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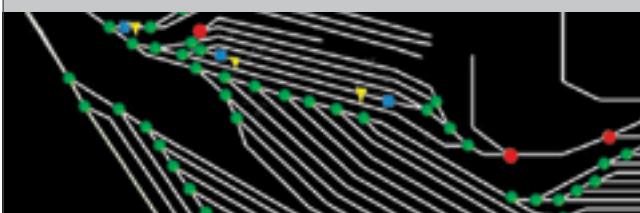
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By/Par Michael Bourque

Frequently asked questions Questions récurrentes

I learn a lot from the feedback I receive about my message in *Interchange*. Readers are passionate about Canada's railways and the topics discussed in these pages. I appreciate those that take the time to share their thoughts on the issues facing the industry.

In the previous issue, my president's message focused on how Canada can prevent crossing accidents and trespassing issues. From an evidence standpoint, this should be the priority for those interested in rail safety.

In the weeks after the issue was published, I received a lot of feedback from people who feel that more needs to be done to improve public-rail safety. These responses made me realize that there are a lot of fundamental facts about crossings that people don't know.

This issue, I'd like to use this space to address some common misconceptions about railway crossings, and answer some of the most frequently asked questions I receive on the subject.

Who owns railway crossings?

Railways and road authorities, or private owners, share ownership of railway crossings in Canada. This includes managing crossing safety. Grade crossing regulations under the *Railway Safety Act* contain enforceable safety standards for grade crossings, and clarify the roles and responsibilities of stakeholders. These regulations apply to new grade crossings; or when there are changes to existing grade crossings – widening the road, for example.

Who pays for grade crossing closures, improvements and separation?

Railways, road authorities, utility companies and private owners are responsible for managing

Je tire de nombreux enseignements des commentaires que l'on me fait à propos de mes messages dans *Interchange*. J'apprécie vos réflexions sur les enjeux de l'industrie.

Dans le numéro précédent, mon message portait sur la façon dont le Canada peut prévenir les accidents et intrusions aux passages à niveau. Les statistiques démontrent qu'il s'agit d'une priorité pour toutes les parties intéressées à la sécurité ferroviaire.

Dans les semaines suivant la parution, j'ai reçu beaucoup de commentaires de gens qui réclamaient plus d'actions pour améliorer la sécurité. Ces réponses m'ont fait réaliser que le public ignore de nombreux faits.

Dans ce numéro-ci, j'aimerais démentir certaines idées fausses et répondre à certaines des questions les plus fréquemment posées.

À qui appartiennent les passages à niveau?

Les chemins de fer et les administrations routières, sinon des propriétaires privés, partagent la propriété des passages à niveau au Canada ainsi que les responsabilités en matière de sécurité. La *Loi sur la sécurité ferroviaire* prévoit des normes et précise les responsabilités des parties prenantes. Ces règlements concernent les nouveaux passages à niveau et les passages rénovés.

Qui paie pour les fermetures et rénovations des passages à niveau?

Les chemins de fer, les administrations routières, les entreprises de services publics et les propriétaires privés sont responsables de la gestion des passages à niveau. Ils en partagent donc le coût. Le gouvernement fédéral a aussi des programmes pour couvrir une partie des coûts associés aux mises à niveau, etc.



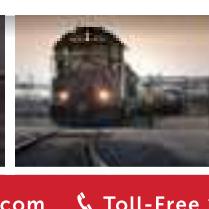
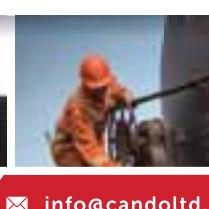


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crossings, and thus share the associated costs. The federal government has programs in place to cover some of the costs associated with upgrades, etc.

Parties may negotiate any aspect of a crossing, including costs associated with construction or maintenance. If parties are unable to reach an agreement respecting a crossing, either party can ask the Canadian Transportation Agency to apportion the costs of a project.

Construction or maintenance costs of a basic grade separation are normally paid for by the party deciding to build the new route. The Agency is also responsible for apportioning costs concerning the construction and reconstruction of grade separations, when parties involved are unable to reach an agreement.

Why don't all railway crossings have safety technology, such as gates, in place?

Not all grade crossings warrant the installation of gates in addition to flashing lights and bells. Protection at crossings

Les parties peuvent négocier n'importe quel aspect d'un passage à niveau, y compris les coûts. Si les parties ne parviennent pas à un accord sur un passage à niveau, l'une d'elles peut demander à l'Office des transports du Canada de répartir les coûts d'un projet. Elles peuvent aussi le faire dans le cas des passages dénivélés.

Les coûts de construction ou d'entretien d'un passage dénivélé sont normalement payés par la partie qui a décidé de construire la nouvelle route.

Pourquoi les passages à niveau ne sont-ils pas tous munis de technologies telles que des barrières?

Ce ne sont pas tous les passages à niveau qui justifient l'installation de barrières en plus des feux clignotants et des cloches. La protection est déterminée sur la base d'une évaluation de sécurité élaborée conformément au Règlement sur



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Photo: Operation Lifesaver
Photo : Opération Gareautrain

is determined based on a safety assessment developed in accordance with criteria established by Transport Canada's Grade Crossing Regulations.

What is RAC's role in improving crossing safety?

Canada's railways work collaboratively with Transport Canada

les passages à niveau de Transports Canada.

Quel est le rôle de l'ACFC dans l'amélioration de la sécurité des passages à niveau?

Les chemins de fer du Canada travaillent en collaboration avec Transports Canada sur l'élaboration des politiques, y compris les

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on rules and policy development, including regulations pertaining to railway crossings. For example, the RAC was heavily involved in consultations on Canada's new grade crossing regulations. In addition, RAC co-sponsors Operation Lifesaver, an organization which works to teach Canadians about crossing and trespassing safety under the theme "See Tracks? Think!"

RAC believes that safety is a shared responsibility. The railways, governments, road authorities and drivers all play a role in crossing safety. The railway industry focuses on education, engineering and enforcement to help protect public safety. The railways' police forces, along with Operation Lifesaver, devote considerable time and resources to educate the public about rail crossing safety.

This is a small sample of the questions I receive about railway crossings in Canada. I suggest readers visit both RAC and Transport Canada's websites for much more information on this topic.

I also encourage you to read Paul Miller's article in the pages that follow. In it, he discusses how investment in crossing programs and infrastructure can improve public safety. I hope you enjoy his article and the rest of the stories in this issue of *Interchange*. ■

règlements relatifs aux passages à niveau. Par exemple, l'ACFC a été fortement impliquée dans les consultations sur la nouvelle réglementation des passages à niveau au Canada. En outre, l'ACFC parraine Opération Gareautrain, qui enseigne les pratiques de sécurité sous le thème « Voies ferrées? Gareautrain! »

L'ACFC estime que la sécurité est une responsabilité commune. Les chemins de fer, les gouvernements, les administrations routières et les conducteurs ont chacun leur rôle à jouer. L'industrie ferroviaire se concentre sur l'éducation, l'ingénierie et l'application de la loi pour aider à protéger la sécurité publique. Les forces de police des chemins de fer, ainsi qu'Opération Gareautrain, consacrent du temps et des ressources considérables pour éduquer le public sur la sécurité des passages à niveau.

