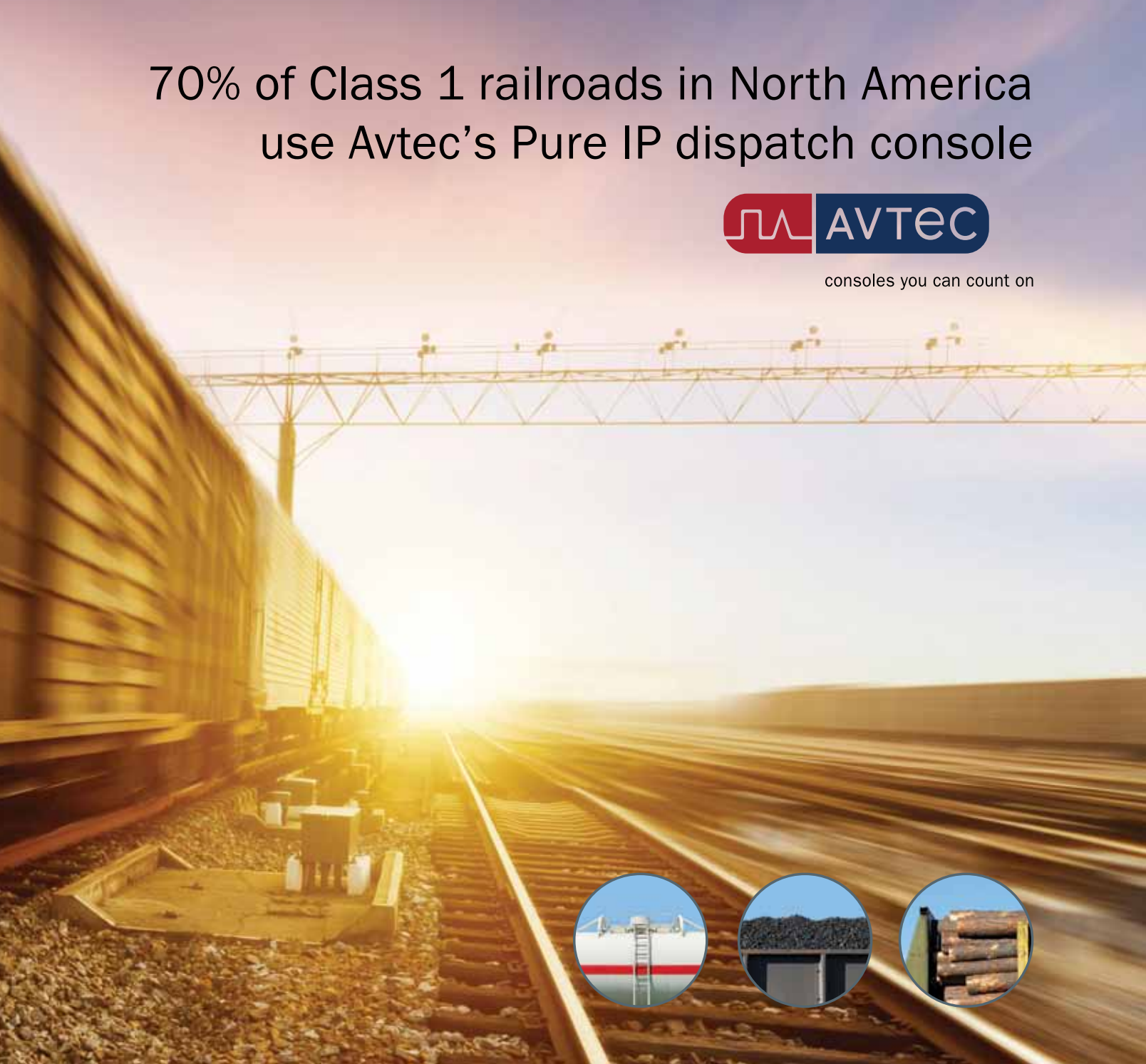


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14 Growing With Our Customers
Capacity and the future of rail infrastructure in Canada
Croître avec nos clients
Avenir et capacité de l'infrastructure ferroviaire canadienne
By/Par Malcom Cairns

24 Making the Grade
Transport Canada should have sole authority to approve new rail crossings
La note de passage
Transports Canada devrait être l'unique autorité décisionnelle sur les nouveaux passages à niveau
By/Par Mike Regimbal

34 The Little Railways that Can – with some federal help
Petit train va loin – surtout avec un coup de pouce du fédéral
By/Par Lee Jebb

40 #SeeTracksThink: Rail Safety Week 2015
#VoiesFerréesGareautrain : Semaine de la sécurité ferroviaire 2015

REGULAR FEATURES

7 President's Message
At a Crossroads: Why reducing the number of railway crossings is critical to public safety
Le message du président
À la croisée des chemins : Pourquoi la sécurité publique passe par la réduction des passages à niveau

49 Index to Advertisers



24



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By/Par Michael Bourque

At a Crossroads:

Why reducing the number of railway crossings is critical to public safety

À la croisée des chemins :

Pourquoi la sécurité publique passe par la réduction des passages à niveau

Every year, far too many people lose their lives at railway crossings in Canada. In 2014, there were 180 crossing accidents in Canada, resulting in 21 fatalities. The most troubling part about those numbers is that each incident is preventable.

In its submissions to the *Canada Transportation Act* review Secretariat, the Railway Association of Canada (RAC) addresses railway crossing safety and the risk that this issue poses to the national transportation system. We also provide recommendations that we believe would improve public-rail safety in Canada. Among them, we recommend that there is a need to develop a strategy to reduce the number of railway crossings in Canada.

In order to reach this goal, communities, railways and city planners need to develop alternatives to creating new level crossings. The RAC and its members have made some progress in getting this message across, through our joint Proximity initiative with the Federation of Canadian Municipalities. We recently saw Montreal adopt our *Guidelines for New Developments in Proximity to Railway Operations* as part its long-term development plan. Montreal was the first major urban centre to adopt the guidelines, and we're hopeful that other cities will follow suit. The Province of Ontario has also taken action to implement the guidelines. But other

Chaque année, beaucoup trop de Canadiens perdent la vie aux passages à niveau. Ils étaient 21 en 2014 sur quelque 180 accidents. Et le pire, c'est de savoir que chacun de ces incidents aurait pu être prévenu.

Dans son mémoire sur la *Loi sur les transports*, l'Association des chemins de fer du Canada (ACFC) aborde la sécurité aux passages à niveau et le risque que ce problème fait courir au système de transport national. Nous émettons également des recommandations susceptibles d'améliorer la sécurité publique. L'une d'elles consiste à formuler une stratégie visant à réduire le nombre de passages à niveau au Canada.

Afin d'atteindre cet objectif, les communautés, les chemins de fer et les urbanistes doivent trouver des solutions de rechange. L'ACFC commence à faire passer le message par son initiative de proximité avec la Fédération canadienne des municipalités. Montréal vient justement d'adopter nos *Lignes directrices pour les nouveaux aménagements à proximité des chemins de fer*. C'est le premier grand centre à le faire, et nous espérons que d'autres villes le suivront. L'Ontario a également pris des mesures pour mettre en œuvre les lignes directrices. Mais d'autres obstacles se dressent sur notre parcours.

Par exemple, les chemins de fer sont tenus par la loi d'aviser les municipalités de tout travail proposé sur leurs lignes. Mais les municipalités

barriers are preventing us from making more progress on this critical issue.

Currently, railways are required by law to notify municipalities of any proposed work on their lines or property. But municipalities and developers have no such requirement where railways are concerned. Ideally, we would like to see every province adopt the Guidelines. But if this is not possible, Canada's railways would like to see the *Railway Safety Act* amended to require developers and municipalities to consult with railway companies prior to making decisions about land use that could affect railway safety. This was one of the recommendations made by the Railway Safety Act Review Panel in its 2007 report *Stronger Ties: A Shared Commitment to Railway Safety*.

There is also the issue of private crossings. Canada's railways sometimes encounter instances where private roads that cross over rail lines are used by landowners, but there is no crossing agreement in place between the railway and the landowner. In these situations, railways advise landowners of the need for an agreement on crossing construction and maintenance. But in many cases, users are unwilling to enter into these agreements, especially when crossing upgrades are necessary.

Section 103 of the *Canada Transportation Act* deals with the situation where a railway company and a landowner disagree on the suitability or maintenance of a private crossing. However, the Act only permits the landowner to apply to the Agency for dispute resolution. There is no comparable right given to a railway company. The RAC believes that, in the interest of safety, railways should have an equal right to apply to the Agency under Section 103 of the Act.

More funding is also needed to make crossing upgrades in communities across Canada. Transport Canada's *Grade Crossings Regulations* came into effect last December, which outline a series of improvements to be made to all public and private grade crossings. These upgrades are projected to cost railways and communities tens of thousands of dollars per crossing; local and regional railways alone expect to invest close to \$85 million to meet the regulatory requirements.

Almost simultaneously, the federal government made changes to its Grade Crossing Improvement Program (GCIP), and has considerably reduced the amount that it will contribute towards grade crossing upgrades. Transport Canada used to cover 80 per cent of





et les promoteurs n'ont pas d'exigence de ce genre en ce qui concerne les chemins de fer. Idéalement, nous aimerions voir chaque province adopter les lignes directrices. Mais si ce n'est pas possible, les chemins de fer canadiens aimeraient voir la *Loi sur la sécurité ferroviaire* modifiée pour exiger que les promoteurs et les municipalités consultent les compagnies de chemin de fer avant de prendre des décisions sur l'utilisation des terres qui pourraient compromettre la sécurité. C'est l'une des recommandations formulées en 2007 par le Groupe d'examen de la Loi sur la sécurité ferroviaire dans un rapport intitulé *Renforcer les liens : un engagement partagé pour la sécurité ferroviaire*.

Il faut aussi prendre en compte les passages privés. Certaines routes privées traversant les lignes de chemin de fer sont utilisées par les propriétaires fonciers, sans qu'il y ait eu d'accord entre le chemin de fer et le propriétaire. Dans ces situations, les chemins de fer conseillent aux propriétaires de négocier un accord sur la construction et l'entretien des passages à niveau. Mais dans de nombreux cas, les utilisateurs ne sont pas disposés à conclure ces accords, en particulier lorsque des améliorations sont nécessaires.

