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Association des chemins de fer du Canada

Summer / Été 2016

interchange

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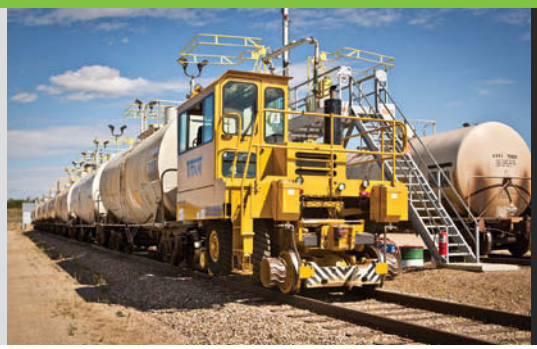

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By/Par Michael Bourque

An evidence-based approach to rail safety

Une approche de la sécurité ferroviaire fondée sur les faits

Operation Lifesaver

Canada's new Transport Minister, Marc Garneau, has stated publicly that rail safety is his top priority. The rail industry agrees wholeheartedly, and is working towards an evidence-based approach for discussion and consideration.

According to Transportation Safety Board (TSB) data, railway crossing accidents and trespassing (proximity) issues cause more than 90 per cent of rail-related deaths and serious injuries in Canada. This public safety challenge is well recognized by government agencies: the TSB has placed railway crossing safety on its 2014 Watchlist of those issues posing the greatest risk to Canada's transportation system, and Transport Canada regulates, funds and participates in a number of railway-roadway crossing initiatives.

However, despite these efforts, and those of Canada's railways and other stakeholders, these preventable deaths and injuries continue to occur. More must be done, and there is a

Le nouveau ministre des Transports du Canada, Marc Garneau, a déclaré que la sécurité ferroviaire était sa première priorité. L'industrie ferroviaire est entièrement d'accord et s'apprête à proposer une approche fondée sur les faits.

Selon les données du Bureau de la sécurité des transports (BST), les accidents aux passages à niveau et les problèmes d'intrusion (proximité) causent plus de 90 pour cent des décès et blessures graves liés au rail au pays. Ce défi est bien reconnu par les organismes gouvernementaux : le BST a inscrit les passages à niveau sur sa Liste de surveillance 2014, et Transports Canada réglemente et finance un certain nombre d'initiatives des chemins de fer dans ce domaine et y participe.

Cependant, malgré ces efforts, des décès et blessures évitables continuent de se produire. Il faut faire plus et nous avons l'occasion de le faire maintenant.

Notre nouveau gouvernement fédéral se concentre avec sagesse sur l'efficacité des portes d'entrée

window of opportunity now for impactful, Canada-wide, co-operative action.

Our new federal government is wisely focused on the efficiency of trade gateways; on partnerships with provincial, territorial, municipal and indigenous governments; and on public investment in infrastructure projects. These investments will provide connectivity, productivity and safety benefits for years to come. But if we want to address the primary cause of railway safety incidents, these objectives must be strongly supported by increased investment in railway crossing infrastructure, improvements, and closures; in proximity and trespassing prevention initiatives; and in related education programs.

Budget 2016 provides a powerful opportunity to move forward in these areas, with its infrastructure program of more than $120 billion over 10 years. A meaningful federal investment in railway crossing and proximity projects, at or near historic participation rates, could be levered by investments from other stakeholders, including railways, property developers, provinces and municipalities.

In the days ahead, Canada's railways will be making a number of recommendations.

The first and most important is that federal infrastructure funds should be designated in an ongoing program for railway improvements and closures, and for other proximity improvements. Current federal crossing-related programs should be rolled into this unified approach. The application and partnership process should be streamlined to the extent possible. Stakeholders at all levels should cooperate on priority lists, plans and tracking of successful completions. Any funding under this approach should be available to both federally and provincially regulated railways.

Second, the *Guidelines for New Development in Proximity to Railway Operations*, a joint initiative by the Federation of Canadian Municipalities and the Railway Association of Canada (RAC), should be adopted by all municipalities as absolute requirements for new development and zoning applications (as alluded to by both the *Railway Safety Act and Canada Transportation Act* reviews). While this is often considered as beyond federal jurisdiction,

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commerciales, sur les partenariats avec les gouvernements provinciaux, territoriaux, municipaux et autochtones et sur les investissements dans les infrastructures. Ces investissements rapporteront des avantages en matière de connectivité, de productivité et de sécurité. Mais si nous voulons aborder la principale cause des incidents, ces objectifs doivent être soutenus par des investissements dans les passages à niveau, des améliorations, des fermetures et des initiatives de prévention des intrusions.

Le Budget 2016 nous apporte une excellente occasion d'aller de l'avant avec son programme d'infrastructures de plus de 120 milliards $ étalés sur 10 ans. Un investissement fédéral important dans les projets de passages à niveau et de proximité pourrait être suivi par des investissements des autres parties prenantes,

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the federal government should use all of its many powers of persuasion to see this through. The current "one-off" approach is not working, and poor zoning and development decisions can undo the safety benefits of much of the investment and effort recommended above.

Third, the government should increase funding for Operation Lifesaver, Canada's public-rail safety education program co-sponsored by RAC and Transport Canada, to amplify its message and outreach to youth, both new and professional drivers and the Canadian public.

There are other details to be worked out, pointing to the need for a collaborative approach. For example, safety should be made the overriding criterion when considering opening a new crossing (as recommended by the *Railway Safety Act* Review), along with the availability of alternative crossings, and the impact of the crossing on rail-based trade corridor performance

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Dans les jours à venir, les chemins de fer du Canada feront un certain nombre de recommandations.

La plus importante veut que des fonds fédéraux d'infrastructure soient désignés dans un programme d'améliorations et de fermetures ferroviaires, et pour d'autres améliorations de proximité. Les programmes fédéraux liés aux passages à niveau doivent être intégrés dans cette approche unifiée. Le processus de demande et de partenariat devrait être simplifié dans la mesure du possible. Les parties prenantes à tous les niveaux devraient coopérer. Tout financement accordé en vertu de cette approche devrait être disponible aux chemins de fer sous réglementation fédérale et provinciale.

En second lieu, les *Lignes directrices applicables aux nouveaux aménagements à proximité des activités ferroviaires*, une initiative conjointe de la Fédération canadienne des municipalités et de l'ACFC, devraient être adoptées par toutes les municipalités (comme l'ont évoqué les examens de la *Loi sur la sécurité ferroviaire* et de la *Loi sur les transports au Canada*). Bien que cela soit souvent considéré comme au-delà de sa compétence, le gouvernement fédéral devrait utiliser ses nombreux pouvoirs de persuasion. L'approche « cas par cas » actuelle ne fonctionne pas, et les mauvaises décisions peuvent annuler les avantages d'une grande partie de l'investissement et de l'effort recommandé ci-dessus.

Troisièmement, le gouvernement devrait augmenter le financement d'Opération Gareautrain coparrainée par l'ACFC et Transports Canada.

Il y a d'autres détails à régler, qui demandent une approche de collaboration. Par exemple, la sécurité doit être le critère primordial lorsque l'on considère l'ouverture d'un nouveau passage (tel que recommandé par la *Loi sur la sécurité ferroviaire*), ainsi que la disponibilité d'autres passages, et l'impact du passage à niveau sur la performance du corridor commercial (comme le recommande l'examen de la *Loi sur les transports au Canada*).

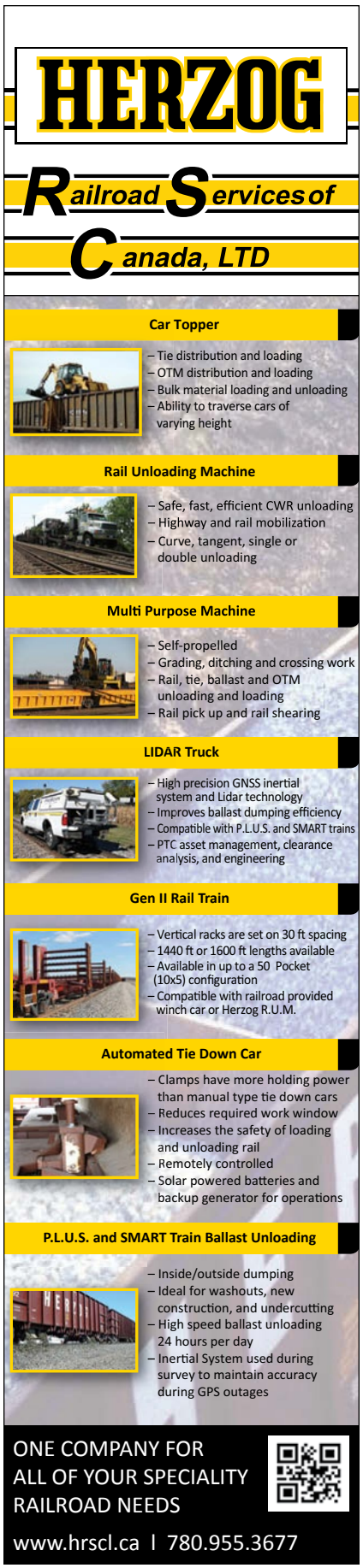
(as recommended by the *Canada Transportation Act* Review).

The new federal Grade Crossings Standards came into effect in 2014, and apply retroactively to all existing crossings, which must be upgraded over the next six years. Funding needs to be in place for smaller railways to be able to meet these new requirements.

A lot has been done to reduce deaths and serious injuries due to railway crossing and trespassing accidents – but much work remains. The federal government has issued a clarion call for rail safety improvement, for better trade corridor and community connectedness and for impactful infrastructure investment. When it comes to rail safety, government and industry priorities are aligned. Let's take an evidence-based approach that will address rail safety in communities from coast to coast.

Les nouvelles normes fédérales sur les passages à niveau sont entrées en vigueur en 2014, et elles s'appliquent rétroactivement à tous les passages existants, lesquels devront être mis à niveau au cours des six prochaines années. Le financement doit être en place pour que les petits chemins de fer soient en mesure de répondre aux nouvelles exigences.

Beaucoup a été fait pour réduire les décès et les blessures graves, mais beaucoup reste à faire. Le gouvernement fédéral a lancé un appel de clairon pour l'amélioration de la sécurité ferroviaire, pour une meilleure connexion entre les corridors de commerce et les communautés et pour des investissements d'infrastructure percutants. En ce qui concerne la sécurité ferroviaire, le gouvernement et l'industrie ont les mêmes priorités. Adoptons une approche fondée sur les faits qui assurera la sécurité ferroviaire dans les collectivités d'un océan à l'autre.