Je n'ai présenté qu'un petit échantillon des questions que je reçois à ce sujet. Je suggère aux lecteurs de visiter les sites Web de l'ACFC et de Transports Canada pour obtenir plus d'informations sur ce sujet.

Je vous invite également à lire l'article de Paul Miller dans les pages qui suivent. Il explique comment les investissements dans les programmes et les infrastructures des passages à niveau peuvent améliorer la sécurité publique. J'espère que vous apprécierez son article et tous les autres qui figurent dans ce numéro d'*Interchange*. ■



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A safe investment

How funding for crossing programs and infrastructure can improve public safety

By Paul Miller

The most pressing public safety issues associated with railway operations in Canada are the deaths and serious injuries caused by trespassing accidents, and by accidents at roadway-railway crossings. Taken together, these accident types have accounted for more than 85 per cent of all rail-related fatalities and serious injuries in Canada over the past decade.

Let's focus on the crossing issues here, and leave trespassing and proximity concerns for another time. The Transportation Safety Board has placed railway crossing safety on its 2014 Watchlist of those issues posing the greatest risk to Canada's transportation system, stating "the risk of trains and vehicles colliding at crossings remains too high."

Canada's railways re-invest billions of dollars of their own capital annually, the majority of which goes toward plant and equipment renewal, safety systems and technology, and other safety-enhancing initiatives. Railways are able to plan, manage and finance such activities independently. However, this is not the case for railway crossings, where they must work closely with various levels of government.

How can railways and governments work together to make crossings more safe? By grade separating the busiest crossings; by improving automatic

The Transportation Safety Board has placed railway crossing safety on its 2014 Watchlist of those issues posing the greatest risk to Canada's transportation system.



Un investissement sûr

Comment le financement des programmes et infrastructures de passages à niveau peut améliorer la sécurité publique

Par Paul Miller



Les problèmes de sécurité ferroviaire les plus urgents sont les décès et les blessures attribuables à des intrusions ou à des accidents aux passages à niveau. Ces types d'accidents représentent plus de 85 % des blessures et décès reliés à l'industrie ferroviaire canadienne depuis une décennie.

Cet article se concentrera sur les passages à niveau. Nous traiterons à un autre moment des problèmes d'intrusion et de proximité. Le Bureau de la sécurité des transports, en 2014, a inscrit les passages à niveau sur sa liste d'enjeux qui présentent le plus grand risque pour le système de transport du Canada. Selon lui, le risque de collision aux passages à niveau demeure trop élevé.

Les chemins de fer du Canada réinvestissent chaque année des milliards de dollars, surtout pour moderniser les équipements, les systèmes de sécurité et la technologie. Les chemins de fer sont en mesure de planifier ces activités de manière indépendante. Cependant, ce n'est pas le cas pour les passages à niveau, où les chemins de fer doivent travailler en étroite collaboration avec divers ordres de gouvernement.

Comment les chemins de fer et les gouvernements peuvent-ils travailler ensemble pour rendre les passages à niveau plus sûrs? En dénivellant les passages les plus fréquentés, en

Le Bureau de la sécurité des transports, en 2014, a inscrit les passages à niveau sur sa liste d'enjeux qui présentent le plus grand risque pour le système de transport du Canada.

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warning devices, roadway surfaces and maintenance, signage, fencing, and geometric design elements such as crossing angles and sightlines; by closing unneeded and redundant crossings; and by ensuring safety and effectiveness are the key criteria when considering the opening of a new crossing. And, indeed, a number of government supported programs exist to do many of these things. But they suffer from process impediments, a lack of a holistic, corridor-wide planning mandate, and, most importantly, a lack of funding.

Consider, for example, the federal Grade Crossing Improvement Program (GCIP). GCIP funds cannot be used to meet the new Grade Crossings Standards at existing crossings, nor can they be applied to crossings located on provincially regulated railways. The GCIP is focussed solely on improving individual crossings. It does not support a holistic approach to integrated planning of crossing improvements, closures, grade separations

améliorant les dispositifs d'avertissement, la chaussée, la signalisation, les clôtures et les éléments de conception géométrique tels que les angles et les lignes de visibilité, en fermant les passages inutiles et en s'assurant que la sécurité et l'efficacité sont des critères clés lorsque l'on envisage de créer un nouveau passage. Plusieurs programmes gouvernementaux soutiennent ces mesures, mais ils souffrent d'obstacles bureaucratiques, d'une absence de planification globale et, surtout, d'un manque de fonds.

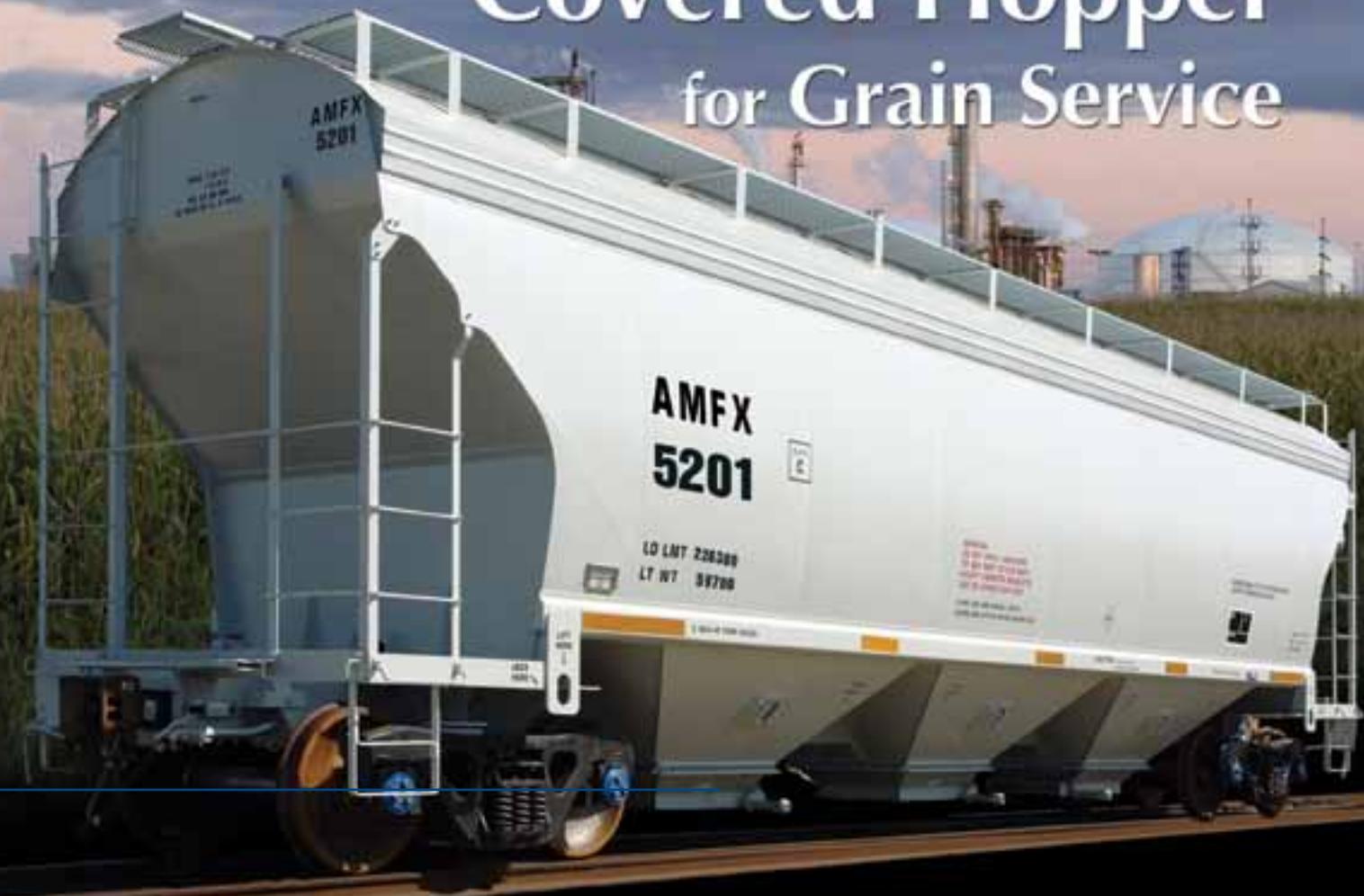
Considérons, par exemple, le programme fédéral d'amélioration des passages à niveau (PAPN). Les fonds du PAPN ne peuvent pas être utilisés dans les passages existants, pas plus qu'ils ne peuvent être appliqués aux passages à niveau situés sur les chemins de fer sous réglementation provinciale. Le PAPN ne favorise pas une approche holistique des améliorations, des fermetures, des passages dénivélés et des ouvertures le long d'un corridor géographique. Ses fonds sont nettement insuffisants.