L'article 103 de la *Loi sur les transports au Canada* traite de la situation où une société de chemin de fer et un propriétaire foncier sont en désaccord sur la pertinence ou l'entretien d'un passage à niveau privé. Cependant, la Loi permet seulement au propriétaire de demander à l'Agence d'intervenir dans la résolution des différends. Aucun droit comparable n'est accordé à une compagnie de chemin de fer. L'ACFC estime que, dans l'intérêt de la sécurité, les chemins de fer devraient avoir un droit égal de faire une demande à l'Agence en vertu de l'article 103 de la Loi.

Il faut aussi financer la modernisation des passages à niveau dans les communautés de tout le Canada. Le *Règlement sur les passages à niveau* de Transports Canada, en vigueur depuis décembre, décrit les améliorations requises. Elles devraient coûter aux chemins de fer et aux collectivités des dizaines de milliers de dollars par passage. Les chemins de fer locaux et régionaux s'attendent déjà à une facture de 85 millions.

Presque simultanément, le gouvernement fédéral a apporté des modifications à son Programme d'amélioration des passages à niveau (PAPN), et a considérablement réduit les crédits accordés pour les modernisations.

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the costs, and now it will only cover 50 per cent. Funds are also not available to provincially regulated railways, which must nevertheless comply with the regulations.

The RAC would like to see more funding allocated for grade crossing improvements, and a better funding formula applied. This is particularly urgent for shortline railways, which typically run their operations on thin margins, and lack the ability to generate or access the capital needed to make such expensive improvements.

The Honourable David Emerson and his team of advisors should consider how to reduce the number of railway crossings in Canada, and how to improve the safety of those that remain, as part of their ongoing review of the *Canada Transportation Act*. We need railways to move the Canadian economy in a safe and efficient way. Reducing the number of crossings will improve public safety and the competitiveness of Canadian businesses in this global economy. ■

Au lieu de couvrir 80 % des coûts, Transports Canada n'en couvrira plus que 50 %. Aucun crédit n'est offert aux chemins de fer sous réglementation provinciale, lesquels doivent néanmoins se conformer aux règlements.

L'ACFC aimerait voir davantage de fonds alloués à l'amélioration des passages à niveau, et une meilleure formule de financement. C'est spécialement urgent pour les CFIL qui ne réalisent que de faibles marges bénéficiaires et n'ont pas la capacité de réunir les capitaux nécessaires à de telles améliorations.

M. Emerson et ses conseillers devraient chercher à réduire le nombre de passages à niveau dans le cadre de l'examen en cours de la *Loi sur les transports au Canada*. Nous avons besoin des chemins de fer pour servir l'économie canadienne d'une manière sûre et efficace. Réduire le nombre de passages permettra d'améliorer la sécurité et la compétitivité des entreprises du pays. ■



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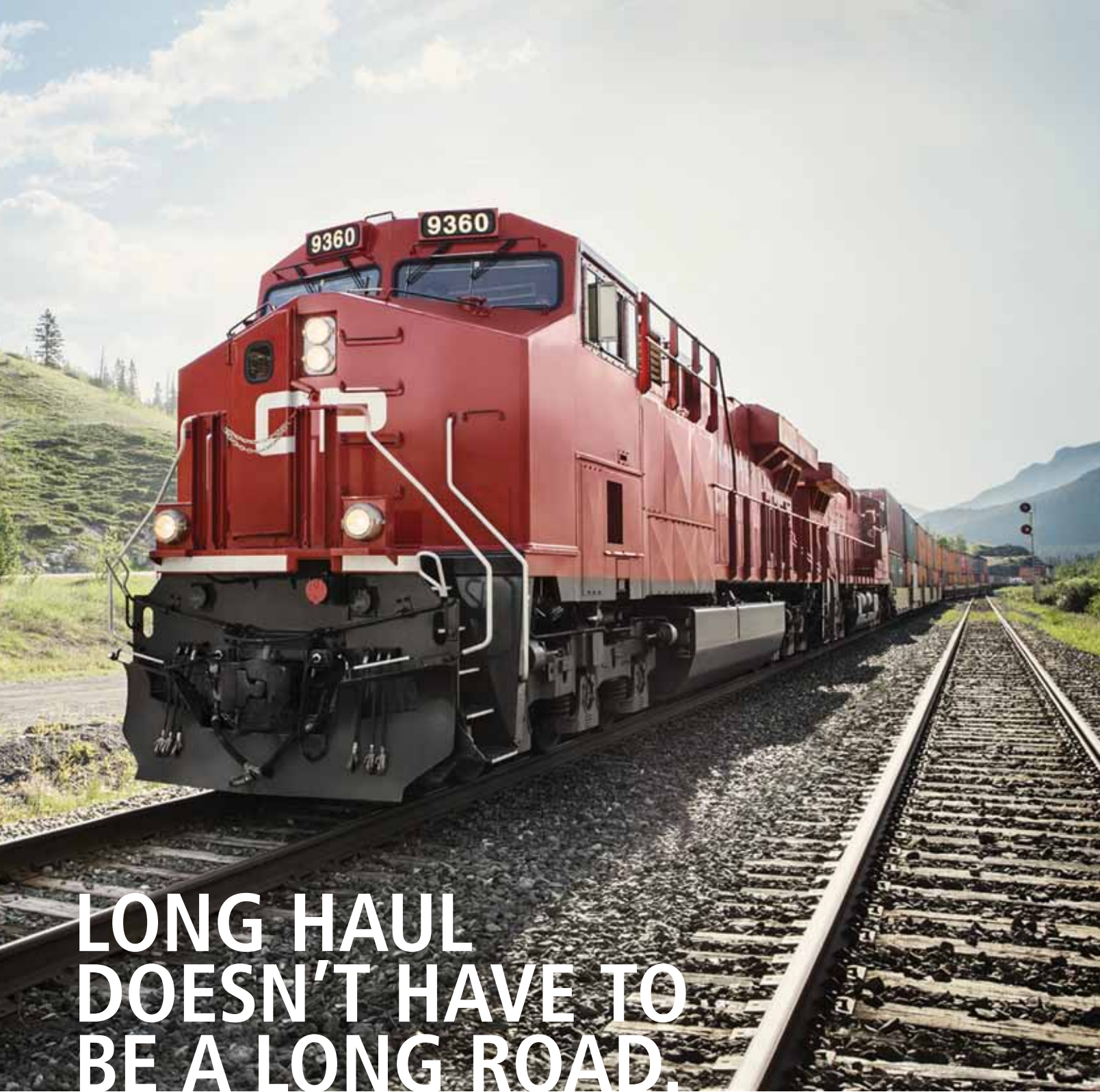
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By/Par Malcom Cairns

Growing With Our Customers

Capacity and the Future of Rail Infrastructure in Canada

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Avenir et capacité de l'infrastructure ferroviaire canadienne

In March, one year after legislation was introduced to address so-called “rail capacity challenges”, the federal government chose not to renew its requirement for Canada’s two Class I railways, CN and CP, to move minimum volumes of grain by rail. Throughout the prior year, CN and CP moved record amounts of grain to help clear transportation bottlenecks caused by one of the largest bumper crops in 100 years and the coldest winter in decades.

The experience drew attention to an increasingly common, but deeply complex, issue: rail capacity in Canada.

Freight rail capacity, like other transportation modes, can be understood at several levels. First, within the context of a given transportation market, rail capacity is the movement of a specific commodity from a particular origin to a particular destination by rail. Capacity also relates to a rail corridor, which has a specific train capacity and where several transportation markets may coexist. Rail corridor capacity can be measured, for example, by the number of trains per day in each direction. A rail network’s capacity refers to how much traffic a railway can

En mars, un an après qu’un projet de loi eût été présenté en réponse à de prétendus « problèmes de capacité ferroviaire », le fédéral a choisi de ne pas renouveler son exigence voulant que le CN et le CP transportent des quantités minimums de grain. Les deux chemins de fer ont transporté, l’an dernier, des quantités record de céréales pour désengorger les goulets d’étranglement causés par l’une des plus grandes récoltes du siècle et l’hiver le plus froid depuis des décennies.

L’expérience a attiré l’attention sur un problème de plus en plus courant, mais d’une profonde complexité : la capacité de transport ferroviaire au Canada.

La capacité ferroviaire peut être comprise à plusieurs niveaux. Tout d’abord, la capacité ferroviaire d’un marché est le transport d’un produit spécifique d’une origine particulière vers une destination précise. La capacité concerne également un corridor ferroviaire, qui a une capacité de service ferroviaire spécifique et où plusieurs marchés de transport peuvent coexister. La capacité du corridor peut être mesurée, par exemple, par le nombre de trains



move on its tracks over a given period of time, such as how much bulk traffic is moved over Canadian railway-owned track per year.

Furthermore, a railway may be only one segment in a transportation market which may involve other railways and shipping modes, including ports, terminals, trucks, and marine shippers. The performance of these other supply chain partners not only affects rail capacity, but also the overall capacity of the supply chain. Ultimately, capacity for general purposes is measured as the movement of a volume of traffic over a distance in a given period of time.

Capacity depends on a range of factors. Infrastructure capacity, for example, includes the frequency, size and speed of trains over a railway line, while equipment capacity considers the availability of rail cars and their content volume. Railway yard capacity can affect the time taken to connect or disconnect rail cars in a train consisting of a number of different car types moving to different destinations. Shipper storage facilities, as well as the time taken for shippers to load and unload cars at these facilities, are also factors that may affect overall supply chain capacity. Other variables include traffic congestion or incidents such as strikes, accidents, delays by other supply chain partners, or bad weather.

passant par jour dans chaque direction. La capacité d'un réseau ferroviaire correspond au trafic qu'un chemin de fer peut soutenir sur une période de temps donnée.

En outre, un chemin de fer peut n'être qu'un segment dans un marché de transport où se trouvent d'autres chemins de fer et modes de transport. La performance des partenaires affecte non seulement la capacité ferroviaire, mais aussi la capacité globale de la chaîne d'approvisionnement. En fin de compte, la capacité générale se mesure comme le transport d'un volume de trafic sur une certaine distance dans une période de temps donnée.

La capacité dépend d'une série de facteurs. La capacité de l'infrastructure, par exemple, comprend la fréquence, la taille et la vitesse des trains, tandis que la capacité de l'équipement mesure le volume et la disponibilité des wagons. La capacité des gares de triage peut affecter le temps nécessaire pour atteler ou dételer les wagons. Les installations de stockage de l'expéditeur, ainsi que le temps qu'il met à charger et décharger les wagons, peuvent aussi affecter la capacité globale de la chaîne d'approvisionnement. Les autres variables comprennent la congestion de la circulation ou des incidents tels que les grèves, les accidents, les retards causés par d'autres partenaires ou le mauvais temps.