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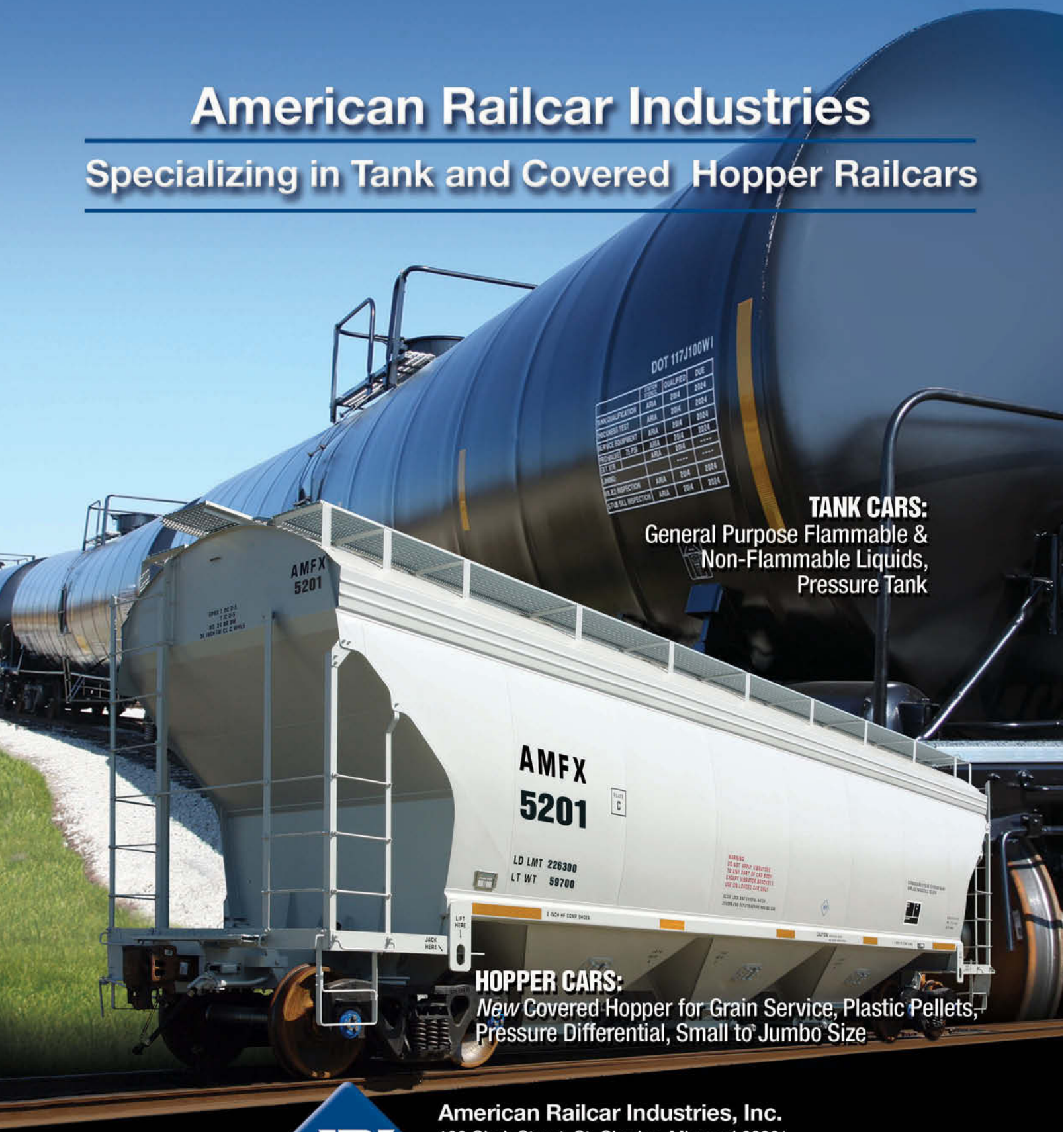

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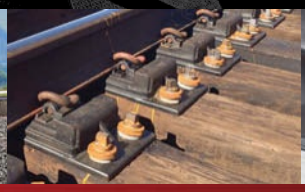
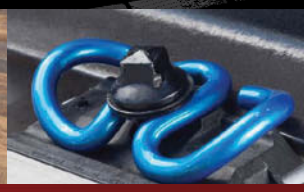

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CTA Review

Canada's railways welcome *Canada Transportation Act* Review report

By Michael Gullo

The RAC and its members are pleased that the CTA Review report recognizes the important role that railways play within global supply chains, and that rail must operate within a commercial context in order to enable trade, drive investment and ensure an efficient transportation system.

After much anticipation, Transport Minister Marc Garneau tabled the *Canada Transportation Act* (CTA) Review report in Parliament on Feb. 25, 2016. The tabling of this report brought closure to the review that was launched on June 25, 2014 and led by the Honourable David Emerson and his team of expert advisors.

This review, which was last completed in 2001, aimed to identify the priorities and potential actions that are required to ensure Canada's transportation system is well positioned to support the country's long-term economic growth. Freight transportation, including the movement of grain by rail in Canada, was a central theme of the review.

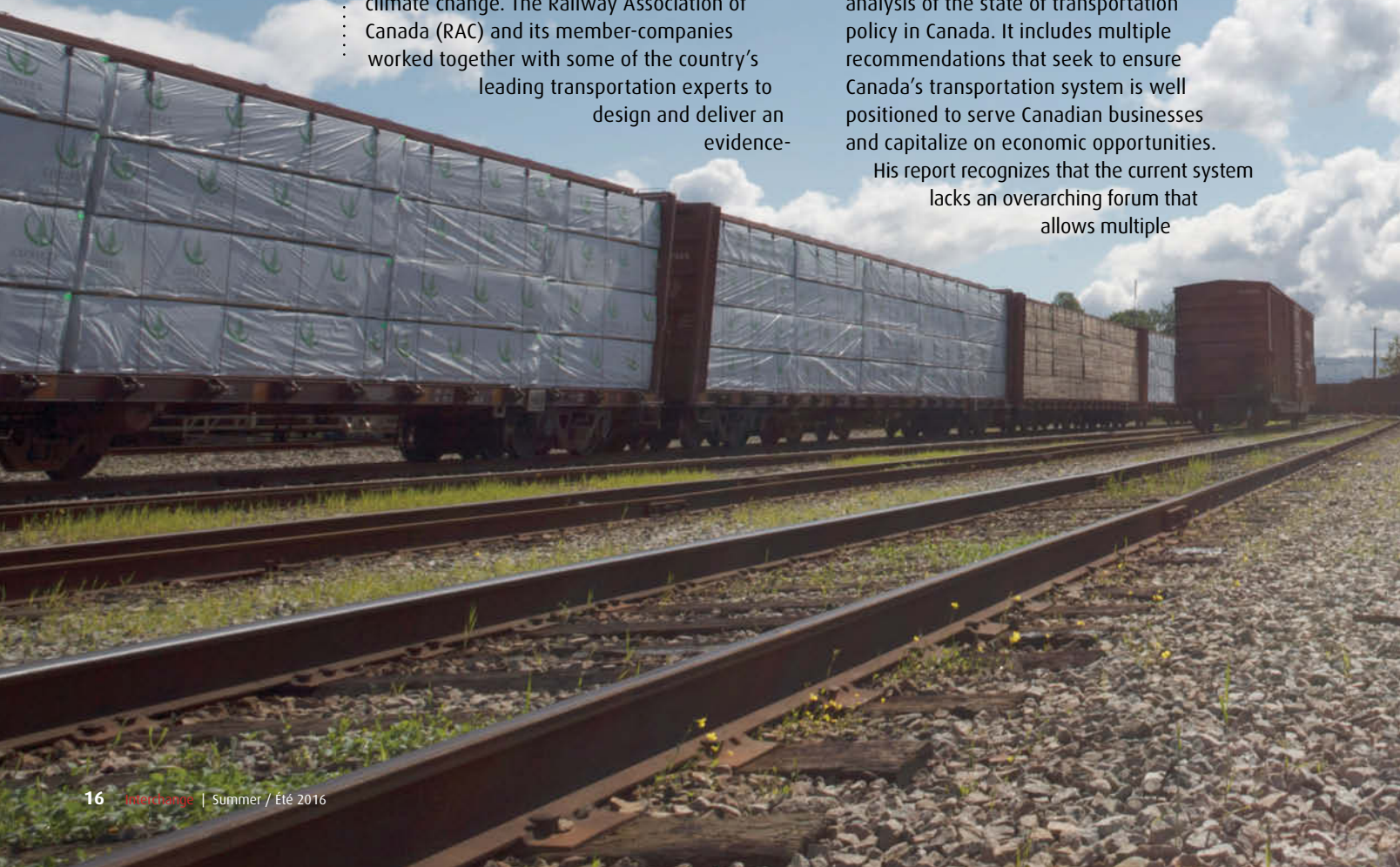
The review provided a critical opportunity for Canada's railways to advocate the importance of the industry and the role it plays in moving people and goods safely, and in combating climate change. The Railway Association of Canada (RAC) and its member-companies worked together with some of the country's leading transportation experts to design and deliver an evidence-based research strategy. The railway industry filed multiple submissions, working papers and communications material based on this strategy and its key messages. For example, RAC filed two submissions that included recommendations related to shortline infrastructure funding, Canada's grain handling and transportation system, and railway crossing safety, among other issues.

No other mode of transportation received more attention in Mr. Emerson's report than rail. In fact, more than 70 of the report's 283 pages were dedicated to freight and passenger railway transportation. Below is a sample of some of the rail-related topics raised in the report.

Recognizing the link between transportation and trade

Mr. Emerson's report provides a thoughtful analysis of the state of transportation policy in Canada. It includes multiple recommendations that seek to ensure Canada's transportation system is well positioned to serve Canadian businesses and capitalize on economic opportunities.

His report recognizes that the current system lacks an overarching forum that allows multiple



Examen de la LTC

Les chemins de fer saluent le rapport d'examen de la *Loi sur les transports au Canada*

Par Michael Gullo

Le 25 février 2016, le ministre des Transports Marc Garneau a déposé le très attendu rapport d'examen de la *Loi sur les transports au Canada*. Ce rapport conclut l'examen entrepris le 25 juin 2014 par l'honorable David Emerson entouré d'une équipe de conseillers experts.

Cet examen qu'on n'avait pas fait depuis 2001 visait à cerner les priorités et à recommander des actions pour que le système de transport du Canada puisse soutenir la croissance économique à long terme du pays. Au centre de cet examen : le transport marchandises, notamment le transport du grain par chemin de fer.