Récemment, le financement a été de 10,9 millions de dollars par année, avec un taux

English text continued on page 21



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de contribution fédérale maximale de 50 % des coûts de projet. Avant 2012, le financement était de 12,9 millions, avec un taux de contribution de 80 %, mais même dans ces conditions, ce n'était qu'une goutte d'eau dans l'océan. L'amélioration d'un passage à niveau non signalé peut coûter plus d'un million de dollars, et un simple passage dénivelé peut facilement en coûter plus de 20.

Avec des programmes tels que le PAPN, le Programme de fermeture de passages à niveau, les nouvelles normes et Opération Gareautrain, les gouvernements et les chemins de fer ont vraiment entrepris d'agir conjointement, mais ils pourraient en faire beaucoup plus si les problèmes évoqués ci-dessus étaient réglés. Le principal résultat serait une baisse du nombre de décès et blessures, mais on noterait aussi une mobilité accrue du public, une plus grande solidarité communautaire, moins de congestion routière et moins de GES.

Compte tenu de l'accent mis par le gouvernement fédéral sur la sécurité ferroviaire, sur le changement climatique, sur la réduction de la congestion et sur l'infrastructure publique, il est temps d'agir sur la sécurité des passages à niveau. Dans son dernier budget, le gouvernement fédéral a promis 143 millions de dollars étalés sur trois ans pour la sécurité ferroviaire. Cependant, le budget ne portait aucune attention particulière aux passages à niveau, à l'exception de l'infrastructure appartenant à VIA Rail. Bien que le gouvernement fédéral ait annoncé



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and openings along a logical geographic corridor. And funding available under the GCIP is woefully inadequate. Recently, the funding available has been \$10.9 million per year, with a maximum federal contribution rate of 50 per cent of project costs. Prior to 2012, funding had been \$12.9 million per year, at an 80 per cent contribution rate. But even this was a small drop in an ocean of need. Improvements to an unsignalled crossing can cost upwards of \$1 million, and a single, straightforward grade separation can easily exceed \$20 million.

With programs such as the GCIP, the Grade Crossing Closure Program, the new Grade Crossings Standards and Operation Lifesaver, governments and railways have indeed taken joint action on crossing safety. But much more could be done if more funding was available, holistic planning was encouraged, and if certain process impediments were removed.

120 milliards de dollars pour le financement de nouvelles infrastructures, l'exigence d'un commanditaire gouvernemental est largement responsable de l'exclusion des projets ferroviaires. Les chemins de fer du Canada peuvent être en mesure d'accéder à cet argent par le biais du Nouveau Fonds Chantiers Canada, mais c'est loin d'être certain. L'existence même des Normes sur les passages à niveau montre que le gouvernement croit que ces passages représentent un problème de sécurité publique.

Ce sont dans bien des cas des enjeux de longue date. La Commission d'examen de la *Loi sur la sécurité ferroviaire* (LSF) de 2007 a reconnu la difficulté de concilier la sécurité avec la commodité et la nécessité économique. Par la suite, le rapport d'examen de la *Loi sur les transports au Canada* (LTC) de 2015 a présenté un certain nombre de

The principal result would be fewer deaths and injuries at grade crossings, but other public benefits would include increased public mobility and community connectedness, less roadway congestion, reduced GHG emissions, and improved performance of Canada's trade gateways.

Given the federal government's focus on rail safety, on climate change, on reducing congestion to improve productivity, and on public infrastructure, it's time for action on crossing safety. In its most recent federal budget, the federal government committed \$143 million in general rail safety funds over three years. However, the budget contained no specific focus on grade crossings, with the exception of VIA Rail-owned infrastructure. Although the federal government announced \$120 billion in new infrastructure funding, the requirement for a government sponsor is largely responsible for rail projects being shut out of this program. Canada's railways may be able to access this money via the New Building Canada or Phase Two infrastructure funds, but this is far from certain. The very existence of the Grade Crossings Standards shows that the government believes crossings are a public safety concern.

Many of these issues are longstanding. The Railway Safety Act (RSA) Review panel of 2007 recognized the challenges of balancing safety with public convenience and economic necessity when considering new

crossings, and it made a number of recommendations with respect to crossing issues. Subsequently, the Canada Transportation Act (CTA) Review report of 2015 put forward a number of crossing-related recommendations. These concern the impact of new crossings on railway performance, and the railways' right to dispute resolution vis-à-vis construction or maintenance issues, among other areas.

Canada's railway industry appreciates the various programs and investments put in place by governments over the years. But crossing safety is the most pressing rail-related safety issue facing Canadians and their governments today, and more can and must be done.

The current multiple federal programs, constraints and approaches should be wound down and replaced with an integrated program. Such an approach should promote collaboration between governments and railways, and encourage a broad geographic view, on a trade corridor or regional basis. As applications for projects are received, Transport Canada, the railways, and provincial governments should cooperate to prioritize the projects. When new crossings are being considered, public safety should be made the over-riding criterion, along with the availability of alternative crossings, and the impact of the crossing on rail-based trade corridor performance. As part of the crossing application process, the proponent should be required to submit a risk

assessment to both Transport Canada and the affected railway.

Finally, funding must be increased dramatically from the levels in the current programs. Transport Canada and the railway industry should be directed to develop targets for the number of annual completions of grade separations, crossing improvements and crossing closures, and funding should be put in place to match. Increased funding should also be provided to Operation Lifesaver, to ensure new drivers, professional drivers, and the public at large are educated about crossing safety. And of course, these programs should be available to both federally and provincially regulated railways.