WHAT HAVE RAILWAYS DONE TO MANAGE AND EXPAND CAPACITY?

Canada's Class I railways' initiatives to modernize rail service have allowed the sector to keep pace with traffic demands and prepare for future growth and expansion.

Over time, Canadian railway traffic, as measured on a revenue tonne-kilometre (RTK) basis, has grown at a faster rate than Canada's overall economy, and has significantly outpaced the country's industrial production (Figure 1). Between 2001 and 2013 Canadian rail traffic increased by an average annual rate of 2.5 per cent, while real gross domestic product and industrial production grew by rates of 2.4 and 0.26 per cent, respectively.

Investments and capital expenditures are at the heart of the railways' ability to increase capacity. Canada's Class I railways invest approximately 20 per cent of revenues back into their networks and operations. These investments, such as track and equipment upgrades, allow railways to accommodate increased traffic and grow. In addition, innovative new technologies, programs and training, enable railways to further maintain fluidity and deliver high levels of service to their customers.

Capacity has also benefitted also from co-production, which is a form of access in the railway industry that

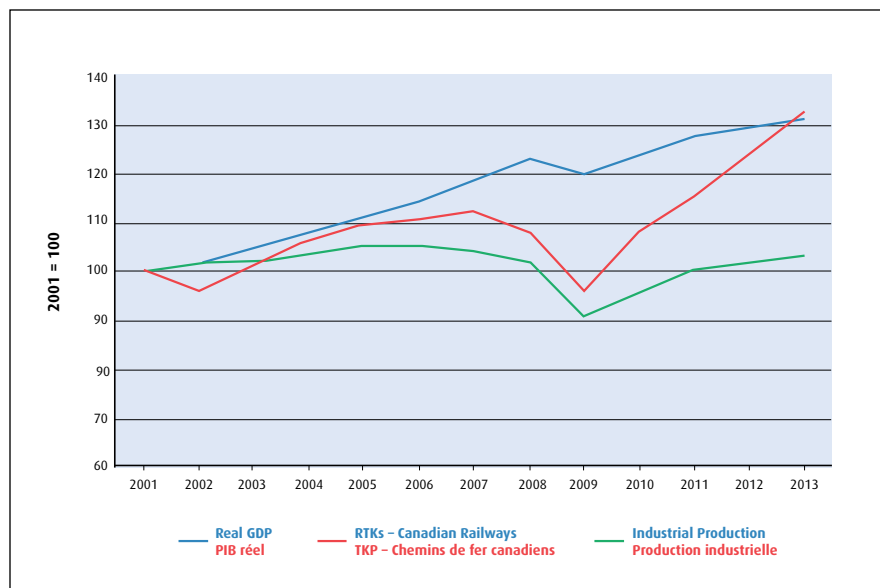


Figure 1 : RTKs vs. Real GDP and Industrial Production

Figure 1 : TKP c. PIB réel et production industrielle

covers various types of commercially-negotiated agreements between railways to improve efficiency and service without impacting labour. Co-production between CN and CP has resulted in increased line capacity, improved equipment utilization, and better efficiency through fewer train stops and alternative operations at times of accidents and or extreme weather events. An example of co-production is the railways' agreement to share their respective railway tracks to move unidirectional

traffic in the Fraser Valley Canyon in British Columbia.

Furthermore, supply chain collaboration continues to drive increases in capacity for rail and its partners on a commercial basis in line with market demands. Memorandums of Understanding between railways and ports and commercial agreements between railways and their transload/terminal providers are clear examples of supply chain collaboration.

In general terms, CN and CP have met the challenge to date in serving

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QU'ONT FAIT LES CHEMINS DE FER POUR GÉRER ET ACCROÎTRE LA CAPACITÉ?

Les initiatives des chemins de fer de classe I pour moderniser les services ferroviaires ont permis au secteur de suivre le rythme de la demande et de se préparer à la croissance future.

Au fil du temps, le trafic ferroviaire canadien, mesuré en tonnes-kilomètres payantes (TKP), a augmenté à un rythme plus rapide que l'économie et a considérablement dépassé la production industrielle du pays (Figure 1). Entre 2001 et 2013, le trafic ferroviaire a augmenté à un taux annuel moyen de 2,5 %, tandis que le produit intérieur

brut réel et la production industrielle ont augmenté de 2,4 % et 0,26 % respectivement.

Les investissements sont indispensables à l'accroissement de la capacité des chemins de fer. Les chemins de fer canadiens de classe I investissent environ 20 % de leurs revenus dans leurs réseaux et leur exploitation. Ces investissements, tels que la modernisation des voies et du matériel, permettent aux chemins de fer de soutenir la hausse du trafic. En outre, les technologies, formations et programmes innovants permettent aux chemins de fer de continuer à maintenir

la fluidité et d'offrir à leurs clients un haut niveau de service.

La capacité a également bénéficié de la coproduction, soit une forme d'accès dans l'industrie ferroviaire qui couvre divers types d'accords entre les chemins de fer pour améliorer l'efficacité et le service sans impact sur la main-d'œuvre. La coproduction entre le CN et le CP, par exemple, a abouti à une capacité accrue, à une meilleure utilisation de l'équipement et à des gains d'efficacité grâce à la réduction du nombre d'arrêts et aux plans de rechange en cas d'accident ou de phénomènes météorologiques extrêmes. Ils se sont entendus, par exemple, pour partager leurs voies ferrées afin de soutenir le trafic unidirectionnel dans le canyon de la vallée du Fraser en Colombie-Britannique.

En outre, la collaboration continue à entraîner des augmentations de capacité pour les chemins de fer et leurs partenaires. Des protocoles d'entente entre les chemins de fer et les ports et les accords commerciaux entre les chemins de fer et leurs fournisseurs de transbordement et terminaux sont des exemples clairs de collaboration de la chaîne d'approvisionnement.

En termes généraux, le CN et le CP ont relevé jusqu'à maintenant le défi de la demande. Avec la croissance



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overall demand. With future economic growth, and based on the railway industry's rising capital expenditures, there is a strong reason to believe that CN and CP will continue to provide the necessary rail capacity to grow with customers and meet future traffic volumes seamlessly.

HOW CAN THE GOVERNMENT SUPPORT CAPACITY?

History has proven that railway networks are best managed and developed through commercial frameworks that encourage investment and sustainable growth. In the short term, regulatory stability can support rail capacity by alleviating constraints and promoting the efficient movement of goods across the North American rail network.

On the other hand, poorly thought out regulatory decisions can negatively affect rail capacity. For example, legislative amendments made in the form of the *Fair Rail for Grain Farmers*

Act extended distances for regulated interswitching – the switching of traffic at regulated rates between a local railway's line and the line-haul carrier's line – to 160 kilometres from 30 kilometres in the Prairies. This extension undermines commercial pricing while

expressly favouring U.S. railways, and threatens to discourage the investment required to expand rail capacity in the future. The expanded interswitching provisions impede the efficient movement of goods by introducing more short-haul shipments.



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économique à venir et la hausse de leurs investissements, le CN et le CP continueront à fournir la capacité ferroviaire nécessaire pour croître avec les clients et assurer le transport fluide des volumes de trafic à venir.

COMMENT L'ÉTAT PEUT-IL SOUTENIR LA CAPACITÉ?

L'histoire a prouvé que les chemins de fer sont mieux gérés et développés au sein d'un cadre commercial encourageant l'investissement et la croissance durable. À court terme, la stabilité réglementaire peut soutenir la capacité ferroviaire en allégeant les contraintes et en promouvant la circulation efficace des marchandises.

En revanche, des décisions réglementaires irréflechies peuvent nuire à la capacité ferroviaire. Par exemple, des modifications au libellé de la *Loi sur le transport ferroviaire équitable envers les producteurs de grain* ont allongé de 30 à 160 km limites de l'interconnexion réglementée, entre le chemin de fer local et le transporteur longue distance. Cette extension porte atteinte à la tarification commerciale tout en favorisant les chemins de fer américains. Elle menace de décourager les investissements. L'allongement des limites d'interconnexion entrave le transport efficace des marchandises en introduisant plus de convois de courte distance.

De même, les dispositions réglementaires liées à la résolution des différends sur le bruit et les vibrations ainsi que l'ouverture et l'entretien des passages à niveau affectent également la capacité.

Collectivement, ces éléments peuvent limiter le potentiel de développement des réseaux de chemin de fer.

À long terme, l'État est bien placé pour collaborer avec les chemins de fer au renforcement de la position concurrentielle du Canada sur le marché international, comme il l'a démontré dans l'initiative de la Porte et du Corridor de l'Asie-Pacifique. Cette initiative a permis d'accroître la part des importations de conteneurs provenant d'Asie, et amélioré la fiabilité



du corridor pour les exportations canadiennes et nord-américaines. Dans ce cas, les gouvernements fédéral, britanno-colombien et municipaux, le port de Vancouver et les chemins de fer ont investi plus de 300 millions de dollars pour construire des ouvrages de franchissement et améliorer les capacités ferroviaire et portuaire. Les chemins de fer ont financé les améliorations ferroviaires, les gouvernements ont financé l'amélioration des routes et viaducs et le port a financé l'amélioration de ses installations.

L'État et le secteur des transports devront donc travailler de concert pour identifier les possibilités de faciliter le commerce et la croissance par le mouvement fluide des marchandises en Amérique du Nord et sur les marchés internationaux.

CONCLUSION

Les actifs ferroviaires du Canada sont essentiels pour servir les économies nationale et mondiale. La capacité des chemins de fer du Canada de déplacer des volumes croissants de marchandises est essentielle à la réussite de milliers d'expéditeurs canadiens.

Au fil du temps, l'industrie ferroviaire du Canada a pris les mesures nécessaires pour accroître sa capacité, y compris l'investissement dans les infrastructures et l'équipement, l'amélioration du service et le resserrement de la collaboration avec les partenaires de la chaîne

d'approvisionnement. Cette croissance, facilitée par un environnement réglementaire stable, doit continuer si l'on veut que les chemins de fer du Canada accroissent encore leur capacité.

L'État ne doit intervenir qu'en dernier recours lorsque les marchés défont. Les politiques publiques obligeant les chemins de fer à transporter des volumes minimaux sont contre-productives pour plusieurs raisons. L'ingérence de l'État fait baisser, à moyen et à long terme, les investissements des chemins de fer, ce qui fait reculer l'expansion de la capacité ferroviaire. En outre, ce type d'intervention crée un traitement préférentiel et réduit la capacité d'un chemin de fer à gérer son réseau en réponse aux besoins de sa vaste clientèle.