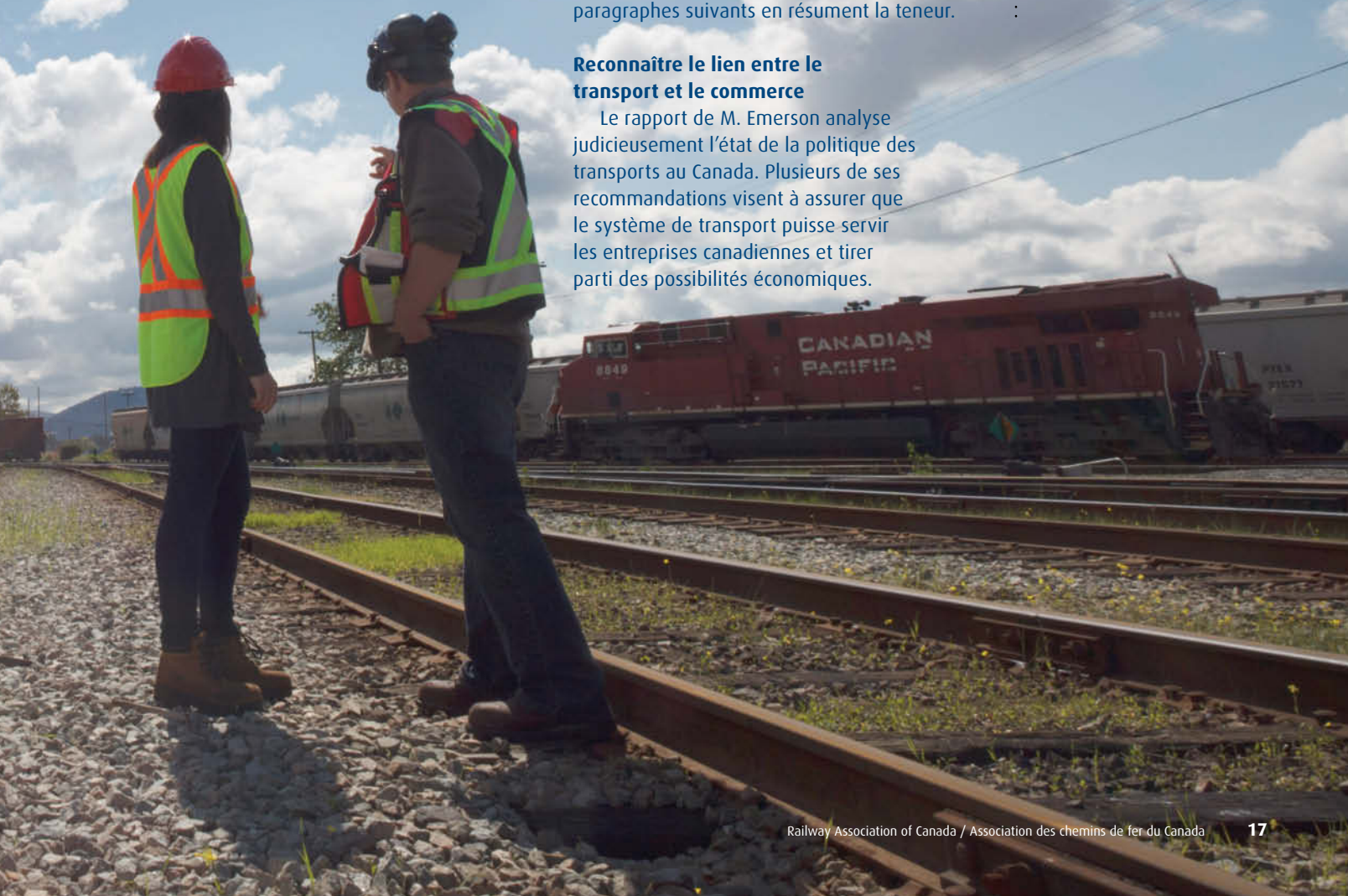
L'examen a donné l'occasion aux chemins de fer de souligner l'importance de leur industrie et du rôle qu'elle joue dans la sécurité des transports aussi bien que dans la lutte contre le changement climatique. L'Association des chemins de fer du Canada (ACFC) et ses membres ont collaboré avec certains des plus grands experts en transport du pays pour produire une stratégie de recherche fondée sur des données probantes. Cette stratégie et ses messages clés ont inspiré plusieurs mémoires, documents de travail et communications émanant de l'industrie. L'ACFC, par exemple, a déposé deux mémoires traitant du financement des chemins de fer d'intérêt local, du système de manutention et transport du grain et de la sécurité des passages à niveau.

Aucun autre mode de transport n'a reçu plus d'attention, dans le rapport de M. Emerson, que le rail. En fait, sur les 283 pages du rapport, plus de 70 traitent du transport ferroviaire. Les paragraphes suivants en résument la teneur.

L'ACFC et ses membres sont heureux que le rapport reconnaisse le rôle important des chemins de fer au sein des chaînes d'approvisionnement mondiales, de même que l'importance pour eux de fonctionner dans un contexte commercial.

Reconnaître le lien entre le transport et le commerce

Le rapport de M. Emerson analyse judicieusement l'état de la politique des transports au Canada. Plusieurs de ses recommandations visent à assurer que le système de transport puisse servir les entreprises canadiennes et tirer parti des possibilités économiques.



layers of government to work together and assess the state of transportation infrastructure in Canada. On this topic, Mr. Emerson recommends a number of measures, including the development of a national framework for transportation and logistics and the creation of an Advisory Committee. In addition, he suggests a mechanism for assessing the health of transportation infrastructure, and for identifying long-term infrastructure requirements and investments by both the public and private sectors.

The report recognizes that the relationship between transportation and trade needs to be stronger. It recommends that the federal government work with its provincial counterparts to develop a National Corridor Protection Program to maintain and create transportation assets, and suggests there should be renewed mandate to foster gateway and corridor strategies across Canada. Of particular importance to the railway sector, Mr. Emerson highlights the need to for Canada to move towards supply chain systems that operate on a 24/7 model – reflecting a critical argument made by RAC – from modal-specific strategies.

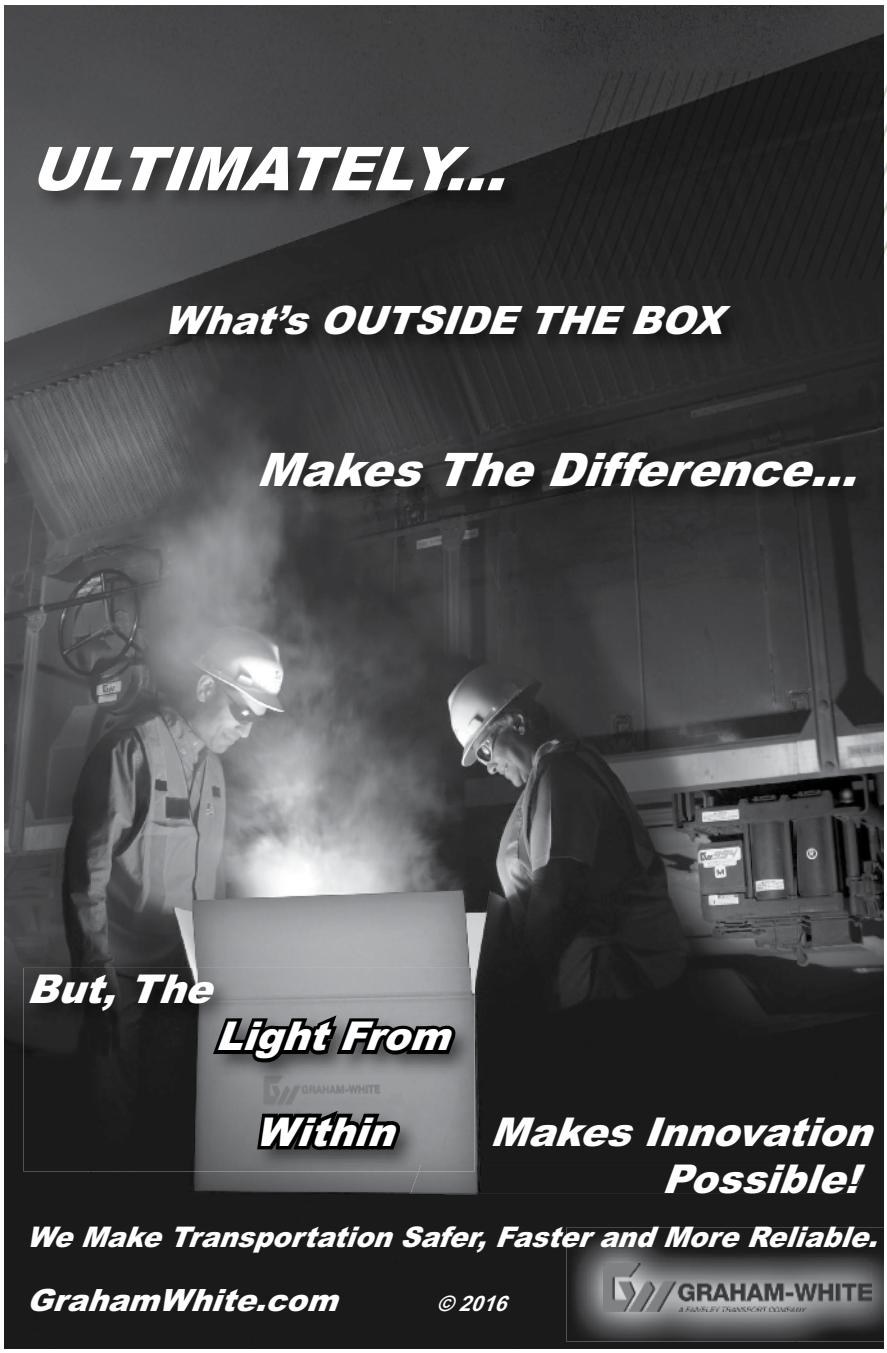
Mr. Emerson also suggests that Canada's National Transportation Policy be amended to recognize the importance of transportation to international trade and the country's ability to compete globally. This powerful recommendation encourages policymakers to understand that the transportation sector is about more than the movement of goods and people, and that it includes a dynamic multi-modal supply chain that enables economic opportunity and competitiveness on the global stage.

Furthermore, the report suggests that Canada should play a stronger role in promoting the development, adoption and regulation of performance-enhancing technologies and innovation. This includes developing a long-term action and investment strategy for the transportation sector.

A spotlight on freight rail

In his review of some of the most contentious issues related to freight rail, Mr. Emerson is mindful of the critical role railways play in the country's success, noting that one of Canada's competitive advantages is its world-class freight rail system. He points out that railways play an important role in achieving national public policy objectives, including helping businesses seize new opportunities associated with liberalized trade relationships. On this point, he notes that Canadian freight rates are amongst the lowest in the world and that railways are on stronger financial footing than ever before. The report encourages investment in the freight rail sector, including in shortline infrastructure, and suggests a suite of fiscal measures to support the growth and competitiveness of Canada's rail network.