The safety of the public at grade crossings is a shared responsibility. The railways, governments, road authorities and drivers all have important roles to play in reducing the number of needless deaths and serious injuries at grade crossings throughout the country. Canada's railways stand shoulder to shoulder with the federal, provincial, municipal and First Nation governments in support of this public safety imperative. ■

Paul Miller is Adjunct Professor in the Department of Civil & Environmental Engineering at the University of Alberta, and Railroader in Residence at the Canadian Rail Research Laboratory. He worked for CN for 34 years, retiring as Vice-President, Safety, Sustainability, and Network Transportation in 2011.



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recommandations. Celles-ci concernent l'impact des nouveaux passages à niveau sur la performance des chemins de fer et le droit de contestation des chemins de fer.

L'industrie ferroviaire du Canada se réjouit des divers programmes et investissements mis en place par les gouvernements au cours des années, mais la sécurité des passages à niveau est la question de sécurité ferroviaire la plus pressante.

Les multiples programmes du gouvernement fédéral doivent être remplacés par un programme intégré. Une telle approche devrait promouvoir une perspective géographique élargie s'étendant à un corridor commercial ou à une région. Transports Canada, les chemins de fer et les gouvernements provinciaux devraient coopérer pour prioriser les projets. La sécurité publique devrait être le premier critère lorsque de nouveaux passages à niveau sont envisagés, ainsi que la disponibilité d'autres passages et l'impact du passage à niveau sur la performance du corridor de commerce ferroviaire. Dans le cadre du processus de demande de passage, le promoteur devrait être tenu de présenter une évaluation des risques à Transports Canada et au chemin de fer visé.

Enfin, le financement doit être augmenté de façon spectaculaire. Transports Canada et l'industrie ferroviaire devraient être enjoins d'élaborer des objectifs pour le nombre annuel de passages dénivelés, de même que pour l'amélioration et la fermeture des passages à niveau. On devrait aussi accroître le financement d'Opération Gareutrain pour que les nouveaux conducteurs, les conducteurs professionnels et le grand public connaissent les consignes de sécurité. Bien sûr, ces programmes devraient être disponibles pour les chemins de fer sous réglementation fédérale et provinciale.

La sécurité du public aux passages à niveau est une responsabilité commune. Les chemins de fer, les gouvernements, les administrations

routières et les conducteurs ont tous un rôle important à jouer dans la réduction du nombre de morts inutiles et de blessures graves aux passages à niveau. Les chemins de fer du Canada se tiennent au coude à coude avec les gouvernements fédéral, provincial et municipal de même qu'avec les Premières nations à l'appui de cet impératif de sécurité publique. ■

Paul Miller est professeur adjoint à la faculté de génie civil et environnemental de l'Université de l'Alberta. Il est aussi l'expert ferroviaire résidant au Laboratoire canadien de recherche sur le rail. Il a travaillé au CN pendant 34 ans et a pris sa retraite en 2011 alors qu'il était vice-président et chef Sécurité et développement durable.



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Climate change and the value of modal shift

By Michael Gullo

November 2015 marked a pivotal moment in Canada's climate change history. Approximately one month after the federal Liberals formed a majority government, Prime Minister Justin Trudeau appeared at the Paris Climate Change Conference to reaffirm Canada's intentions to play a more instrumental role in driving down emissions in Canada and abroad, stating "Canada is back, my friends," and "we're here to help."

The transportation industry generates close to one third of Canada's greenhouse gas (GHG) emissions. However, the policy approach to addressing emissions within the sector is fragmented and is moving forward without a national vision for reducing carbon. For example, British Columbia uses a taxation-based system, whereas Quebec has adopted a market-based approach through a cap-and-trade regime linked to the state of California via the Western Climate Initiative (WCI). Moreover, Ontario is in the process of finalizing its cap-and-trade regime, which is expected to come into force in 2017.

In some cases, certain segments of the transportation sector are exempt from provincial policies. In Ontario and Quebec, for example, fuel for the aviation and shipping industries is excluded entirely.

For Canada's railway industry, this uncoordinated approach is inefficient, in that it requires inter-provincial carriers to participate in multiple regional initiatives that lack coordination and cohesion.



Railways have demonstrated that investments in technology and efficient operating practices are improving fuel economy and reducing emissions.

Un élément de solution

Les changements climatiques et l'importance du rééquilibrage modal

Par Michael Gullo



Les chemins de fer ont fait la preuve que l'investissement dans les technologies et les pratiques efficaces d'exploitation permettent d'économiser le carburant et de réduire les émissions.

Novembre 2015 a marqué un jalon dans l'histoire des changements climatiques. Un mois après l'accession des Libéraux au pouvoir, le premier ministre Justin Trudeau est allé réaffirmer, à la Conférence de Paris, l'intention du Canada de jouer un rôle plus important dans la diminution des émissions. « Le Canada est de retour », a-t-il dit; « nous sommes ici pour aider ».

Le secteur des transports produit près du tiers des émissions de gaz à effet de serre (GES) canadiennes. Pourtant, l'approche politique en matière de réduction des émissions y est fragmentaire; il y manque une vision nationale. Par exemple, la Colombie-Britannique utilise un système de taxation, tandis que le Québec a opté pour un régime de plafonnement et d'échange relié à celui de la Californie par le biais de la Western Climate Initiative (WCI). L'Ontario se prépare à instaurer un système similaire en 2017.

Certains segments du secteur des transports sont exemptés de ces politiques provinciales. En Ontario et au Québec, celles-ci ne s'appliquent pas au carburant des avions et des moteurs de navires.

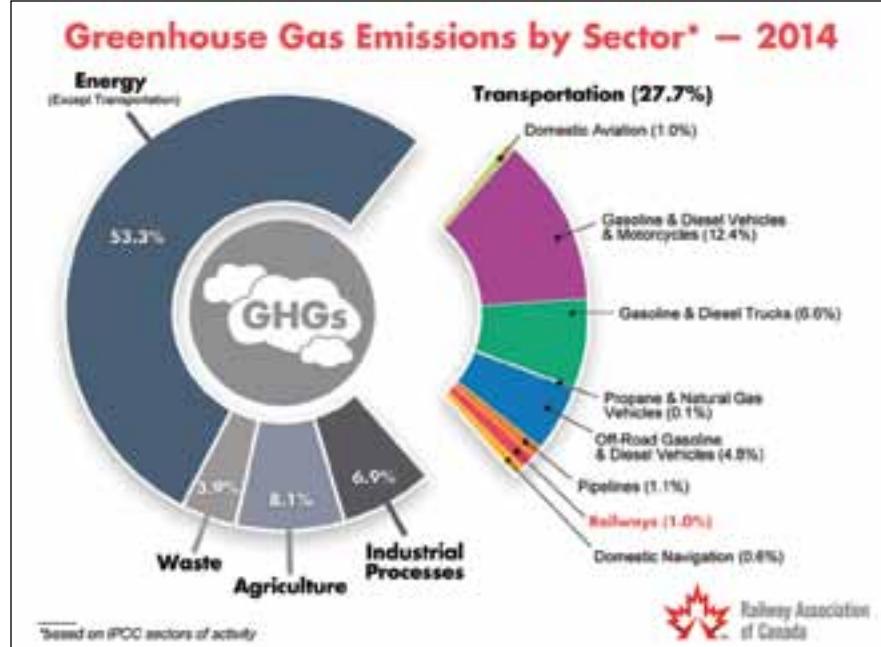
Cette approche désordonnée s'avère inefficace pour le secteur ferroviaire, puisque les transporteurs inter provinciaux doivent prendre part à plusieurs initiatives régionales sans lien entre elles.