L'État est mieux placé pour faciliter le transport efficace grâce à des investissements ciblés dans l'infrastructure des principaux corridors, ports et terminaux, comme en témoigne le leadership qu'il a exercé à travers l'initiative de la Porte et du Corridor de l'Asie-Pacifique.

Pour l'avenir, le Canada devra faire un effort plus concerté pour comprendre et identifier des solutions pour toute la chaîne qui favoriseront le transport efficace des marchandises et protégeront le corridor de transport pour les années à venir. ■

Malcolm Cairns travaille comme expert-conseil sous le nom de « Malcolm Cairns Research and Consulting ».

Similarly, regulatory provisions related to resolving noise and vibration disputes and the opening and maintenance of railway crossings also affect rail capacity by imposing constraints on railway operations.

Collectively, these items can limit railways' potential to grow their network.

In the long term, the government is well placed to work with the rail-based supply chain to strengthen Canada's competitive position in the international marketplace, as it demonstrated through the Asia-Pacific Gateway and Corridor Initiative. This initiative provides an exceptional example of government leadership that benefited Canada's presence in the Asia-Pacific region by increasing the share of North America-bound container imports from Asia, and improved the reliability of the corridor for Canadian and North American exports. In this case, federal, B.C., and municipal governments, the Port of Metro Vancouver, and the railways, combined funding of more than \$300 million to build road-rail grade separations, road detours, and rail and port capacity improvements. This was a highly successful partnership whereby railways funded rail improvements, governments funded road improvements and overpasses, and

the port funded improved port-related facilities – all in a coordinated manner to improve the transportation systems as a whole.

With Canada's international trade agenda growing in prominence, the government and the transportation sector will need to work in concert to identify opportunities to facilitate trade and growth through the fluid movement of goods across North America and to international markets.

CONCLUSION

Canada's national rail assets are critical for serving the country's domestic and global economies. The ability of Canada's railways to move increasing volumes of goods efficiently, and in concert with supply chain partners and other railways, is vital to the success of thousands of Canadian shippers.

Over time, Canada's railway industry has taken the necessary steps to increase capacity, including investing in infrastructure and equipment, improving service, and increasing collaboration with supply chain partners. This growth, which has been enabled by a stable regulatory environment that relies on market and commercial principals, must continue for Canada's freight railways to increase capacity and meet increasing demand.

Intervention should only be a last resort when markets fail. Public policy to order railways to move minimum volumes of any given commodity is counterproductive for several reasons, namely that government meddling leads to less capital investment by the railways over the medium and longer term, which sets back rail capacity expansion. In addition, this type of intervention creates preferential treatment and minimizes a railway's ability to manage its network on behalf of its vast customer base.

Rather, the government is well placed to facilitate the efficient movement of goods in Canada through targeted infrastructure investments in the country's gateways and principal corridors and at ports and terminals, as evidenced by the leadership it demonstrated through the Asia-Pacific Gateway and Corridor Initiative.

Looking forward, Canada should make a more concerted effort to understand and identify supply-chain solutions, rather than transportation sector-specific fixes, that promote the efficient movement of goods and protect the transportation corridor in years to come. ■

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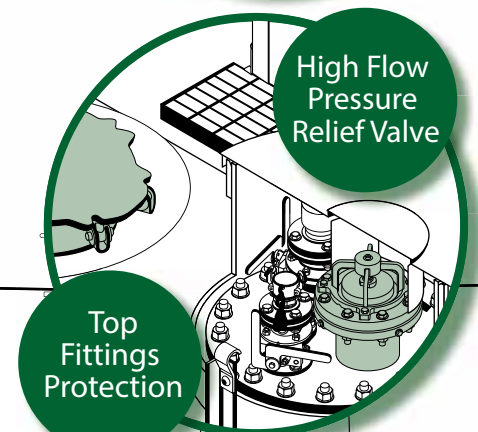
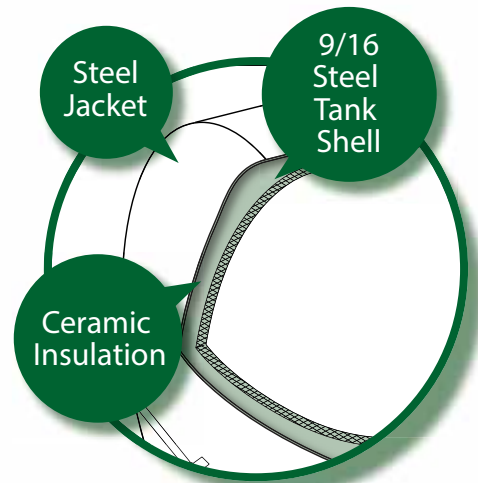
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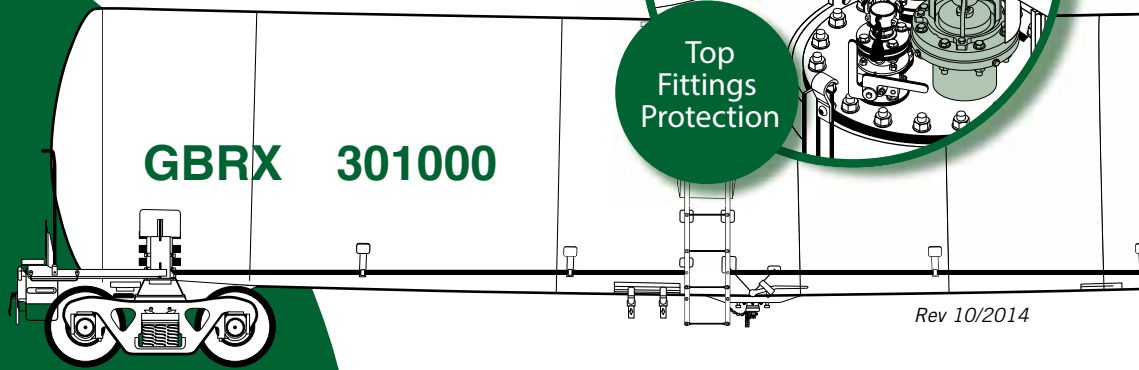
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Rev 10/2014

Making the Grade

Transport Canada should have sole authority to approve new rail crossings

By Mike Regimbal

“See Tracks, Think” is the key message of this year’s *Rail Safety Week*, a national week of activities devoted to educating the public about dangers associated with railway crossings. People should think “train”, “danger” or “death” when they see tracks. Most importantly, they should think about the impact that a lack of awareness around railway property can have on them, their family, the community and railway employees.

The Transportation Safety Board lists railway crossing safety as an issue that poses a great risk to Canada’s transportation system, and one that needs addressing immediately. Roadway-railway crossing accidents account for nearly 20 per cent of all rail accidents in Canada, and sadly, 30 per cent of these accidents result in death or serious injury. Last year, 21 souls were lost to railway crossing accidents in Canada.

Over the last 10 years, crossing safety in Canada has generally improved. Accidents have decreased thanks to railway company investments, new regulations, and joint industry-government efforts such as Operation Lifesaver, which works to educate the public about trespassing on railway property and the hazards associated with crossings.

But recently, the number of crossing incidents has not decreased. In 2014, there were 180 crossing accidents in Canada, a total similar to the previous year, and to the five-year average. This total is not surprising, due to record levels of road and rail traffic. But the trend is concerning, and will not improve unless activity at crossings declines.

The opening of new crossings has contributed to the issue. When the *Canada Transportation Act* was passed in 1996, it gave the Canadian Transportation Agency the authority to order

a railway company to build a suitable private crossing if it “considers it necessary for the owner’s enjoyment of the land.”

At the time, no one foresaw an increase in new crossings, nor did they consider the severe



La note de passage

Transports Canada devrait être l'unique autorité décisionnelle sur les nouveaux passages à niveau

Par Mike Regimbal

« **Voies ferrées? Gareautrain!** » est le principal message de la *Semaine de la sécurité ferroviaire* de cette année. Cet événement national prévoit une semaine d'activités visant à éduquer

le grand public sur les dangers liés aux passages à niveau. Les gens devraient penser « train », « danger » ou « mort » quand ils voient une voie ferrée. Point plus important, ils devraient penser

aux conséquences qu'un manque de vigilance près des installations ferroviaires peut avoir sur eux, leur famille, la collectivité et les cheminots.

Selon le Bureau de la sécurité des transports, la sécurité aux passages à niveau est un enjeu qui présente un risque considérable pour le système de transport du Canada, un enjeu dont il faut s'occuper sans attendre. Les accidents aux passages à niveau représentent près de 20 pour cent de tous les accidents ferroviaires au Canada et, malheureusement, 30 pour cent d'entre eux entraînent la mort ou des blessures graves. L'année dernière, 21 personnes ont perdu la vie dans de tels accidents au Canada.

Depuis dix ans, la sécurité des passages à niveau s'est améliorée d'une manière générale au Canada. Le nombre d'accidents diminue grâce aux investissements faits par les compagnies ferroviaires, aux nouveaux règlements et à des initiatives conjointes du secteur et du gouvernement comme Opération Gareautrain, qui vise à éduquer le grand public sur les intrusions sur la propriété des compagnies ferroviaires et les risques liés aux passages à niveau.

Le nombre d'incidents aux passages à niveau n'a toutefois pas diminué récemment. En 2014, il y a eu 180 accidents de ce genre au Canada, un nombre similaire à l'année précédente et à la moyenne quinquennale. Ce chiffre n'est pas surprenant en raison des taux record de circulation routière et ferroviaire. Cependant, la tendance est inquiétante, et elle ne va pas



impact of these crossings on public safety and railway capacity. But communities have since grown in proximity to railway lines, traffic has increased at Canada's tens of thousands of existing crossings, and additional crossings have been built to relieve traffic congestion in many municipalities.

As Canadians increasingly rely on rail, the best way to improve public safety and railway capacity is to reduce the number of crossings.

Unfortunately, the existing regulatory approach for opening and closing rail crossings in Canada is standing in the way of this goal. Under the existing regime, Transport Canada has the authority to close grade crossings, while the Canadian Transportation Agency has the authority to open new crossings, without the need to assess public safety.

This dichotomy in authority is jeopardizing public safety, and has led to some counterproductive outcomes. In one case, for example, the Agency ordered CP to open a crossing just after Transport Canada had ordered it permanently closed for safety reasons.