With respect to the movement of grain, the report contains a series of recommendations that aim to modernize the transportation of grain in Canada. These include the elimination of the Maximum



Il déplore par ailleurs l'absence, dans le système actuel, d'un forum où les divers ordres de gouvernement pourraient collaborer et prendre la mesure des infrastructures de transport du pays. À ce sujet, M. Emerson recommande un certain nombre de mesures, y compris l'élaboration d'un cadre national pour le transport et la logistique et la création d'un comité consultatif. Il suggère aussi un mécanisme pour évaluer la santé des infrastructures de transport et pour identifier les besoins d'investissement à long terme des secteurs public et privé dans les infrastructures.

Le rapport reconnaît que la relation entre le transport et le commerce doit être plus étroite. Il recommande que le gouvernement fédéral travaille avec ses homologues provinciaux pour élaborer un programme national de protection des corridors et suggère qu'on renouvelle le mandat pour favoriser les stratégies de portes d'entrée et de corridors au Canada. Reprenant un argument de l'ACFC, M. Emerson souligne la nécessité pour le Canada d'évoluer vers un modèle de chaîne logistique 24/7, plutôt que vers des stratégies unimodales.

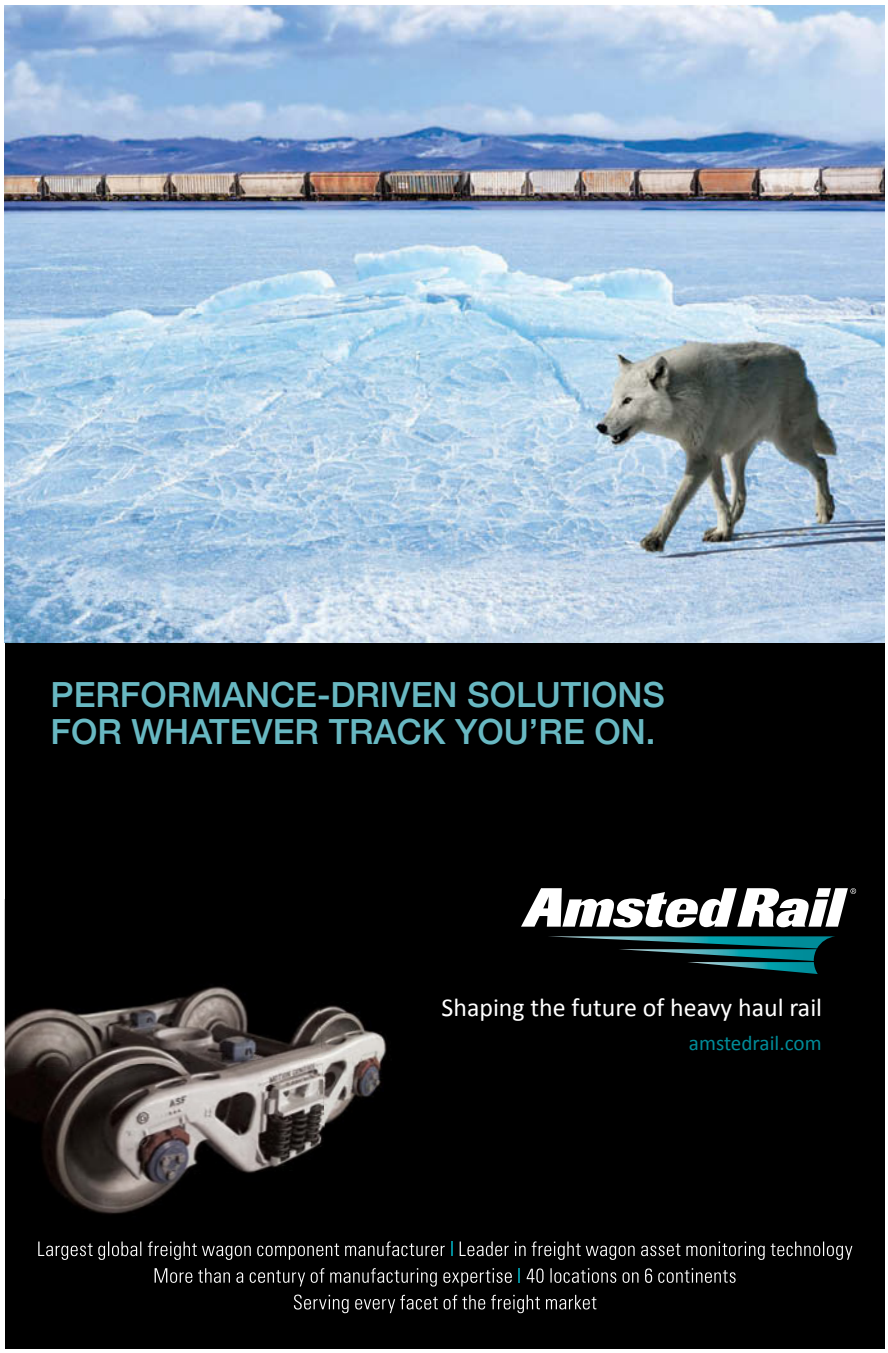
M. Emerson suggère également que la politique nationale des transports soit modifiée pour reconnaître l'importance des transports dans le commerce international et la capacité du pays d'affronter la concurrence étrangère. Cette recommandation encourage les décideurs à comprendre que le secteur des transports, outre le déplacement des biens et des personnes, comprend une chaîne logistique multimodale et dynamique qui ouvre des débouchés et accroît l'avantage concurrentiel du pays.

En outre, le rapport laisse entendre que le Canada devrait promouvoir avec plus d'ardeur la conception l'adoption et la réglementation des technologies et innovations améliorant la performance. Pour ce faire, le pays doit planifier sur le long terme son intervention et ses investissements dans le secteur du transport.

Pleins feux sur le rail

Dans son examen des questions épineuses entourant le transport ferroviaire des marchandises, M. Emerson reconnaît que les chemins de fer constituent des avantages concurrentiels pour le Canada. Il souligne que les chemins de fer jouent un rôle important dans la réalisation des objectifs nationaux, notamment en aidant les entreprises à saisir de nouveaux débouchés liés à la libéralisation du commerce. Sur ce point, il note que les tarifs marchandises canadiens sont parmi les plus bas du monde et que les chemins de fer ont une assise financière plus ferme que jamais. Le rapport encourage l'investissement dans le secteur du transport ferroviaire de marchandises, y compris dans les infrastructures d'intérêt local, et propose une série de mesures fiscales pour soutenir la croissance et la compétitivité du réseau ferroviaire du Canada.

Il contient aussi une série de recommandations pour moderniser le transport du grain. Ces mesures comprennent l'élimination d'ici



Revenue Entitlement program within seven years, a review of the Canada Transportation Agency's interswitching methodology and the sun-setting of the extended interswitching provisions brought forward in the *Fair Rail for Grain Farmers Act* in March 2014. Moreover, Mr. Emerson suggests that producer car shippers should be eligible for all shipper protection provisions enshrined in the CTA.

Inevitably, he also provides recommendations related to rail service. These include strengthening the level of railway expertise at the Agency so that the unique and complex network nature of railway operations becomes a more prominent feature in Agency decision making. Mr. Emerson also highlights the value of informal dispute resolution mechanisms, such as mediation, as a platform for resolving service-level disputes between railways and shippers. Arbitration is described as a secondary measure that should only be completed by arbitrators who possess significant railway experience.

Lastly, Mr. Emerson asks that the level-of-service provisions in the CTA be amended to recognize shippers and their collective needs. In addition, the Agency's mandate should be enhanced so that it has greater legislative

sept ans du programme de revenu admissible maximal , un examen de la méthodologie d'interconnexion de l'Office des transports du Canada et l'extinction des dispositions sur l'extension des limites de l'interconnexion de la *Loi sur le transport ferroviaire équitable pour les transporteurs de grain* adoptée en mars 2014. En outre, M. Emerson laisse entendre que les producteurs devraient être admissibles à toutes les dispositions de protection des expéditeurs inscrites dans la LTC.

Inévitablement, il fournit également des recommandations relatives au service ferroviaire. Celles-ci comprennent le renforcement du niveau d'expertise ferroviaire de l'Office pour que ses décisions tiennent mieux compte de la nature unique et complexe du réseau ferroviaire. M. Emerson souligne également la valeur des mécanismes de règlement des différends informels, tels que la médiation. L'arbitrage est décrit comme une mesure secondaire qui devrait être accomplie seulement par des arbitres possédant une expérience ferroviaire importante.

Enfin, M. Emerson demande que les dispositions sur le niveau de service de la LTC soient modifiées pour reconnaître les expéditeurs et leurs besoins collectifs. En outre, le mandat de l'Office doit être amélioré afin qu'il ait plus de pouvoirs législatifs et réglementaires, ainsi que l'accès aux informations et données pour exécuter efficacement son mandat.

Bien que la sécurité ferroviaire n'ait pas été un thème central de l'examen, le rapport reconnaît son importance cruciale pour le système de transport du Canada. Il recommande que le Canada harmonise certaines technologies de sécurité ferroviaire avec les États-Unis et qu'il établisse une stratégie pour la pose d'enregistreurs dans les cabines d'ici 2020. Le rapport reconnaît également l'impact des passages à niveau sur la sécurité ferroviaire et la performance du réseau. Il soutient qu'on peut réduire les risques associés aux interactions public-rail en encourageant les municipalités à développer des zones tampons.

Soutenir le transport ferroviaire des voyageurs

Le rapport énumère plusieurs raisons pour lesquelles les Canadiens devraient avoir accès à des services ferroviaires voyageurs. Par exemple, l'accès au transport ferroviaire comme solution de rechange au transport routier et aérien s'aligne avec les efforts du gouvernement pour lutter contre le changement climatique. Une amélioration de l'infrastructure de transport voyageurs est également nécessaire pour améliorer la fluidité du réseau. Des crédits d'infrastructures ciblés visant à séparer les réseaux marchandises et voyageurs du pays sont sur la table et le gouvernement a été encouragé à recourir davantage au secteur privé pour les services ferroviaires de voyageurs exploités par le gouvernement fédéral.

Perspectives

L'ACFC et ses membres sont heureux que le rapport reconnaisse le rôle

and regulatory powers, as well as access to information and data to effectively execute its mandate.

Although rail safety was not a central theme during the review, the report acknowledges its critical importance to Canada's transportation system. It recommends that Canada harmonize certain rail safety technology with the United States and cultivate a strategy for implementing in-cab video and voice recorders by 2020, among other measures. The report also recognizes the impact of level crossings on railway safety and network performance, and that the risks associated with public-rail interactions can be minimized by encouraging municipalities to develop buffer zones around new rail developments.