Inévitablement, le prix du carburant augmente. Les chemins de fer consommant du carburant,

Inevitably, the price of fuel increases for railways and their customers. As fuel users, railways are subject to compliance costs either directly or indirectly through taxation or, in the case of cap-and-trade systems, when fuel wholesalers or distributors pass their costs on to the railway. A railway can also be subject to program compliance costs directly if it purchases fuel directly from a refinery, or when it imports fuel from the U.S in a volume that is above the statutory threshold (e.g. 200 litres).

Railway emission performance in Canada

Canada's railways have a long history of working with the federal government to reduce emissions produced by locomotives. Since 1995, the industry has held a series of memorandum of understandings (MOU) with the federal transport minister that have provided the



platform for identifying pragmatic solutions for reducing emissions. The sector is working through its third MOU which establishes voluntary GHG emission intensity reduction targets from 2011 to 2016 for Class I freight,

shortline, and intercity passenger railways. All signatory railways report their GHG and criteria air contaminant performance annually, and reports are peer reviewed and available to the public.

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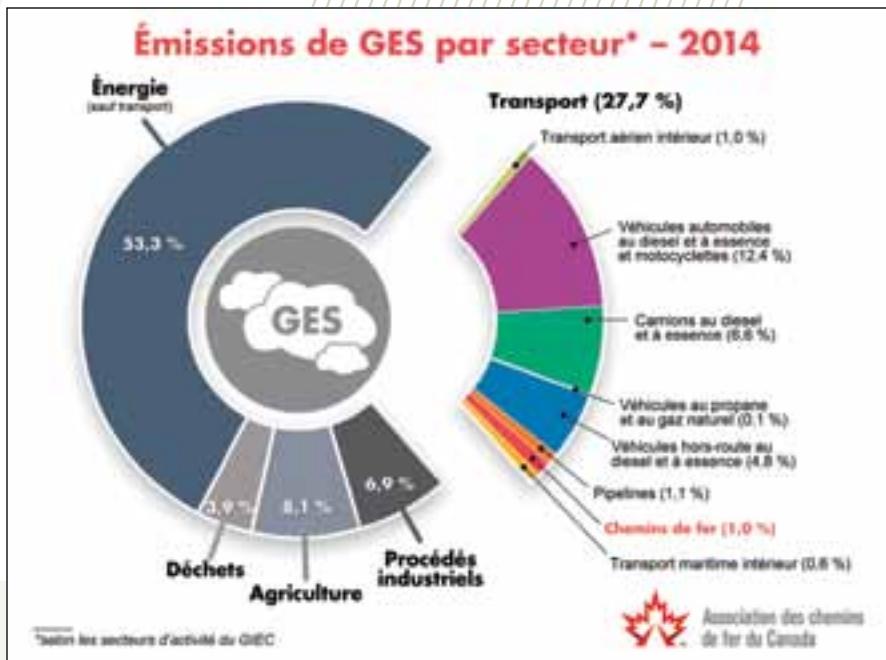


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la taxation entraîne des coûts directs et indirects. Dans le cas du plafonnement et de l'échange, les grossistes et les distributeurs de carburant leur refilent la facture. Et le chemin de fer qui achète

son carburant directement d'une raffinerie ou qui l'importe des États-Unis en quantités supérieures au plafond réglementé (200 litres) assume aussi les coûts d'une telle réglementation.

Les émissions des chemins de fer canadiens

Les chemins de fer du Canada collaborent de longue date avec le fédéral afin de réduire les émissions des locomotives. Depuis 1995, le milieu a conclu plusieurs protocoles d'entente (PE) avec le ministre fédéral des Transports. Le milieu travaille à la réalisation d'un troisième PE qui fixe des cibles volontaires de réduction des émissions de GES pour la période 2011-2016. Tous les chemins de fer signataires déclarent leur performance annuelle pour les GES et les principaux contaminants atmosphériques; ces rapports sont examinés par des pairs et mis à la disposition du public.

Les résultats sont positifs. Les chemins de fer ont fait la preuve que l'investissement dans les technologies et les pratiques efficaces d'exploitation permettent d'économiser le carburant et de

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Performance under the MOU agreements has been positive. Railways have demonstrated that investments in technology and efficient operating practices are improving fuel economy and reducing emissions. Since 1990, freight and passenger railways in Canada have reduced their GHG intensity by approximately 40 and 56 per cent respectively, despite increases in traffic and ridership. In the commuter rail sector, emissions intensity has increased slightly in relation to traffic, due mainly to the exceptional growth in Toronto, Montreal and Vancouver, and the need to offer trains at non-peak times.

The railway advantage

Railways continue to be an efficient and GHG-friendly mode of transportation

for moving goods and passengers. In Canada, railways can move one tonne of freight 215 kilometres on a single litre of fuel. Furthermore, a single freight train is capable of removing over 300 trucks from our road and highway network.

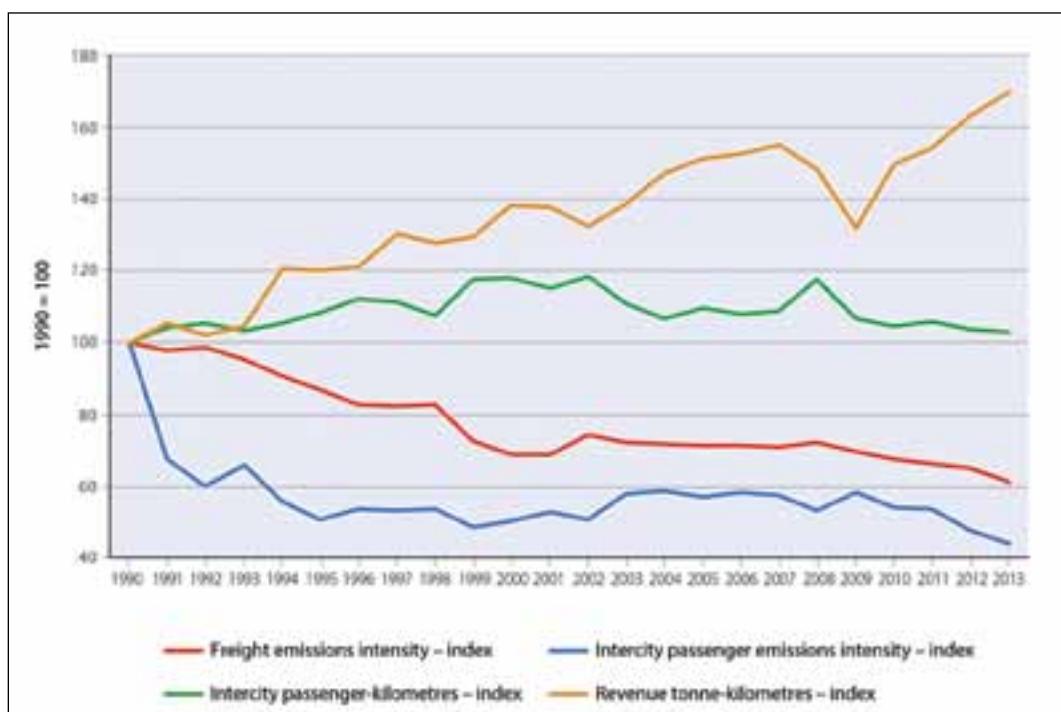
A study by the Federal Railroad Administration in 2009 concluded that railways were four times more fuel efficient than trucks, when considering multiple distances and commodities that could be moved by both modes of transportation.