New crossings should only be approved as a last resort and if no alternatives exist. In the event of a new crossing opening, an existing one should be closed so that there is no net increase to the number of crossings.

While public safety should be the main motivation for closing crossings, there is also an economic argument to be made. The economy depends on Canada's railways to move 75 million people and more than \$280 billion worth of goods each year. Crossings have the effect of slowing rail traffic for people and goods. Crossing accidents negatively affect people, railway employees, communities, the environment and business. Railways need to maintain fluidity on their mainline tracks in order to deliver high levels of service to their customers. These stretches of track are like highways; when an accident occurs, the whole network gets clogged, resulting in negative economic outcomes, impacting other customers and the public.

Transport Canada should maintain its authority to close all unsafe crossings. The department regulates the overall safety of



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s'améliorer sans une diminution des activités aux passages à niveau.

L'ouverture de nouveaux passages à niveau contribue au problème. Quand la *Loi sur les transports au Canada* a été adoptée en 1996, elle a donné à l'Office des transports du Canada le pouvoir d'ordonner à une compagnie de chemin de fer de construire un passage à niveau convenable s'il juge celui-ci « nécessaire à la jouissance, par le propriétaire, de sa terre ».

À l'époque, personne ne prévoyait une augmentation du nombre de passages à niveau ni n'évaluait leurs graves conséquences pour la sécurité publique et la capacité des chemins de fer. Cependant, depuis, des collectivités se sont développées à proximité des voies ferrées, la circulation a augmenté aux dizaines de milliers de passages à niveau existants et des passages additionnels ont été construits afin de réduire la congestion routière dans de nombreuses municipalités.

Alors que les Canadiens utilisent de plus en plus le transport ferroviaire, le meilleur moyen d'améliorer la sécurité publique et la capacité ferroviaire est de réduire le nombre de passages à niveau.

Malheureusement, l'approche réglementaire existante sur l'ouverture et la fermeture des passages à niveau empêche d'atteindre cet objectif. Selon le régime actuel, Transports Canada a le pouvoir de fermer des passages à niveau, alors que l'Office des transports du Canada a le pouvoir d'ouvrir de nouveaux passages à niveau sans devoir évaluer la sécurité publique.

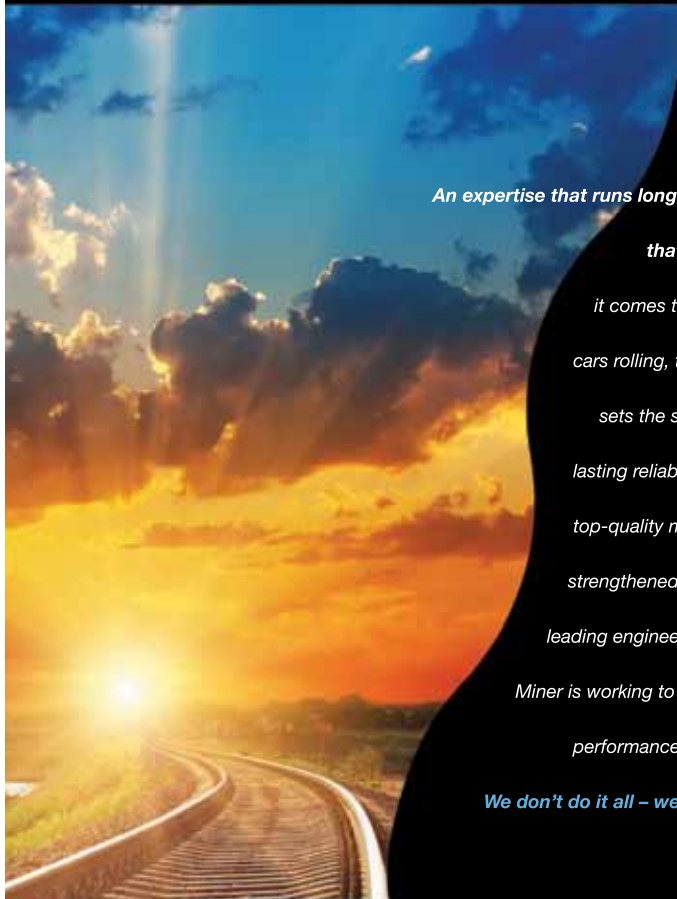
Cette dichotomie entre les pouvoirs met la sécurité publique en péril et a des résultats contre-productifs. Par exemple, l'Office a ordonné au CP d'ouvrir un passage à niveau alors que Transports Canada avait ordonné sa fermeture permanente pour des raisons de sécurité.

Les nouveaux passages à niveau devraient être autorisés en dernier recours uniquement et en l'absence de solution de remplacement. À l'ouverture d'un nouveau passage, on devrait fermer un passage existant afin d'éviter une augmentation nette du nombre de passages à niveau.

La sécurité publique devrait être la principale raison justifiant la fermeture des passages à niveau, mais il y a aussi un aspect économique. L'économie compte sur les chemins de fer canadiens pour transporter 75 millions de personnes et des marchandises d'une valeur de plus de 280 milliards de dollars, chaque année. Les passages à niveau ralentissent le transport des gens et des biens. Les accidents aux passages à niveau nuisent aux citoyens, aux cheminots, aux collectivités, à l'environnement et aux affaires. Les compagnies de chemin de fer doivent assurer une fluidité sur leurs voies principales afin d'offrir des niveaux de service élevés à leurs clients. Ces portions de voies sont comme des autoroutes : en cas d'accident, tout le réseau est bloqué, ce qui a des conséquences économiques négatives qui se

Transports Canada devrait...
suite à la page 30

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crossings in Canada, understands the associated dangers of railway crossings, and has developed regulations and grade crossing closure and upgrade programs to deal with this issue.

In addition, sole authority to open new crossings should be given to Transport Canada so that public safety is always considered in the approval process for new railway crossings.

The *Canada Transportation Act* review that's currently underway should consider how to reduce the number of rail crossings in Canada, and how to apply appropriate protections to those that remain.

Organizations like Operation Lifesaver and events like *Rail Safety Week* help to raise awareness about this issue, but these efforts get curtailed if crossings continue to open without due consideration of public safety. Operation Lifesaver's network – railway companies, labour groups, law enforcement and community volunteers – hosts more than 500 rail safety presentations and activities across Canada each year. Since 2003, the year that *Rail Safety Week* was launched, crossing accidents in Canada have been reduced by 28 per cent.

This outreach has resulted in progress. If these efforts continue, and the regulatory regime evolves, together we can improve crossing safety in Canada. ■

Mike Regimbal is National Director of Operation Lifesaver.



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suite de la page 27

répercutent sur les autres clients et le grand public.

Transports Canada devrait conserver son pouvoir d'ordonner la fermeture des passages à niveau non sécuritaires. Le ministère régleme la sécurité générale des passages à niveau au Canada, comprend les dangers liés aux passages à niveau et a élaboré des règlements et des programmes d'amélioration et de fermeture des passages à niveau pour régler les problèmes en la matière.

De plus, Transports Canada devrait être l'unique autorité décisionnelle sur les nouveaux passages à niveau de façon que la sécurité publique soit toujours prise en compte dans le processus d'approbation des nouveaux passages à niveau.

Dans le cadre de l'examen de la *Loi sur les transports au Canada* en cours, on devrait envisager des moyens de réduire le nombre de passages à niveau au Canada et d'appliquer des mesures de protection appropriées aux passages restants.

Des organisations comme Opération Gareautrain et des événements comme la *Semaine de la sécurité ferroviaire* aident à faire de la sensibilisation, mais leur efficacité est réduite si l'on continue à ouvrir des passages à niveau sans tenir compte de la sécurité publique. Chaque année, le réseau d'Opération Gareautrain – chemins de fer, groupes syndicaux, forces de l'ordre et bénévoles communautaires – organise plus de 500 présentations et activités sur la sécurité ferroviaire, partout au Canada. Depuis 2003, l'année du lancement de la *Semaine de la sécurité ferroviaire*, les accidents aux passages à niveau ont diminué de 28 pour cent.

Ces initiatives ont permis de faire des progrès. Si ces efforts se poursuivent, et si le régime réglementaire évolue, nous pourrions améliorer la sécurité des passages à niveau au Canada. ■

Mike Regimbal est le directeur national d'Opération Gareautrain.

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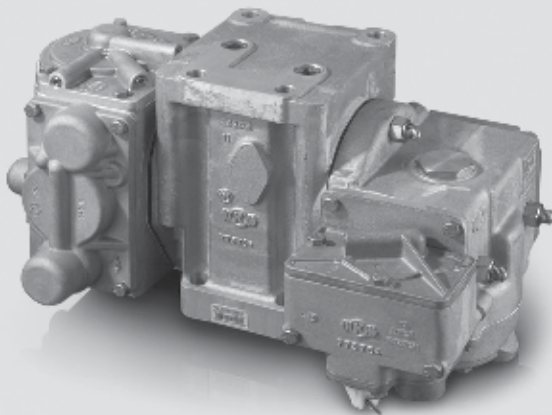
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By/Par Lee Jebb

The Little Railways that Can – with some federal help

Anyone who has read the children's book "The Little Engine that Could" has had at least a cursory introduction to shortline railroading.

As the story goes, when the Big Strong Engine and the Shiny New Engine are too busy to haul some freight a short distance over a mountain, it's the Little Engine that steps up and gets the job done, while repeating the mantra "I think I can".

Shortlines – Canada's very own Little Railways – are the hard-working but sometimes under-appreciated members of our national transportation system. Their revenues may be dwarfed by the Big Strong Engines of CN and CP, but shortlines still play an essential role in supporting our country's economy.

CN and CP depend on shortlines to move more than 135 million tonnes of freight to and from their networks each year. Twenty per cent of all rail traffic in Canada begins on shortlines, and many industries simply wouldn't exist without these railways. They move bulk commodities such as minerals, metals, lumber and grain, as well as manufactured goods, and provide an essential link between sometimes remote businesses and their domestic and international markets. They also serve major industrial employers, transporting goods to ports and intermodal facilities. By competing directly with the trucking sector, shortlines reduce traffic and wear-and-tear on our highways, while curbing greenhouse gas emissions and air pollution.

But Canada's shortlines are currently facing pressures that are putting their long-term sustainability – and the health of the businesses that they serve – at risk. No amount of "I think I cans" will be enough to get them over the proverbial mountain.