Supporting passenger rail in Canada

The report lists several reasons why Canadians should have access to passenger rail service. For example, access to passenger rail as an alternative to road and air transportation aligns with the government's efforts to combat climate change. Enhanced passenger rail infrastructure is also necessary to enhance the long-term fluidity of freight and passengers across Canada. Targeted infrastructure funding aimed at separating the country's freight and passenger rail networks is on the table and the government has been encouraged to increase the use of private-sector approaches for federally operated passenger rail services.

Looking forward

The RAC and its members are pleased that the CTA Review report recognizes the important role that railways play within global supply chains, and that rail must operate within a commercial context in order to enable trade, drive investment and ensure an efficient transportation system.

We were also pleased with the report's recognition of rail as green infrastructure, and its emphasis on the need for corridor protection and infrastructure investments in transportation gateways.

Canada's shortline railway sector has deservedly been recognized as critical component of the national transportation system and economy, and we support the Chair's suggestion that government assistance is required for the long-term viability of these railways to level the playing field with the trucking industry. Finally, we are pleased that the report recognizes that Canadians should continue to have access to passenger rail service as an alternative to road or air travel, and that maintaining passenger

rail is aligned with the government's efforts to address climate change.

Over the course of this year, the RAC will work closely with its members, policymakers and stakeholders to assess the vast potential of the report's recommendations and support the transition towards a strengthened transportation supply chain in Canada.

Michael Gullo is Director of Policy, Economic and Environmental Affairs with the Railway Association of Canada.

important des chemins de fer au sein des chaînes d'approvisionnement mondiales, de même que la nécessité pour eux de fonctionner dans un contexte commercial.

Nous nous réjouissons aussi qu'il reconnaisse le rail comme une infrastructure verte et mette l'accent sur la nécessité de protéger les corridors et d'investir dans les infrastructures.

Le secteur des chemins de fer d'intérêt local du Canada a justement été reconnu comme composante essentielle du système de transport et de l'économie du pays, et nous appuyons la proposition voulant que l'aide gouvernementale soit nécessaire à la viabilité à long terme de ces chemins de fer. Enfin, nous sommes heureux que le rapport reconnaisse que les Canadiens devraient continuer d'avoir accès au service ferroviaire voyageurs comme une solution de rechange à la route ou à l'avion, et que le maintien du transport voyageurs est aligné avec les efforts du gouvernement pour lutter contre le changement climatique.

D'ici la fin de l'année, l'ACFC travaillera en étroite collaboration avec ses membres, les décideurs et les parties prenantes pour évaluer le vaste potentiel des recommandations du rapport et soutenir la transition vers une chaîne d'approvisionnement renforcée.

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

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RAC on the Hill

Canada's railways announce new Parliamentary Rail Caucus

By Sarah B. Hood

"Rail touches almost everybody in the country, but at the same time, for a lot of MPs, it's not necessarily top of mind. So giving them an opportunity to learn more about the workings of rail is very useful to the industry." – David Miller

Politicians in Canada have had an interest in the railway industry since Confederation. Now, nearly 150 years later, Canada's railways have reopened an important channel for dialogue between the two groups.

In February, the Railway Association of Canada announced the creation of a new Parliamentary Rail Caucus, which encourages dialogue between Canada's railway sector and parliamentarians of all political stripes, and provides a platform for discussing pressing policy issues. It also serves to inform members of the critical role that railways play in the economy, and the potential for Canada's green rail infrastructure to support our country's sustainable growth.

A rail caucus existed during the last four parliamentary sessions, but the level of activity varied, says David B. Miller, Assistant Vice-President of Government Affairs with CN. Miller believes the creation of the new rail caucus, which held its first formal meeting on March 9, has re-energized rail-related discussions on Parliament Hill.

"Rail touches almost everybody in the country, but at the same time, for a lot of MPs, it's not necessarily top of mind," says Miller. "So giving them an opportunity to learn more about the workings of rail is very useful to the industry."

The caucus has eleven formal members, but meetings are open to all interested MPs. During meetings, MPs get briefings and discuss issues of concern or importance.

"It's a very good sounding-board," Miller says. Because MPs from all parties are involved,

L'ACFC sur la Colline

Les chemins de fer canadiens annoncent la formation d'un nouveau caucus ferroviaire parlementaire

Par Sarah B. Hood

La classe politique canadienne s'intéresse au secteur ferroviaire depuis la Confédération. Près de 150 ans plus tard, les chemins de fer canadiens viennent de rouvrir un important lieu d'échange entre les parties.

En février, l'Association des chemins de fer du Canada a annoncé la création d'un nouveau caucus ferroviaire parlementaire. Cette entité encouragera le dialogue entre le secteur et les parlementaires, en plus de servir de plateforme pour débattre des enjeux politiques urgents. Enfin, le caucus servira à informer ses membres sur le rôle crucial du chemin de fer dans l'économie et le potentiel que représente l'infrastructure ferroviaire écologique pour une croissance durable.

Il existait bien un caucus ferroviaire pendant les quatre dernières sessions parlementaires, mais son niveau d'activité était variable, selon David B. Miller, vice-président adjoint aux affaires gouvernementales du CN. Celui-ci croit que le nouveau caucus, qui a tenu sa première assemblée officielle le 9 mars, a relancé les débats ferroviaires sur la Colline du Parlement.

« À peu près toute la population du pays est concernée par le chemin de fer, rappelle M. Miller. Pourtant, de nombreux députés y accordent peu d'attention. C'est pourquoi il est très utile pour le secteur de leur donner l'occasion de se renseigner. »

Le caucus se compose de onze membres officiels, mais ses assemblées sont ouvertes à l'ensemble des députés. On y informe les députés et on discute des problématiques de l'heure.

« C'est une excellente caisse de résonance », ajoute M. Miller.

« À peu près toute la population du pays est concernée par le chemin de fer. Pourtant, de nombreux députés y accordent peu d'attention. C'est pourquoi il est très utile pour le secteur de leur donner l'occasion de se renseigner. » – David Miller

Parliamentary Rail Caucus/caucus ferroviaire parlementaire

Name/ Nom	Role/ Rôle	Constituency/ Circonscription	Political affiliation/ Affiliation politique
Sherry Romanado	Chair/Présidente	Longueuil—Charles-LeMoyne	Liberal/Libéral
Marilyn Gladu	Co-Chair/Co-présidente	Sarnia-Lampton	Conservative/Conservateur
Bob Bratina	Member/Membre	Stoney Creek, Ontario	Liberal/Libéral
Francesco Sorbara	Member/Membre	Vaughan—Woodbridge, Ontario	Liberal/Libéral
Jonathan Wilkinson	Member/Membre	North Vancouver, BC/C.-B.	Liberal/Libéral
T.J. Harvey	Member/Membre	Tobique—Mactaquac, NB/N.-B.	Liberal/Libéral
David Graham	Member/Membre	Laurentides—Labelle, Québec	Liberal/Libéral
David Yurdiga	Member/Membre	Fort McMurray—Cold Lake	Conservative/Conservateur
Erin O'Toole	Member/Membre	Durham	Conservative/Conservateur
Todd Doherty	Member/Membre	Cariboo—Prince George	Conservative/Conservateur
Daniel Blaikie	Member/Membre	Elmwood—Transcona	NDP/NPD

**March 2016 / Mars 2016*

meetings are not likely to produce questions in the House of Commons, says Miller. But members' participation in the caucus "might inform them in terms of transport committee work."

"The caucus sets its own agenda and then looks to us in terms of where we can help them with background information or briefings. There are a lot of current issues, particularly with the release of the Honourable David Emerson's review of the *Canada Transportation Act* [tabled in February] and also ongoing demands for information relating to rail safety. From our perspective, it's a way to understand what's top of mind for MPs and what they're interested in."

Sherry Romanado, Liberal MP for Longueuil—Charles-LeMoyne, brings a rail background to her role as chair of the caucus. Before entering federal politics, Romanado worked for CN for three years before becoming the Assistant Director of Continuing Education at Cégep Champlain of Saint-Lambert and subsequently a lecturer at McGill University's School of Continuing Studies.

"It is an honour and privilege to be asked to chair the Parliamentary Rail Caucus," said Ms. Romanado in a statement. "I am looking forward to working with the railway industry and parliamentarians from all sides of the aisle."

Marilyn Gladu, Conservative MP for Sarnia—Lambton, co-chairs the caucus. Before getting into politics, Gladu spent two decades as an engineer with Dow Chemical and was the Director of Engineering at Suncor. She has also worked with the Sarnia Lambton Industrial Alliance and the Sarnia Chamber of Commerce, chaired the Canadian Society of Chemical Engineers and served on the Dean's Advisory Council for the Faculty of Engineering at Queen's University.

"The rail industry is a critical part of our economy, and I look forward to co-chairing this committee," said Ms. Gladu in a statement. "We will ensure that input from all regions of the country is part of the ongoing dialogue to ensure continued support for the safe growth of the rail sector." ■

Ces réunions ont peu de chance de donner lieu à des questions en chambre, explique M. Miller, puisque le caucus réunit des députés de tous les partis, mais ces députés « pourront acquérir des connaissances qui les aideront dans leurs travaux au comité des transports ».

« Le caucus fixe son ordre du jour, puis il nous demande ce que nous pourrions apporter sur le plan de la mise en contexte ou de mises à jour. Il y a plusieurs dossiers sur la table, particulièrement depuis le dépôt [en février] du rapport d'examen de la *Loi sur les transports au Canada* préparé par l'honorable David Emerson. Il y a aussi les demandes d'informations relativement à la sécurité ferroviaire. »

Sherry Romanada, députée libérale de Longueuil—Charles-LeMoyne, préside le caucus. Avant de se lancer en politique fédérale, elle a travaillé trois ans au CN, après quoi elle est devenue directrice adjointe de l'éducation aux adultes au Cégep Champlain de Saint-Lambert, puis chargée de cours à l'École d'éducation permanente de l'Université McGill.

« C'est un honneur et un privilège de présider ce caucus, a-t-elle déclaré dans un communiqué. J'ai hâte de travailler avec des parlementaires des deux côtés de la Chambre. »

Marilyn Gladu, députée conservatrice de Sarnia—Lambton, assure la coprésidence. Mme Gladu a été ingénieure chez Dow Chemical pendant une vingtaine d'années et directrice du génie chez Suncor. Elle a œuvré au sein de l'Alliance industrielle de Sarnia—Lambton et de la Chambre de commerce de Sarnia, en plus de présider la Société canadienne du génie chimique et de siéger au Comité consultatif du doyen de la faculté de génie de l'Université Queen's.