In the absence of a clear policy direction for transportation-related emissions, Canada is missing out on the potential to reduce GHGs from the increased use of rail. In addition to reducing its carbon footprint, the added benefits of modal shift include reduced congestion and less wear and tear on the country's roads and its highway system.

Technologies and management strategies used by railways to reduce emissions

Longer Trains	Use of Ultra-Low Sulphur Diesel Fuel
Dynamic Brakes	Engine Retrofits
Anti-Idling Devices	Distributed Power
Rail Lubrication	Trip Optimizer Technology
Top-of-Rail Friction Control	Yard Optimization Practices

GHG emissions intensity for Canadian railways (1990-2013)



réduire les émissions. Depuis 1990, les chemins de fer marchandises et voyageurs ont réduit leurs GES de 40 % et de 56 % respectivement, malgré une hausse d'achalandage. Dans le secteur des trains de banlieue, les émissions sont légèrement en hausse par rapport à l'achalandage, ce qui s'explique surtout par la croissance exceptionnelle à Toronto, Montréal et Vancouver, ainsi que par l'offre de trains entre les heures de pointe.

L'avantage du chemin de fer

Le chemin de fer demeure un mode de transport efficace et écologique pour le transport des marchandises et des voyageurs. Au Canada, on peut faire parcourir 215 kilomètres à une tonne de marchandises avec un litre de

carburant. Qui plus est, un seul train marchandises permet de retirer plus de 300 camions de nos routes.

Selon une étude menée en 2009 par la Federal Railroad Administration des États-Unis, le chemin de fer consomme quatre fois moins de carburant que le camionnage, quand on tient compte des distances et des marchandises déplacées par ces deux modes de transport.

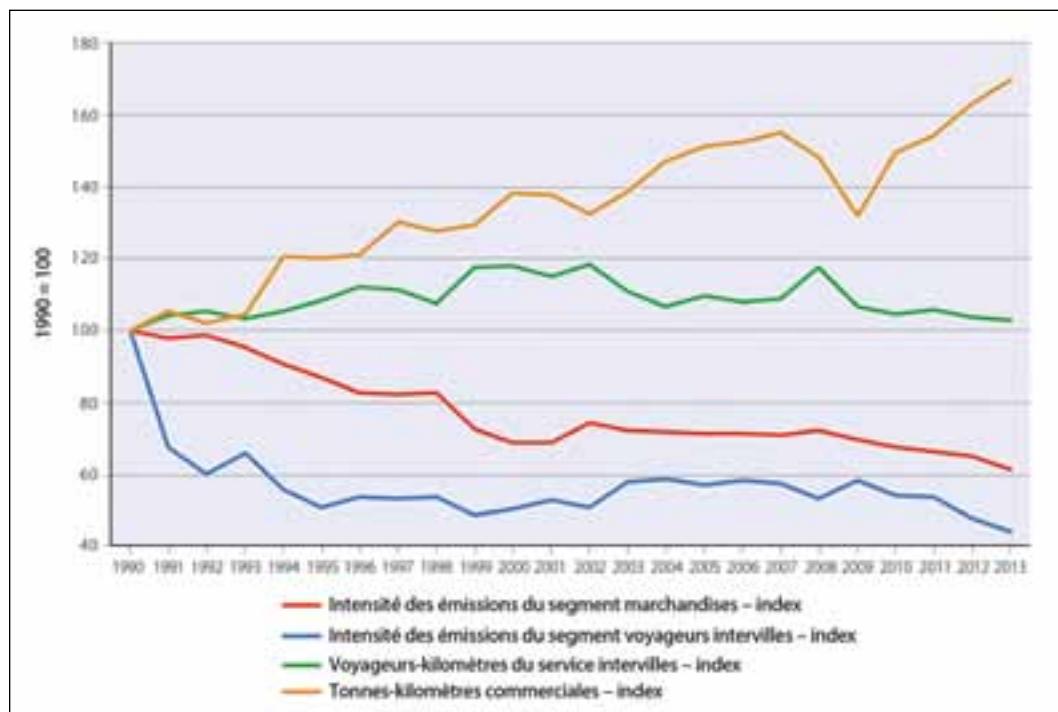
Sans une orientation politique claire, le Canada se prive de la réduction des GES que lui apporterait une utilisation plus intensive des chemins de fer. Un tel rééquilibrage modal, en plus de réduire l'empreinte carbone du pays, permettrait de réduire la congestion routière et l'usure du réseau routier.

Au Canada, on peut faire parcourir 215 kilomètres à une tonne de marchandises avec un litre de carburant. Qui plus est, un seul train marchandises permet de retirer plus de 300 camions de nos routes.

Technologies et stratégies de gestion qui réduisent les émissions

Trains plus longs	Diesel à très faible teneur en soufre
Freins dynamiques	Modernisation des moteurs
Dispositifs anti-ralenti	Traction répartie
Lubrification des rails	Optimisateur de parcours
Gestion du frottement sur le dessus du rail	Pratiques d'optimisation des triages

Intensité des émissions de GES des chemins de fer canadiens (1990-2013)



For example, transferring 3, 5 or 10 per cent of truck traffic to rail would reduce GHGs by 1.1, 1.9 or 3.7 megatonnes of carbon dioxide equivalent, respectively.

Policy considerations for the future

The GHG advantage that rail maintains over trucking requires deep consideration from policymakers across all levels of government as they contemplate carbon management strategies within their jurisdictions. In order to stimulate the modal shift required to reduce transportation-related GHGs, there must be incentives that encourage shippers and people to make transportation choices on the basis of emissions performance.

Carbon pricing, whether through taxation or a market-based approach, encourages industries to reduce emissions at the lowest possible cost. But while the introductory price-per-tonne for carbon remains relatively low, it is unclear if this pricing scheme will lead to substantive emissions reductions in the transportation sector.