Shortline railways typically run their operations on thin margins; it's not uncommon for their expenses to use up 90 per cent of their revenues. As a result, they're hard pressed to generate or access the capital they need to improve their networks and expand their capacity.

The costs of operating a shortline railway are also increasing. Regulatory measures

Petit train va loin – surtout avec un coup de pouce du fédéral



Quiconque a lu le conte pour enfants « La petite locomotive » [ou sa version originale *The Little Engine that Could*] a déjà une petite idée des services rendus par les chemins de fer d'intérêt local, ou CFIL.

Voyant que la Grosse et la Vieille locomotive refusent de remorquer les wagons jusqu'à l'autre versant de la montagne, la Petite locomotive se porte à la rescousse en se

répétant bravement la devise « je crois que je peux ».

Ainsi les CFIL sont-ils des membres vaillants, mais parfois mal appréciés du réseau de transport canadien. Leurs revenus n'ont rien de comparable à ceux du CN et du CP, mais ces chemins de fer de proximité jouent encore un rôle essentiel dans l'économie nationale.



introduced in the last 18 months have set new minimum liability coverage requirements that will substantially raise some shortlines' insurance premiums, and revised Railway Safety Management System Regulations may require some companies to hire additional staff. In addition, improvements mandated by new federal Grade Crossings Regulations will cost railways tens of thousands of dollars to upgrade each crossing on their lines.

Shortlines can't simply pass these costs on to their customers. In most cases, they have existing rate agreements with Class 1 partners, so that isn't even an option. But rate increases

would also make their services less competitive, or even prohibitive, for their customers.

So what's a cash-strapped shortline to do?

In the U.S., shortlines have access to many funding and financing initiatives: grants, low-cost lending programs and tax-credits. These programs help shortlines to make the business case for infrastructure investments, allowing them to accommodate heavier traffic and move products more efficiently.

But historically, there have been very few government funding programs available to shortline railways in Canada. Shortlines were eligible for the Building Canada Fund, but



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Le CN et le CP comptent sur les CFIL pour leur apporter ou redistribuer chaque année plus de 135 millions de tonnes de fret. Vingt pour cent de tous les transports ferroviaires ont pour premier segment un CFIL. Sans eux, de nombreuses industries ne pourraient tout simplement pas exister. Ils transportent des marchandises en vrac telles que les minéraux, les métaux, le bois et les céréales, ainsi que les produits manufacturés, et assurent un lien vital entre les entreprises des régions éloignées et leurs marchés nationaux et internationaux. En concurrence directe avec le secteur du camionnage, les CFIL préviennent l'engorgement et l'usure des routes tout en réduisant la pollution.

Mais les CFIL sont confrontés à des pressions qui menacent leur viabilité à long terme de même que la santé des entreprises qu'ils servent. Il ne leur suffira pas de se répéter « je crois que je peux » pour franchir la proverbiale montagne.

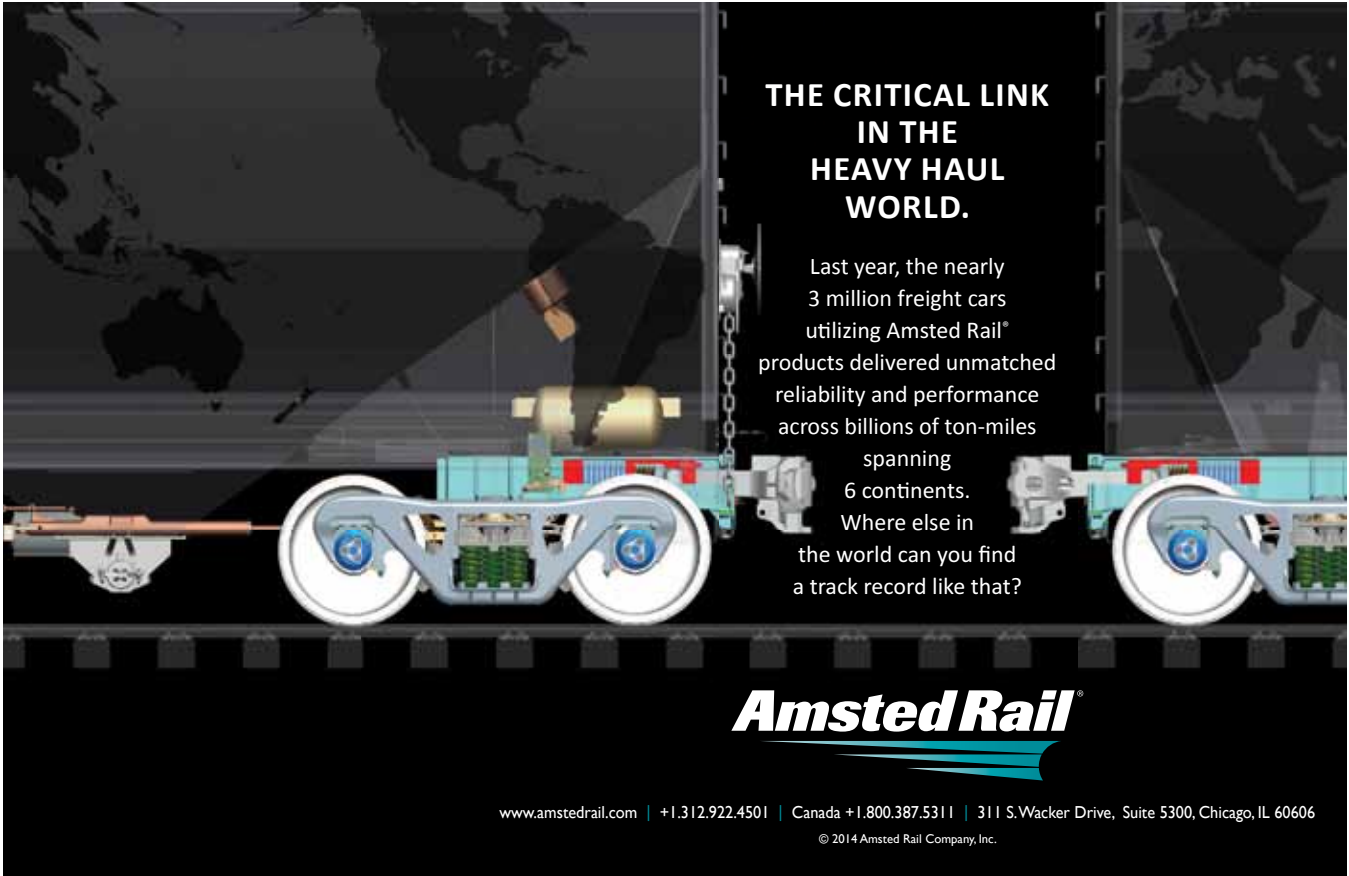
Les CFIL ne réalisent que de faibles marges. Il n'est pas rare de voir leurs charges d'exploitation dévorer 90 % du chiffre d'affaires. Ils ont donc du mal à réunir les capitaux nécessaires pour améliorer leurs réseaux et accroître leur capacité.

Les coûts d'exploitation d'un CFIL sont par ailleurs en hausse. Les changements réglementaires des 18 derniers mois vont faire augmenter sensiblement les primes d'assurance responsabilité de certains chemins de fer. Le nouveau *Règlement sur le système de gestion de la sécurité ferroviaire* pourrait aussi obliger certaines entreprises à embaucher davantage. En outre, les améliorations exigées par le nouveau *Règlement sur les passages à niveau* coûteront des dizaines de milliers de dollars.

Les CFIL ne peuvent pas simplement relier ces coûts à leurs clients. Ce n'est même pas envisageable dans la plupart des cas en raison des accords tarifaires avec les partenaires de classe I. De toute façon les hausses de taux rendraient leurs services moins concurrentiels sinon prohibitifs.

Que peut donc faire un CFIL en panne de capitaux?

Aux États-Unis, les CFIL ont accès à toutes sortes de subventions, prêts bon marché et crédits d'impôt. Ils peuvent ainsi rentabiliser les investissements voulus pour soutenir un trafic plus intense.



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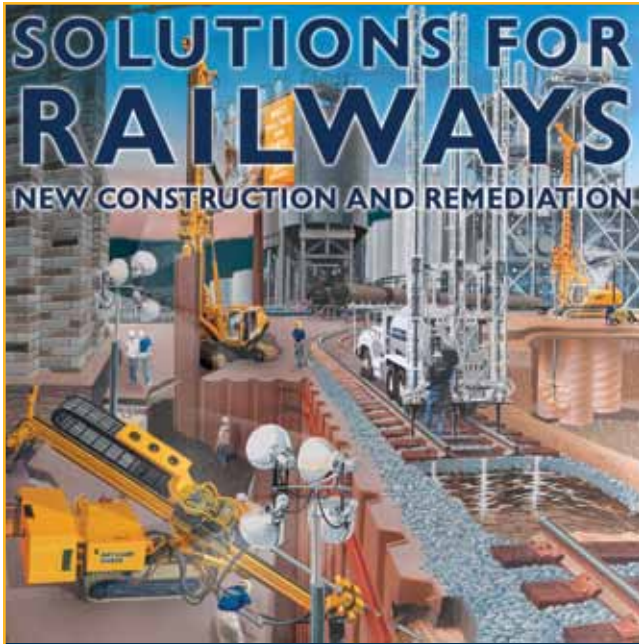
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between 2007 and 2012, only two railways received any financial support. Shortline projects are also eligible for the federal Community Improvement Fund, but municipal or provincial governments need to first select railways for infrastructure upgrades. To date, municipalities and provinces have been more inclined to seek federal funding for government-owned assets such as roads and highways.

The Railway Association of Canada, which represents some 40 Canadian shortline railways (including the three that I represent), is calling for the federal government to introduce a dedicated financial assistance plan for small railway operators, so that we can maintain and improve our infrastructure, meet new safety requirements, and expand our networks.

We are the Little Railways that Can, but we need a transportation policy designed especially for us: one that reflects the important role we play in moving Canadian products to market, and helps us to support our country's economic growth. That would truly be a storybook ending – for Canada's shortlines, and for the Canadian economy. ■

Lee Jebb is VP of Railway Operations for Cando Rail Services, which operates three shortline railways in Canada: the Central Manitoba Railway, the Orangeville Brampton Railway and the Barrie Collingwood Railway.