« Le secteur ferroviaire est un élément essentiel de notre économie, et je suis ravie de coprésider ce comité, a-t-elle déclaré. Nous allons veiller à ce que toutes les régions du pays participent au dialogue. » ■

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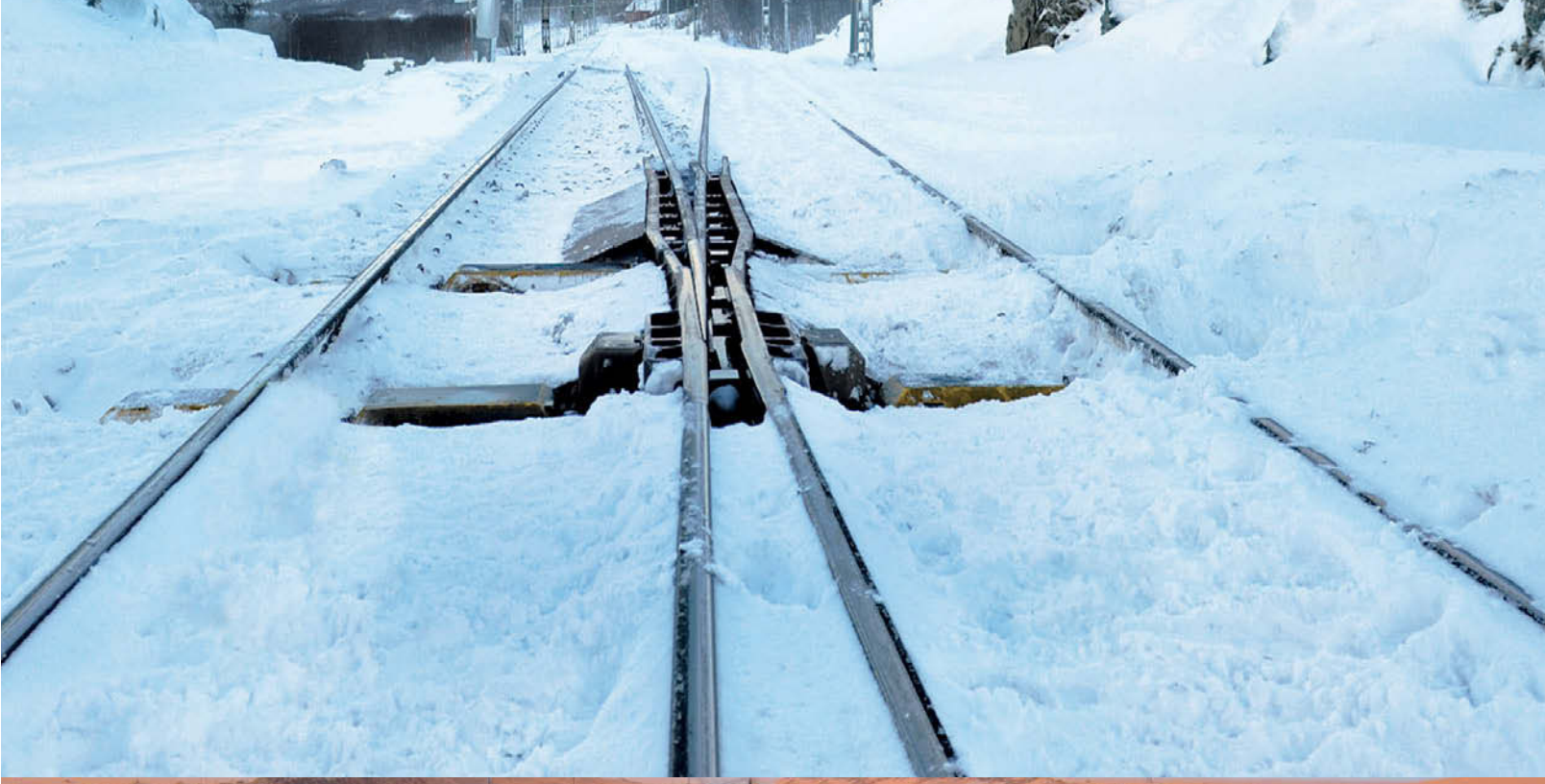

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In photos:

Rail Day 2016 reception

In March, the Railway Association of Canada (RAC) and its members met with MPs to discuss rail safety and other issues as part of the association's annual *Rail Day* event in Ottawa. *Rail Day* provided an opportunity for railway representatives to meet face-to-face with parliamentarians of all political stripes to discuss current policy issues.

RAC hosted a reception at the Chateau Laurier in Ottawa the evening before the event. Guests included the honourable Marc Garneau, Minister of Transport, and Parliamentary Rail Caucus chair Sherry Romanado, co-chair Marilyn Gladu and other MPs in the caucus. RAC chairman and CN president Claude Mongeau, VIA Rail president Yves Desjardins-Siciliano and other RAC member-company representatives also attended the event.

From left to right/De gauche à droite :
Michael Bourque (RAC/ACFC),
Sherry Romanado, MP/Députée (Longueuil—Charles-LeMoyne),
Bob Bratina, MP/Député (Hamilton East/Est—Stoney Creek)

From left to right/
De gauche à droite :
Marilyn Gladu, MP/Députée (Sarnia—Lambton),
Gérald Gauthier (RAC/ACFC),
Jacques Fauteux (VIA Rail),
Pam O'Leary (VIA Rail)

En photos :

Réception du Jour du rail 2016

En mars, l'Association des chemins de fer du Canada (ACFC) et ses membres ont rencontré des députés pour discuter de la sécurité ferroviaire et d'autres questions, dans le cadre du Jour du rail à Ottawa. Le Jour du rail a été l'occasion pour les représentants des chemins de fer de rencontrer des parlementaires de toutes allégeances pour discuter des enjeux politiques actuels.

L'ACFC a organisé une réception au Château Laurier d'Ottawa la veille de l'événement. Parmi les invités, on comptait l'honorable Marc Garneau, ministre des Transports, la présidente du caucus ferroviaire Sherry Romanado, sa coprésidente Marilyn Gladu et d'autres députés du caucus. Le président du conseil de l'ACFC et président du CN, Claude Mongeau, le président de VIA Rail, Yves Desjardins-Siciliano et d'autres représentants d'entreprises membres ont également assisté à l'événement.

From left to right/De gauche à droite : Paul Miller (University of Alberta/ Université de l'Alberta), Marilyn Gladu, MP/Députée (Sarnia—Lambton), Sherry Romanado, MP/Députée (Longueuil—Charles-LeMoyne), James Allen (Canadian Heartland Training Railway)

From left to right/De gauche à droite : David Miller (CN), Francesco Sorbara, MP/Député (Vaughan—Woodbridge), Bob Bratina, MP/Député (Hamilton East/Est—Stoney Creek), Sean Finn (CN)

Robert Taylor (CP),
Kyle Peterson, MP/Député
(Newmarket—Aurora)

From left to right/De gauche à droite :
Michael Bourque (RAC/ACFC),
Marilyn Gladu, MP/Députée (Sarnia—Lambton),
The Honourable/L'honorable Marc Garneau,
Minister of Transport/Ministre des Transports

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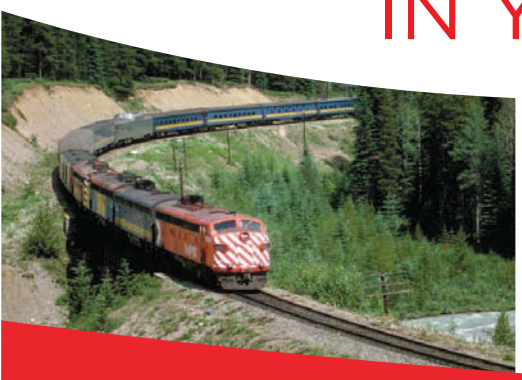

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Shortline infrastructure funding update

Investing in shortline railways means investing in green infrastructure

By Gérald Gauthier

In August 2015, the Liberal party vowed to grow Canada's economy by making historic investments in infrastructure. Announcing his party's plans at a campaign stop in Oakville, Ont., party leader Justin Trudeau said, "Canada's economic growth was made possible by building ambitiously. We must do so again if we are to transform our transit and transportation systems, create more liveable communities and ensure that we adapt to a changing climate."

Now backed by a strong majority government, the Liberals are well-placed to act on this pledge, which would dedicate funding for green infrastructure and prioritize investments in transportation, among other areas.

From the railway industry's perspective, this is the perfect opportunity for Canada to invest in its shortline rail infrastructure. In doing so, the government would strengthen its ability to meet its goals related to economic growth, transportation and climate change.

How the government will direct future investments remains to be seen. Canada's primary infrastructure funding envelope, the New Building Canada Plan, and its predecessor, the Building Canada Plan, has generally focused on provincially or municipally-owned infrastructure. Investments have typically supported road and highway construction, and the development of other public infrastructure such as transit, wastewater facilities and hockey arenas. To date, the

Le point sur le financement des infrastructures d'intérêt local

En investissant dans les CFIL, on investit dans l'infrastructure écologique

Par Gérald Gauthier

En août 2015, le Parti libéral a promis de dynamiser l'économie canadienne en investissant des sommes historiques dans l'infrastructure. Lors d'un arrêt de sa caravane électorale à Oakville, en Ontario, le chef libéral Justin Trudeau avait déclaré qu'on « a réussi à faire croître l'économie canadienne en bâtissant avec ambition. Et c'est ce qu'il faut faire à nouveau, pour transformer nos réseaux de transports et de transports en commun, créer de nouvelles collectivités viables et nous adapter aux changements climatiques. »

Appuyés par une forte majorité au gouvernement, les Libéraux sont en bonne position pour tenir parole, soit consacrer une enveloppe aux infrastructures écologiques et accorder la priorité aux investissements dans les transports, entre autres choses.

Du point de vue du secteur ferroviaire, le Canada a l'occasion rêvée d'investir dans les chemins de fer locaux et régionaux, généralement appelés CFIL. Cela renforcerait la capacité du pays à atteindre ses objectifs de croissance économique, de transports et de lutte aux changements climatiques.

Reste à savoir où investira le gouvernement. L'enveloppe fédérale principale consacrée aux infrastructures, le Nouveau plan Chantiers Canada, se concentre, comme son prédécesseur (le plan Chantiers Canada), sur les infrastructures provinciales et municipales. Elle a surtout servi à

government hasn't made significant investments in the infrastructure of the shortline railway sector.

Canada's shortline railway industry consists of more than 50 operators and plays an essential role in supporting our country's economy. These railways are the "special teams" of the freight rail supply chain, providing important first-mile and last-mile transportation for thousands of shippers. In fact, nearly 20 per cent of all railway traffic in Canada begins on a shortline railway.

Moreover, Canada's Class 1 freight railways, CN and CP, depend on shortlines to move more than 115 million tonnes of freight to and from their continental networks each year.