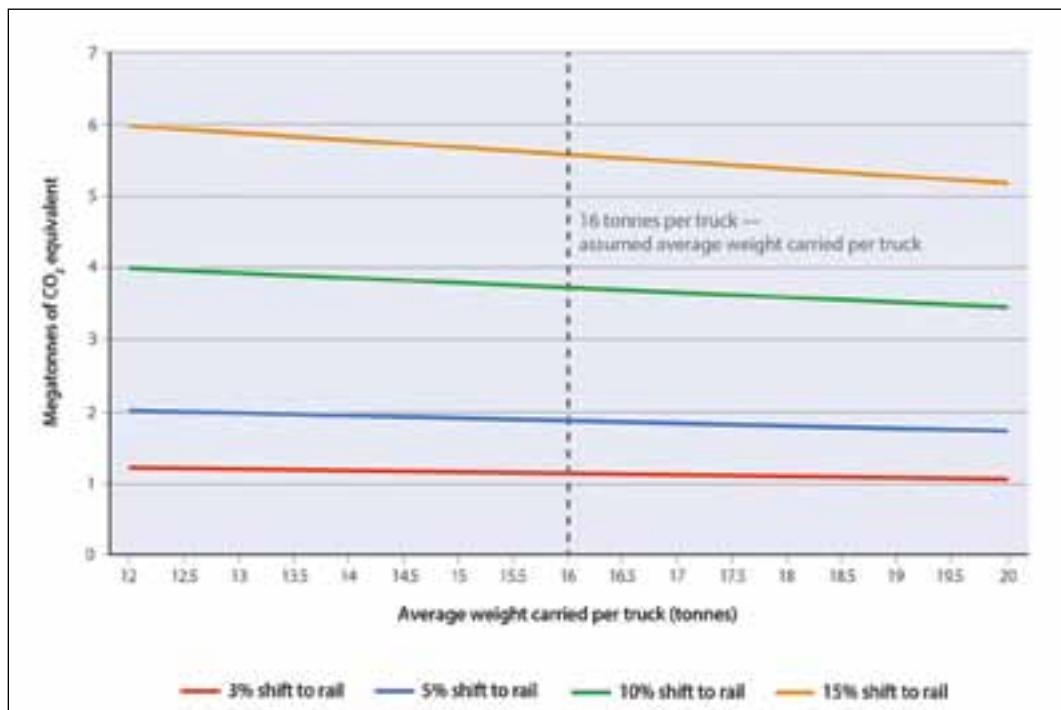
Similarly, no government climate change policy provides a clear incentive for shippers to review their transportation portfolio and choose the option that emits

the fewest GHGs. Transportation of goods to the marketplace is not factored into a manufacturer's cap and, under the WCI's parameters for offsets, only sectors that are not subject to a regulation can support the development of carbon offsets. Thus, a railway cannot create an offset credit for a shipper that chooses a greener transportation option.

For passenger transportation, policies such as road pricing and tolling offer the potential to reduce congestion and lower GHGs. Yet, these items have yet to be included in any regional climate change strategy.

Looking forward, policymakers should consider rail as part of the climate change solution rather than part of the problem. Quebec, for example, recognizes rail as a means to achieving a low-carbon economy. It has assured that revenues generated from its cap-and-trade system are directed towards a fund – appropriately named the Green Fund – designed to support the province's sustainable development and climate change objectives. A portion of this fund has been used to implement two programs: one that aims to reduce transportation-related GHGs by promoting modal shift (PREGTI) and the other that encourages the use of

Effects of a modal shift in traffic from trucking to rail



Par exemple, en transférant trois pour cent du camionnage au chemin de fer, on réduirait les émissions de GES de 1,1 mégatonne d'équivalent CO₂. À 5 %, on éliminerait 1,9 mégatonnes et à 10 %, 3,7.

Considérations politiques pour l'avenir

Nos décideurs de tous les ordres de gouvernement devraient tenir compte de l'avantage qu'offre le chemin de fer par rapport au camionnage dans leur réflexion sur les stratégies de gestion du carbone. Pour stimuler le rééquilibrage modal requis afin de réduire les GES dans le secteur des transports, nous aurons besoin d'incitatifs qui pousseront les expéditeurs et les citoyens à choisir leur mode de transport en fonction des émissions polluantes.

La tarification du carbone, que ce soit par la taxation ou par un système de plafonnement et d'échange, encourage le milieu à réduire ses émissions au moindre coût. Or, bien que le prix de la tonne de carbone soit plutôt bas au moment de l'instauration de ce système, on ne sait pas vraiment si cette tarification entraînera une réduction substantielle des émissions dans les transports.

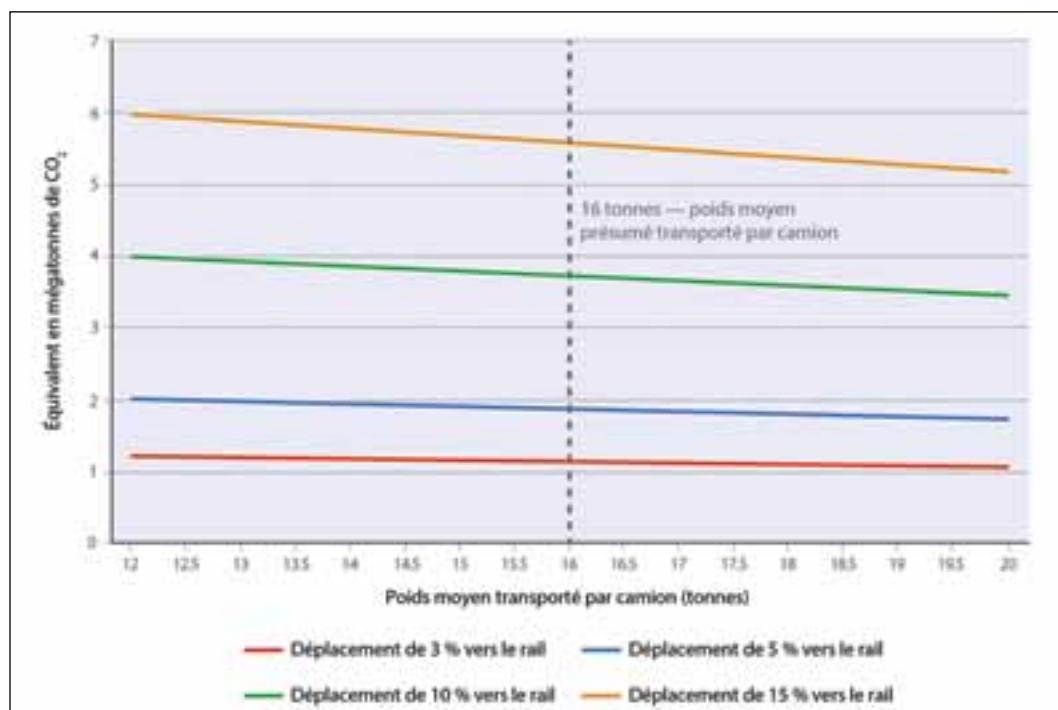
De même, il n'existe aucune politique qui encourage manifestement les expéditeurs à revoir leur utilisation des transports pour

choisir celui qui émet le moins de GES. Le transport de marchandises vers le marché ne compte pas dans le plafond du manufacturier, tandis que, selon les paramètres de compensations de la WCI, seuls les secteurs non assujettis à une réglementation peuvent soutenir le développement des crédits compensatoires. Par conséquent, l'expéditeur qui choisit le chemin de fer comme moyen de transport plus écologique n'aura pas droit à un crédit.

Quant au transport de voyageurs, la tarification routière et le péage permettraient de réduire la congestion et les GES, mais aucune stratégie régionale sur les changements climatiques n'y fait appel pour l'instant.