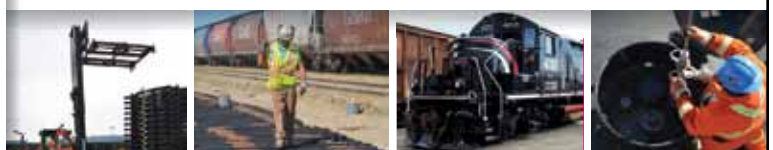
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Historiquement, les CFIL canadiens ont très peu récolté d'aides gouvernementales hormis le Fonds Chantiers Canada, qui n'a assisté au final que deux chemins de fer entre 2007 et 2012. Les projets de CFIL sont également admissibles au Fonds d'amélioration des collectivités, mais les gouvernements municipaux ou provinciaux doivent d'abord désigner les chemins de fer comme des infrastructures méritant une amélioration. À ce jour, les municipalités et les provinces ont été plus enclines à rechercher un financement fédéral pour

des infrastructures appartenant à l'État, notamment les routes.

L'Association des chemins de fer du Canada, qui regroupe une quarantaine de CFIL (y compris les trois que je représente), appelle le fédéral à mettre en place un plan d'aide financière aux CFIL afin que nous puissions maintenir et améliorer notre infrastructure, répondre aux nouvelles exigences de sécurité et prolonger nos réseaux.

Nous sommes les petits chemins de fer au cœur vaillant, mais nous avons besoin d'une politique de

transport spécialement conçue pour nous : une politique qui reflète notre important rôle dans la mise en marché des produits canadiens et dans la croissance économique de notre pays. Ce serait vraiment une fin de conte de fées – pour les CFIL du Canada comme pour l'économie canadienne. ■

Lee Jebb est vice-président des opérations de chemins de fer pour Cando Rail Services, qui exploite trois chemins de fer d'intérêt local au Canada : Central Manitoba, Orangeville-Brampton et Barrie-Collingwood.

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#SeeTracksThink:

Rail Safety Week 2015

It is a week dedicated to education, with a goal of saving lives. For 13 years, Rail Safety Week, a national week of activities devoted to informing the public about dangers associated with railway crossings, has been taking place at the end of April in communities across the country. This year, the message was simple: “See tracks? Think.”

Approximately 100 people die or suffer serious injuries on Canada’s railway tracks every year. In 2014, there were 180 accidents at rail crossings and 58 trespasser accidents. The goal of Rail Safety Week is to keep these accidents from happening.

Mike Regimbal, national director of Operation Lifesaver, the national public-rail safety awareness program behind Rail Safety Week, says that this year’s event had “an unprecedented level of support”, both in the media and in communities across Canada.

Social media played a huge role in this year’s success, he says. In recent

years, the organization has relied heavily on social media to help get its message across. This year, Operation Lifesaver published daily blog posts during the week, and it added an Instagram account to its suite of social media channels as a means to better reach its target audience: young students.

“We did an organized outreach through social media and we had activities every day,” says Regimbal. “We also had our blogs, and we had our members retweet us. I think that is where the real growth this year was, through the social media outreach. Our Twitter and Facebook activities were up significantly and there was a lot of activity through the entire week. And there is still activity going on.”

New faces get on board

Rail Safety Week has traditionally had the backing of Operation Lifesaver’s co-sponsors, the Railway Association of Canada and Transport

Canada, as well as railway companies, labour groups, law enforcement and community volunteers. This year, some new partners came on board. The Federation of Canadian Municipalities, the Insurance Bureau of Canada, the Conference Board of Canada, the RCMP, the Transportation Safety Board, and Molson Canada all threw their support behind the week. International groups, including Operational Lifesaver in the United States, the International Union of Railroads, and Australia’s TrackSAFE program, also promoted the event.

Regimbal thinks that the support of these new partners had a lot to do with the success of this year’s events, including VIA Rail’s Rail Safety Day, in Halifax. VIA Rail has hosted the public outreach program for a more than decade, but Regimbal says that this year’s turnout at the Halifax train station was unlike anything he had seen in the past.

“The numbers this year were huge,” he says. “It was overwhelming the amount of people that came out to the event. They had to turn people away at the end, it was just so packed.”

This year, Operation Lifesaver’s network – railway companies, labour groups, law enforcement and community volunteers – participated in some 600 Rail Safety Week activities across Canada. These activities included information booths, presentations in schools, mock collisions and educational blitzes where railway police forces provide information to drivers and pedestrians at crossings.



Edmonton



New Glasgow, N.S.

Photo : Cape Breton & Central Nova Scotia Railway

#VoiesFerréesGareautrain :

Semaine de la sécurité ferroviaire 2015

C'est une semaine consacrée à la sensibilisation et qui a pour objectif de sauver des vies. Depuis 13 ans, la Semaine de la sécurité ferroviaire, une semaine nationale d'activités consacrées à informer le public sur les dangers associés aux passages à niveau, a lieu à la fin d'avril dans les localités de tout le pays. Cette année, le message était simple : « Voies ferrées? Gare au train. »

Une centaine de personnes sont blessées ou tuées chaque année sur les voies ferrées du Canada. En 2014, on a recensé 180 accidents aux passages à niveau et 58 accidents impliquant des intrusions. C'est ce que tente de prévenir la Semaine de la sécurité ferroviaire.

Mike Regimbal, directeur national d'Opération Gareautrain, le programme de sensibilisation à la sécurité publique ferroviaire dont fait partie la Semaine de la sécurité ferroviaire, dit que l'événement de cette année a reçu « un niveau de soutien sans précédent », à la fois dans les médias et dans les communautés de tout le Canada.

« Les médias sociaux ont joué un rôle énorme dans notre succès cette

année », dit-il. Au cours des dernières années, l'organisation a beaucoup misé sur les médias sociaux pour faire passer son message. Cette année, pendant la Semaine de la sécurité ferroviaire, Opération Gareautrain a publié chaque jour des messages de blogue et a ajouté un compte Instagram à ses médias sociaux pour mieux atteindre son public cible : les écoliers.

« Nous avons mené une campagne de sensibilisation par le truchement des médias sociaux et nous avons tenu chaque jour des activités, poursuit M. Regimbal. Nous avons aussi publié nos blogues, et nous avons demandé à nos membres de republier nos messages sur Twitter. Je pense que c'est là, dans les médias sociaux, où nous avons connu notre vraie croissance cette année. Nos

activités sur Twitter et Facebook ont augmenté de manière significative. Elles se poursuivent toujours. »

Nouveaux visages

La Semaine de la sécurité ferroviaire a toujours eu le soutien des parrains d'Opération Gareautrain soit l'Association des chemins de fer du Canada et Transports Canada, secondés par les compagnies de chemin de fer, les

Cette année, le réseau d'OG – chemins de fer, groupes syndicaux, forces de l'ordre et bénévoles communautaires – a participé à quelque 600 événements, dont des kiosques d'information, des présentations dans des écoles, des simulations de collision et des blitz éducatifs où les services de police des chemins de fer fournissent de l'information sur les passages à niveau aux conducteurs et aux piétons.





Families came in droves to take part in "All Aboard for Safety" activities, which included Operation Lifesaver presentations, model train set displays, meet-and-greets with local emergency service representatives, and



Saint John

Photo : New Brunswick

complimentary train rides. A big turnout meant more people learning about rail safety, says Regimbal.

"Every hour, on the hour, there was a train going out and every person on the train got an abbreviated Operation Lifesaver message," he says. "About 2,000 people took these train rides. So essentially there were presentations made to 2,000 individuals. That can make a huge difference. Our purpose is the education of the Canadian public, for them to be aware of the dangers on and around railway property, and this just reinforces it."



Railway industry support on track

The outreach efforts of Canada's freight railways were once again a crucial component to the success of Rail Safety Week. Canada's Class I railways, CN and CP, participated in most of the week's 500-plus activities, including presentations in schools, mock collisions and educational blitzes where railway police forces provide information to drivers and pedestrians and crossings.

"Each year, there are too many lives that are lost due to unsafe behaviour by citizens around rail property, so it is really all about educating the public about safe behaviours around rail properties;

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Photo : CP

syndicats, les corps policiers et les bénévoles. Sont montés à bord, cette année, de nouveaux partenaires : la Fédération canadienne des municipalités, le Bureau d'assurance du Canada, le Conference Board du Canada, la GRC, le Bureau de la sécurité des transports et Molson Canada. Des organismes étrangers ont aussi fait la promotion de l'événement soit Operation Lifesaver des États-Unis, l'Union internationale des chemins de fer et le programme australien TrackSAFE.

M. Regimbal pense que le soutien de ces nouveaux partenaires a joué un rôle énorme dans le succès des événements de cette année, notamment la Journée de la sécurité ferroviaire de

VIA Rail, à Halifax. VIA Rail mène ce programme depuis plus de dix ans, mais M. Regimbal dit que le taux de participation cette année à la gare de Halifax était différent de tout ce qu'on avait vu dans le passé.

« Les chiffres de cette année étaient énormes, dit-il. Il a fallu refuser des participants à la fin tellement la gare était bondée. »

Les familles sont venues en masse pour participer aux activités qui comprenaient des présentations d'Opération Gareautrain, des expositions de trains en modèle réduit, des

rencontres avec des représentants des services d'urgence locaux et des promenades en train gratuites. Cette forte participation a permis à plus

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staying safe and staying off the tracks,” explains Steve Covey, CN’s Chief of Police and Chief Security Officer.

CN stepped up its game this year by reaching out to roughly 500 communities across the country and asking them to pass resolutions to hold Rail Safety Week events.

“We had safety blitzes at hundreds of locations across Canada where our CN police officers and other employees are going out and spreading the message in our communities,” says Covey, who is also president and chair of the board of Operation Lifesaver. “So we are really thrilled about the efforts CN has made specifically on rail safety this year.”

Like CN, CP set out to make sure that people understand the dangers associated railways.

“When people use railway property or tracks as walking paths, they are risking their lives,” says Laird Pitz, Vice-President and Chief Risk Officer at CP. “Rail safety requires vigilance 24 hours a day, seven days a week, 365 days a year. We asked everyone to consider their own safety around railroad property. The impact of an incident can have tragic consequences for all concerned, including family, friends and community.”

Taking the rail safety challenge

Rail Safety Week has always been about spreading the rail safety

message at the grassroots level.

This year, Canada’s Class I railways focused on promoting that message internally as well, encouraging their employees to take pledges about their responsibility as railroaders to be ambassadors for rail safety.

“We challenged all our CN employees, 25,000 of them, to take the safety pledge, along with their families, and to spark a conversation with five of their friends, family members or neighbours, to spread the (rail safety) message that way,” says CN’s Covey.