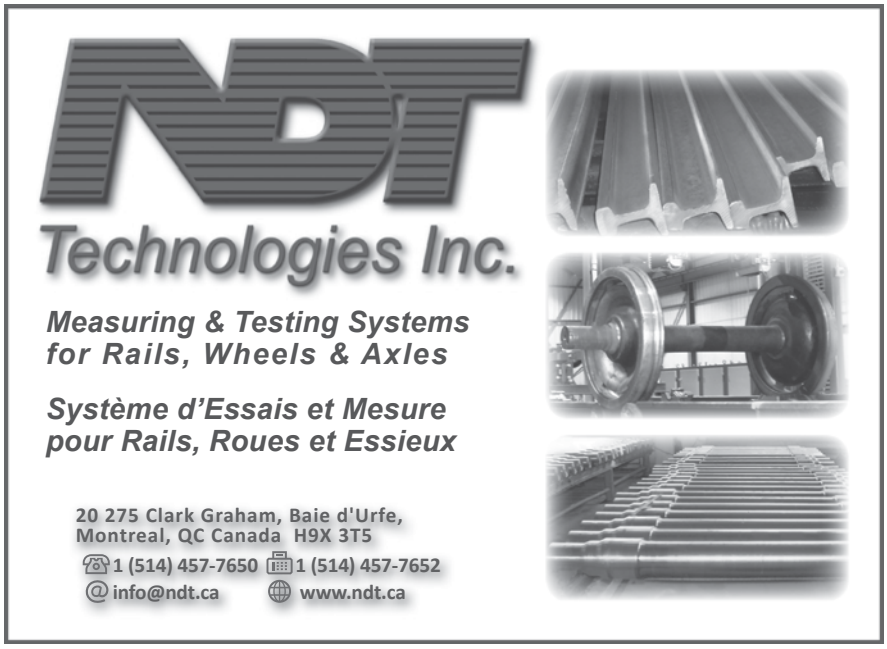
If it weren't for shortline railways, many industries operating in remote communities would not have access to a safe, efficient and low-cost transportation option to move their products to market.

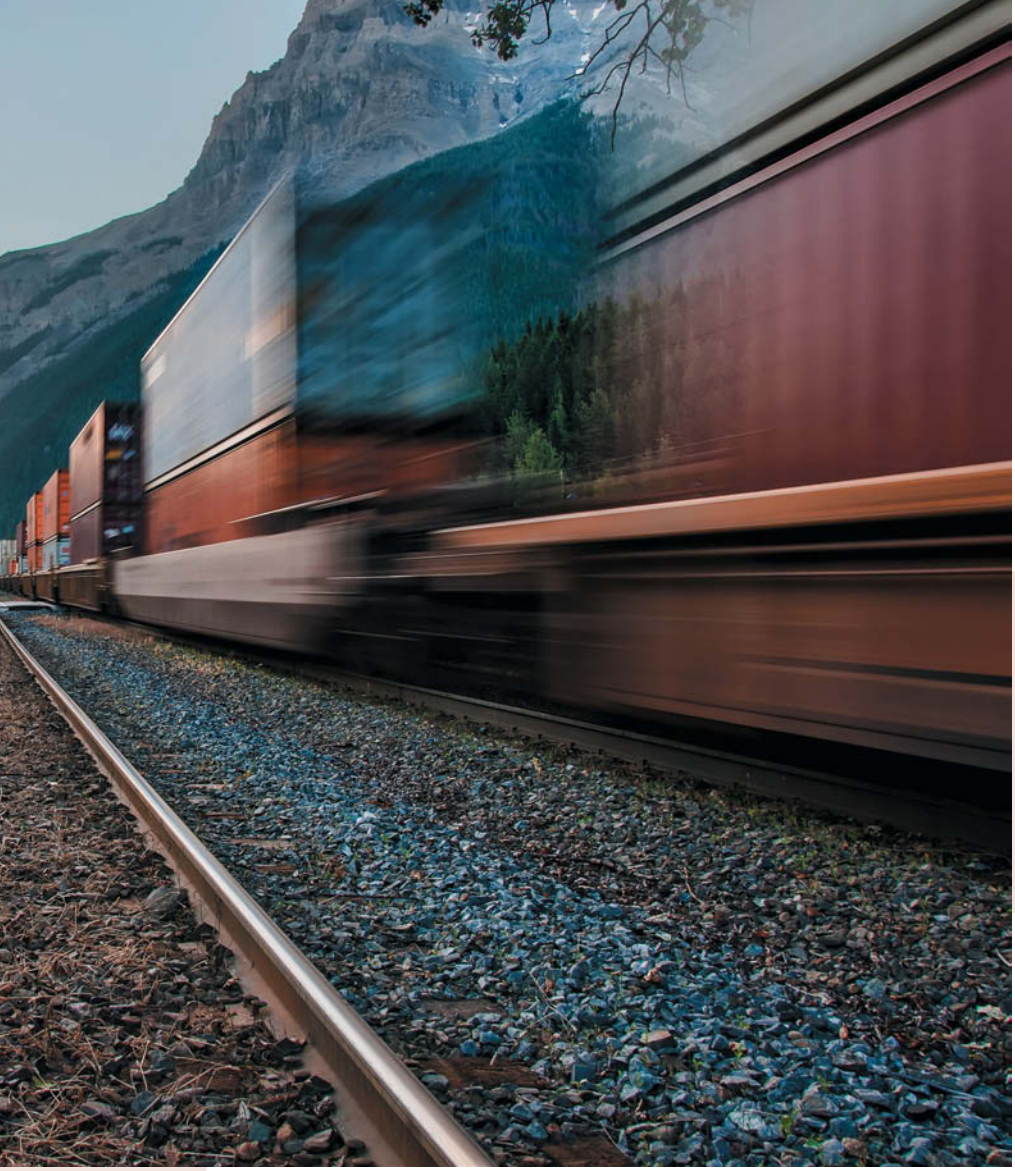
The challenges

Despite their economic importance, shortline railways face challenges that threaten their sustainability and ability to serve their customers in sectors such as mining, forestry, agriculture and manufacturing.

First, shortline railways compete directly with a subsidized trucking sector. While trucks benefit from publically subsidized roads and highways, shortline railways build, maintain and replace their own infrastructure. This disparity creates an uneven playing field for the two sectors and limits shippers' ability to move their products by rail. In Ontario, for example, nearly half of the province's $3.8 billion transportation infrastructure budget is spent on roads, while less than four per cent is allocated to freight rail.

Second, the costs of operating a shortline railway in the post-Lac-Mégantic era are increasing. New regulatory measures require railways





le gouvernement n'a fait aucun investissement important dans les CFIL.

Le secteur des CFIL se compose de plus de 50 exploitants; il apporte un soutien essentiel à l'économie. Ces chemins de fer sont les « équipes spéciales » de la chaîne d'approvisionnement du transport ferroviaire de marchandises. Pour des milliers d'expéditeurs, ils font le premier et le dernier bout de chemin. Au Canada, près de 20 pour cent des wagons entament leur périple sur un CFIL.

Qui plus est, les deux réseaux ferroviaires de classe 1 au pays, le CN et le CP, ont besoin des CFIL; ceux-ci apportent et reprennent sur leurs réseaux continentaux plus de 115 millions de tonnes de fret annuellement.

Sans les CFIL, plusieurs industries en région éloignée n'auraient pas accès à un mode de transport sûr, efficace et économique pour livrer leurs produits sur le marché.

Les défis

Malgré leur importance économique, les CFIL voient menacées leur viabilité et leur capacité à servir les secteurs minier, forestier, agricole et manufacturier.

Premièrement, ils entrent en concurrence directe avec le camionnage, un secteur subventionné. Les camions profitent de routes et d'autoroutes financées par l'État, alors que les CFIL doivent construire, entretenir et financer la construction de routes et d'autoroutes et le développement d'autres infrastructures publiques, comme les transports en commun, les stations de traitement des eaux usées et les arénas. Jusqu'à présent,

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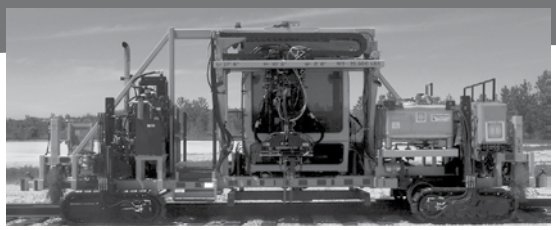
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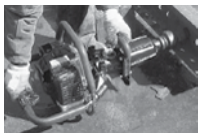
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to carry minimum third-party liability insurance coverage, resulting in increased premiums. In addition, the new federal Grade Crossings Regulations require railways to improve level crossings across their networks. These upgrades will cost tens of thousands of dollars, and shortlines will struggle to qualify for funding from the federal Grade Crossing Improvement Program. Shortlines can't simply pass these costs on to their customers. These operators find it challenging to generate the capital they need to improve their capacity and expand their networks.

Shortlines typically maintain an operating ratio – a measure of operating expenses as a percentage of operating revenue – in the 90th percentile. As a result, they are limited in their ability to invest back into their networks, especially when compared to their Class 1 peers. CN and CP reinvest approximately 20 per cent of their revenues into their infrastructure each year. By comparison, shortlines' capital investments are about 12 per cent annually.

Photo: Cando

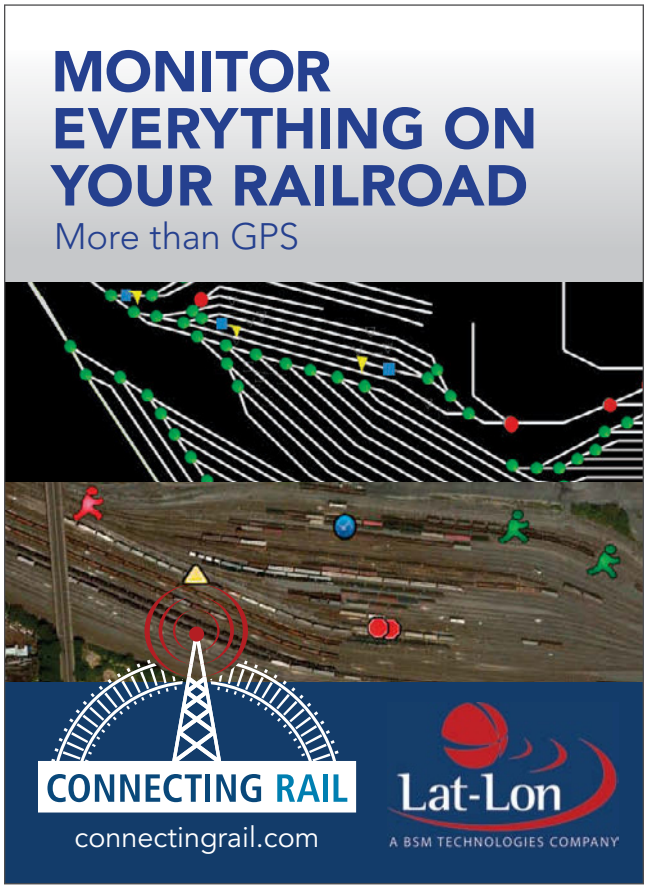
remplacer leurs infrastructures. Cette disparité accorde un avantage indu aux camionneurs, en plus de limiter la capacité des expéditeurs à utiliser le chemin de fer. Par exemple, l'Ontario consacre aux routes près de la moitié du budget infrastructurel réservé aux transports, alors que quatre pour cent de cette enveloppe de 3,8 milliards de dollars va au transport ferroviaire de marchandises.

Deuxièmement, depuis Lac-Mégantic, les frais de fonctionnement des CFIL sont en hausse. Dorénavant, les CFIL doivent avoir une police d'assurance responsabilité civile d'un certain montant, ce qui fait augmenter leurs primes. Et une nouvelle réglementation fédérale les oblige à améliorer les passages à niveau, ce qui leur coûtera des dizaines de milliers de dollars. Les CFIL devront se battre pour obtenir une subvention du Programme d'amélioration des passages à niveau.

Ces coûts, les CFIL ne peuvent pas les refiler au client. Ils ont donc beaucoup de difficulté à trouver les capitaux nécessaires pour accroître leur capacité et prolonger leurs réseaux. En général, les CFIL ont un ratio d'exploitation (pourcentage des dépenses par rapport aux revenus) dans les 90 %. Les CFIL ont peu de marge de manœuvre pour réinvestir dans leur réseau, surtout si on les compare aux chemins de fer de classe 1. Le CN et le CP réinvestissent annuellement 20 % de leurs revenus dans leurs infrastructures. Dans le cas des CFIL, on parle de 12 %.

Il est rare qu'un CFIL puisse emprunter à la banque en hypothéquant ses actifs (les voies, les terres). C'est dire l'importance qu'ont les autres sources de financement pour sa viabilité. Pourtant, par le passé, il y a eu bien peu de programmes fédéraux de subventions pour ce secteur.

Pire, même s'ils sont admissibles aux programmes fédéraux de financement des infrastructures, les projets des CFIL sont rarement subventionnés. De 2007 à 2012, ils ont récolté 0,07 % du financement accordé par Chantiers Canada et, jusqu'à présent, ils n'ont rien reçu du Nouveau plan Chantiers



Shortlines are also rarely able to acquire loans from banks by borrowing against their assets (such as track and land), which further underscores the need for alternative funding sources to support their viability. Historically, however, there have been very few government funding programs available to shortline railways in Canada.

Despite their eligibility under Canada's infrastructure funding programs past and present, shortline projects rarely receive government support. In fact, between 2007 and 2012, shortlines received just 0.07 per cent of available funding under the Building Canada Plan, and to date no money has been allocated to a shortline under the New Building Canada Fund. Only the Government of Saskatchewan has a small, grant-based program in place specifically for shortline railways.

The benefits

There are numerous benefits to investing in shortline rail, several of which support the government's objectives to make Canada a climate change leader and to reduce greenhouse gas (GHG) emissions to 30 per cent below 2005 levels by 2030.

With dedicated programs and management strategies to improve fuel efficiency and reduce emissions – including a memorandum of understanding with the federal government that has been in place since 1995 – rail is an extremely green mode of transportation. In Canada, railways can move one tonne of goods more than 200 kilometres on a single litre of fuel, and produce three times fewer emissions than trucks. In addition, a single freight train can remove some 300 trucks from Canada's congested network of highways and roads.

Investment in shortline rail infrastructure will also encourage shippers to choose the safest mode of transportation. Between 2004 and 2014, the shortline sector's accident rate – accidents in relation to workload – fell by 86 per cent, even as these railways transported 72 per cent more goods. Currently, Canada's shortlines have fewer than two accidents per billion gross ton-miles.

The opportunity

The current economic climate, and the federal government's commitment to supporting infrastructure development, underscores the need to invest in freight rail.

Canada should look to the United States for inspiration. In the U.S., shortlines have access to multiple federal and state-level initiatives including grants, low-cost lending programs and tax credits. In many cases, funding comes from a dedicated shortline initiative, highlighting that U.S. governments recognize the sector's unique characteristics and its economic significance. More than half of U.S. states have an assistance program in place for shortline railways.

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Canada. Il n'y a que la Saskatchewan qui offre un petit programme de subventions réservé aux CFIL.

Les bienfaits

Les raisons d'investir dans les CFIL sont nombreuses et plusieurs soutiennent l'objectif du fédéral de réduire de 30 %, d'ici 2030, les émissions de gaz à effet de serre (GES) par rapport au niveau de 2005.

Le chemin de fer constitue un mode de transport très écologique, grâce aux programmes sectoriels qui améliorent la consommation en carburant et réduisent les GES, dont un protocole d'entente avec le fédéral en vigueur depuis 1995. Au Canada, avec un litre de carburant, le ferroviaire transporte une tonne de fret sur plus de 200 kilomètres en produisant trois fois moins de GES que le camionnage. De plus, un seul train de marchandises permet de retirer 300 camions de la circulation.

L'investissement dans les CFIL encouragerait les expéditeurs à choisir le mode de transport le plus sûr. De 2004 à 2014, le taux d'accidents (par rapport à la charge de travail) des CFIL a chuté de 86 %, alors que la quantité de fret transporté augmentait de 72 %. Les CFIL rapportent moins de deux accidents par milliard de tonnes-milles brutes.

L'occasion

Avec le climat économique actuel et l'engagement du fédéral à soutenir le développement des infrastructures, il faut investir dans les CFIL.

Le Canada pourrait s'inspirer des États-Unis qui proposent aux CFIL divers programmes fédéraux et étatiques : subventions, prêts à intérêt réduit et crédits d'impôt. Souvent, ces initiatives sont réservées aux CFIL; les gouvernements américains reconnaissent la spécificité et l'importance économique de ce secteur. Plus de la moitié des États américains ont un programme d'aide aux CFIL.

Le Canada devrait suivre cet exemple et se doter d'un plan d'aide financière aux CFIL. Avec 300 millions de dollars sur sept ans distribués sous forme de crédits d'impôt, on stimulerait l'amélioration des infrastructures; l'investissement de l'État serait complété par le biais d'un partenariat public-privé unique.

Ce financement aiderait certainement les CFIL à investir dans leurs infrastructures et à se conformer à la nouvelle réglementation, s'adaptant ainsi à la hausse d'achalandage, améliorant leur efficacité et attirant une nouvelle clientèle. Cela permettrait au fédéral de recommencer à bâtir avec ambition en soutenant un système de transport qui favorise la compétitivité, améliore la sécurité et réduit les émissions.

Gérald Gauthier est vice-président, Affaires publiques et de l'entreprise à l'Association des chemins de fer du Canada.

Canada should follow this lead and introduce a financial support plan for shortline railways. A dedicated funding envelope of $300 million over seven years – accessible through a tax credit mechanism – would stimulate infrastructure improvements, highlight the sector's willingness to invest and match the government's contribution through a unique public-private partnership.

This funding would inevitably help shortlines to invest in their infrastructure and meet new regulatory requirements, and thus accommodate heavier traffic, improve efficiency and attract new customers. In doing so, the federal government would once again build with ambition, and support a transportation system that enables economic competitiveness, improves safety and reduces emissions.

Gérald Gauthier is Vice-President of Public and Corporate Affairs with the Railway Association of Canada.

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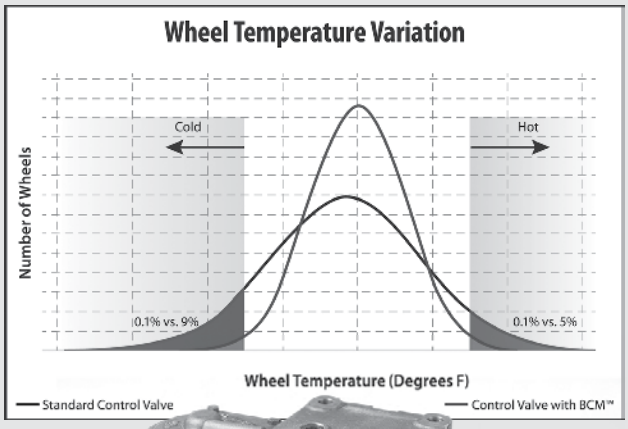

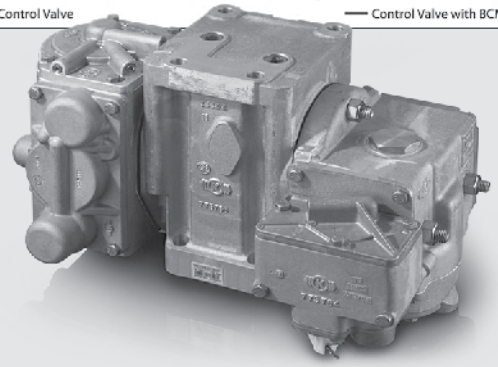

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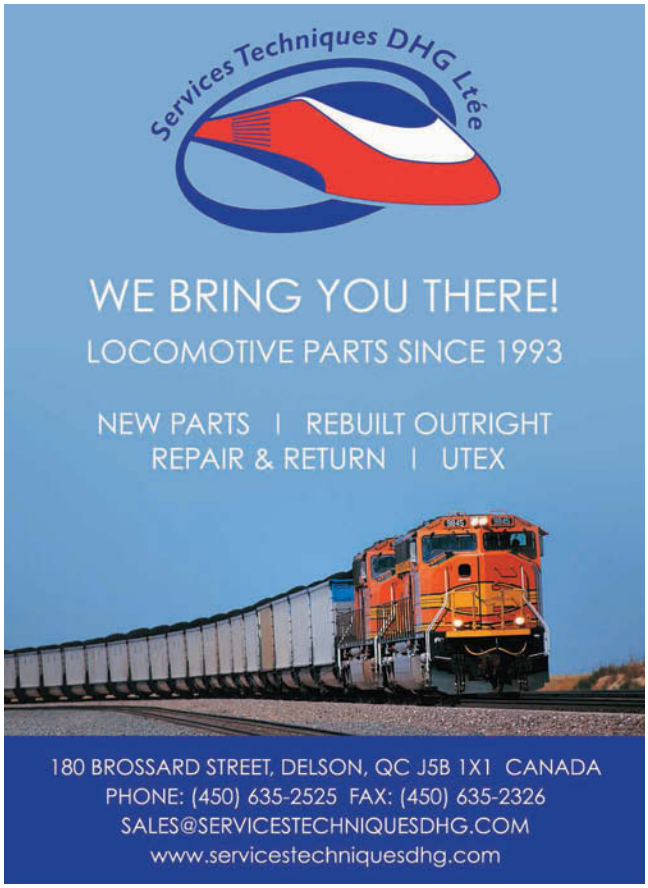

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