“Taking the safety pledge” means promising to be safe around crossings and railway lines, setting the right example

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de gens de s'informer sur la sécurité ferroviaire, dit M. Regimbal.

« Un train partait chaque heure et tous les voyageurs recevaient un message en abrégé d'Opération Gareautrain, dit-il. Près de 2000 personnes sont ainsi montées à bord. Cela peut faire une énorme différence. Nous voulons que les Canadiens soient conscients des dangers et ce genre d'activité y contribue. »

Appui de l'industrie ferroviaire

Les efforts de sensibilisation des chemins de fer du Canada étaient une fois de plus un élément crucial du succès de la Semaine de la sécurité ferroviaire. Le CN et le CP ont participé à la plupart des quelque 500 activités de la semaine, y compris des présentations dans les écoles, des simulations de collision et des blitz éducatifs animés par les forces de police des chemins de fer.

« Trop de vies sont chaque année fauchées en raison d'un comportement dangereux, alors il faut miser sur l'éducation du public », explique Steve Covey, chef de la police du CN.

Le CN a redoublé d'efforts cette année. Il a demandé à quelque 500 conseils de ville d'adopter des résolutions pour organiser des événements de la Semaine de la sécurité ferroviaire.

« Nous avons eu des campagnes éclair de sécurité à des centaines d'endroits d'un bout à l'autre du Canada », dit M. Covey, qui est également président du conseil d'Opération Gareautrain. « Nous sommes vraiment ravis des efforts que le CN a consentis cette année spécifiquement dans le domaine de la sécurité ferroviaire. »

Comme le CN, le CP s'est mis lui aussi à la tâche pour s'assurer que les gens comprennent les dangers associés aux voies ferrées.

« Les gens qui s'aventurent sur les voies risquent leur vie », explique Laird Pitz, vice-président et chef de la gestion des risques au CP. « La sécurité ferroviaire nécessite une vigilance constante. Un incident peut avoir des conséquences tragiques pour tous les intéressés. »

Relever le défi de la sécurité ferroviaire

La Semaine de la sécurité ferroviaire a toujours eu pour objet de diffuser son message au niveau local. Cette année, les chemins de fer de classe I se sont aussi attachés à promouvoir le message à l'interne pour encourager leurs

employés à devenir des ambassadeurs de la sécurité ferroviaire.

« Nous avons mis nos 25 000 employés et leurs familles au défi de s'engager et d'entamer une conversation avec cinq de leurs proches et voisins, pour répandre le message (de la sécurité ferroviaire) », poursuit M. Covey du CN.

« S'engager envers la sécurité », c'est promettre de rester prudent aux abords des passages à niveau et des voies ferrées, de donner l'exemple et de signaler les imprudences aux forces de police des chemins de fer.

M. Covey pense que les Canadiens reçoivent le message d'Opération




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for friends and family, and reporting any unsafe behaviour to railway police forces.

Covey thinks that Canadians are hearing Operation Lifesaver's message loud and clear, and that outreach efforts are improving crossing safety.

"I strongly believe that by making people aware – whether they are young children that didn't know anything about rail safety or reminding adults or teenagers about the dangers of rail – I believe they will think twice before not behaving responsibly around rail networks," says Covey. "For me promoting Rail Safety Week is just about saving lives and I am convinced we are making a difference by doing this." ■

Gareautrain et que les campagnes de sensibilisation portent leurs fruits.

« Je crois fermement qu'en sensibilisant les gens – enfants, adultes et adolescents – qui ne savaient rien sur la sécurité ferroviaire ou qui avaient besoin d'un rappel à ce propos, nous les convaincrions de réfléchir avant de commettre des imprudences, conclut M. Covey. Pour moi, promouvoir la Semaine de la sécurité ferroviaire revient à sauver des vies. » ■

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www.nyab.com
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www.qmpltd.com

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www.SCRTS.ca

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www.candoltd.com
Great Plains Rail. 29
www.greatplainsrail.com
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www.pnrrailworks.com

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www.railquip.com

CROSSTIES

Koppers Inc. 33
www.koppers.com

CUSTOMS BROKERS

Summit Customs Brokers. 54
www.summitcb.com

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www.railquip.com

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Mass Electric Construction Company 54
www.masselec.com

ELECTRONIC BELLS

Transtronic Inc. 18
www.transtronic.qc.ca

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Railquip, Inc. 36
www.railquip.com

ENGINEERS

Hatch Mott MacDonald 53
www.hatchmott.com

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www.railquip.com

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Hayward Baker Corporate Office.....38
www.haywardbaker.com

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Lat-Lon, LLC.....52
www.lat-con.com

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Kasgro Rail Car Management39
www.kasgro.com

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Hi-Rail Leasing..... Inside Back Cover
www.hirailleasing.com

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Railquip, Inc.36
www.railquip.com

INDUSTRIAL PRODUCTS

American Railcar Industries, Inc21
www.americanrailcar.com

LEASING & SERVICING

VTG Rail54
www.vtg.com

LOCOMOTIVE PARTS

Motive Equipment Inc.57
www.motiveequipment.com

LOCOMOTIVE TRAINING

Locomotive Systems Training, Inc.58
www.lst-ca.com

LOCOMOTIVES

H. Broer Equipment Sales & Service Inc.43
www.hbi.ca

NRE.....32
www.nre.com

Therm-Omega-Tech, Inc.....56
www.ThermOmegaTech.com

MAGNETIC MATERIAL HANDLING EQUIPMENT

Sieb Sales & Engineering Inc45
www.siebsales.com

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Loram Maintenance of Way Inc.28
www.loram.com

Racine Railroad Products.....44
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H. Broer Equipment Sales & Service Inc.43
www.hbi.ca
Railquip, Inc.36
www.railquip.com

OUTLET GATES

Miner Enterprises.....28
www.minerent.com

PROFILE MEASURING EQUIPMENT

Railquip, Inc.36
www.railquip.com

RAIL CARS

Vertex Rail Technologies, LLC.....6
www.vertexrail.com

RAIL CONTRACTORS

Allied Track Services.....57
www.alliedtrack.ca
Cando Rail Services Ltd.38
www.candoitd.com

RAIL JOINTS

Koppers Inc.33
www.koppers.com

RAIL PARTS

FreightCar America Inc.11
www.freightcaramerica.com
L.B. Foster Company50
www.lbfoster.com

RAIL PRODUCTS

Amsted RPS.....16, 17
www.amstedrps.com
Sumitomo Canada Limited.....49
www.sumitomocanada.com

RAIL SERVICES

Cando Rail Services Ltd.38
www.candoitd.com
RailTerm.....52
www.railterm.com

RAIL TRANSPORTATION SERVICES

CAD Railway Industries, Ltd.....30
www.cadrail.ca

RAIL, WHEEL & AXLE TESTING

NDT Technologies, Inc.55
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RAILCAR MANUFACTURING

American Railcar Industries, Inc21
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Falcon Equipment Ltd.20
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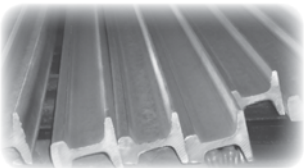
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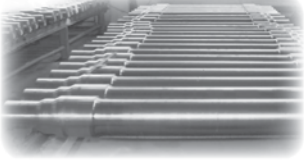
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M.F. Wirth Rail Corporation 28
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www.cpr.ca
Cando Rail Services Ltd. 38
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CN-Canadian National Outside Back Cover
www.cn.ca
Southern Railway of British Columbia 30
www.sryailink.com
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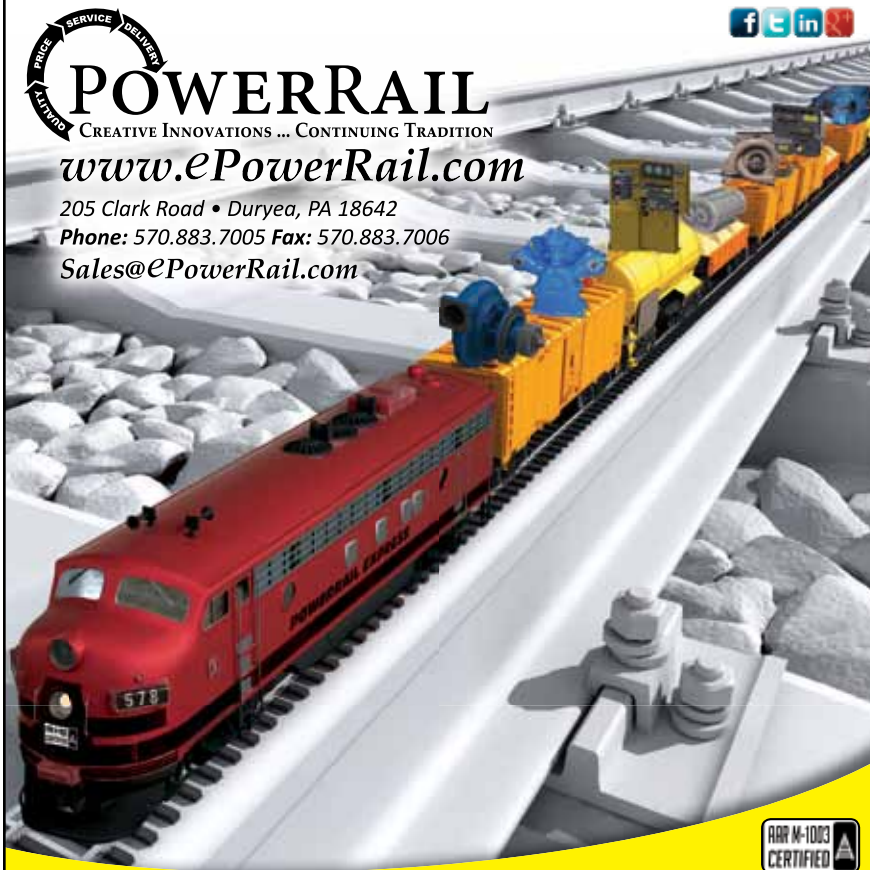
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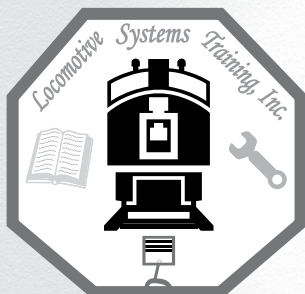


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Cando Rail Services Ltd. 38
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Hougen Canada 55
www.trak-star.com
Plasser American Corporation 22
www.plasseramerican.com

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PNR RailWorks Inc. 42
www.pnrrailworks.com
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