Les décideurs politiques devraient voir le chemin de fer comme une partie de la solution aux changements climatiques. Le Québec, par exemple, reconnaît en lui une brique pour bâtir une économie faible en carbone. Il a promis que les revenus tirés de son système de plafonnement et d'échange iront dans un fonds vert qui soutiendra les objectifs du gouvernement en matière de développement durable et de changements climatiques. Une partie de ce fonds a servi à la mise en œuvre du Programme visant la réduction ou l'évitement des émissions de gaz

Effets d'un rééquilibrage modal entre camionnage et chemin de fer





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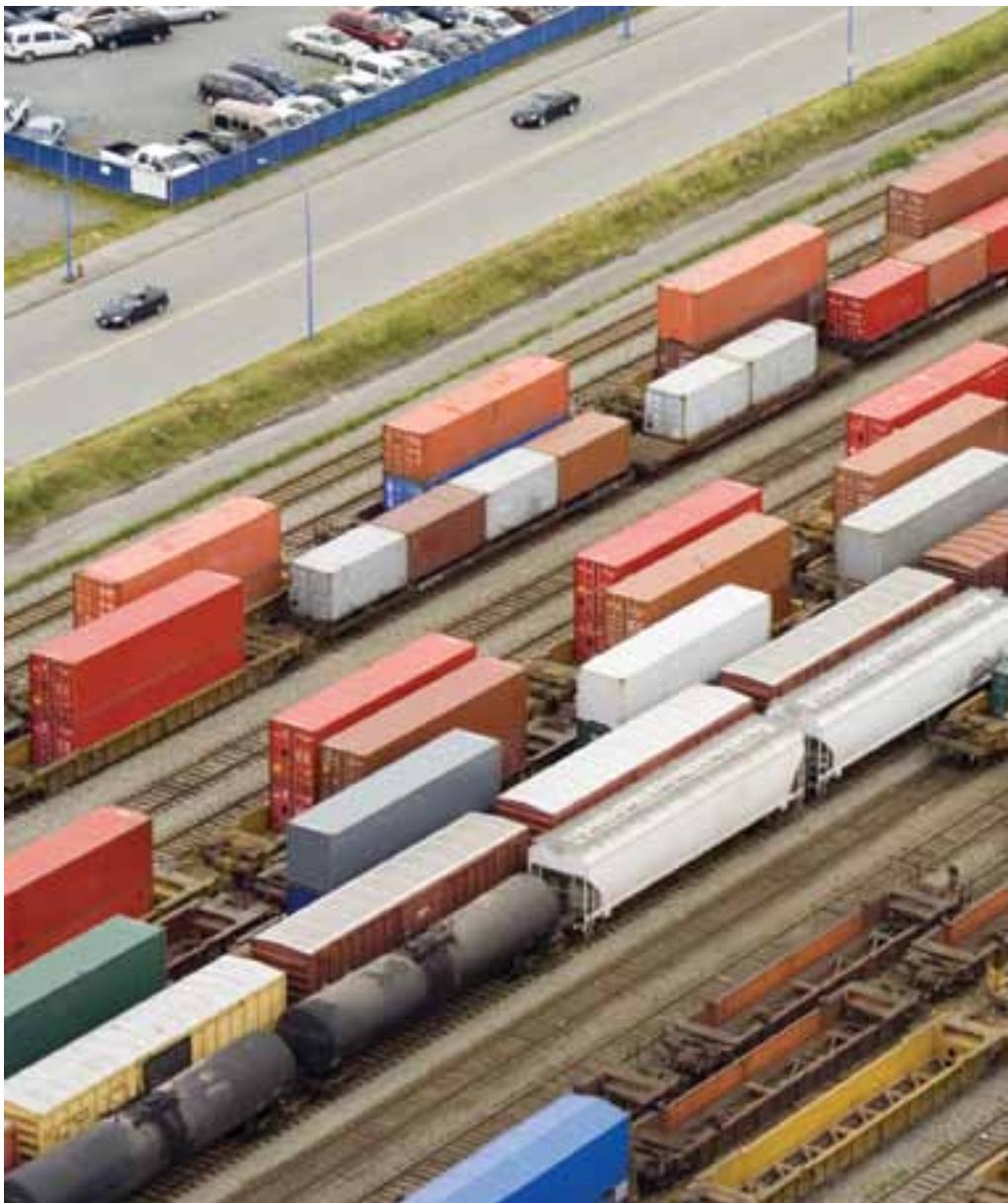
more energy-efficient equipment within transportation sectors (PETMAF). These programs demonstrate how public revenues generated from carbon-policy programs can be used to encourage a modal shift.

Conclusion

Canada plans to reduce its GHG emissions by 30 per cent below 2005 levels by 2030. To achieve this target, the federal government must work with its municipal, provincial and territorial counterparts to develop a framework for combatting climate change. The approach to managing transportation-related emissions in

Canada is fragmented and is moving forward without a national vision for reducing carbon within the sector. Existing provincial-based systems fail to address all transportation-related emissions and do not acknowledge that these emissions span air sheds that cross multiple political jurisdictions. A new, federal direction should recognize the railway sector's ability to be an integral part of Canada's climate change solution, and its transition towards a low-carbon economy. ■

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



à effet de serre par le développement du transport intermodal (PREGTI) et du Programme d'aide à l'amélioration de l'efficacité du transport maritime, aérien et ferroviaire (PETMAF). Ces programmes font la preuve que les revenus que tire l'État de ses politiques sur le carbone peuvent servir à encourager un rééquilibrage modal.

Conclusion

Le Canada souhaite ramener ses émissions de GES 30 pour cent en dessous du niveau de 2005 d'ici à 2030. Pour ce faire, le fédéral doit élaborer un cadre de lutte aux changements climatiques en collaboration avec ses

homologues municipaux, provinciaux et territoriaux. La gestion des émissions du secteur des transports est fragmentaire à travers le pays. Les systèmes provinciaux ne s'attaquent pas à toutes les émissions des transports. Une nouvelle orientation fédérale devra reconnaître la capacité du secteur ferroviaire à fournir une solution aux changements climatiques et à la création d'une économie faible en carbone. ■

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



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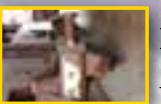
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League leader

Tanis Peterson named VP of the League of Railway Industry Women

By Sarah B. Hood

In May, the League of Railway Industry Women (LRIW) appointed three new members to its Board of Directors, including Tanis Peterson, Director of Regulatory Affairs with the Railway Association of Canada (RAC), who takes on the position of Vice President with the organization.

Founded in 1997, LRIW supports the personal and professional growth of women at every level of railroading. Members are encouraged to participate and share their knowledge for the growth of the organization and the betterment of the industry as a whole.

"Like any organization or peer group, you find a commonality, and I think that's what's important for me," Peterson says. "I have noticed in my career that what has helped me to excel and keep moving forward is meeting a group of people that I could feel comfortable in reaching out to, to ask questions to, or to gather information from. For me, that was essential, because this is a very big industry and a very specialized one. It can be technical, so it was essential for me to be able to find people with different specialties and different knowledge sets to reach out to."

Peterson joined the industry without having had much exposure to it, she says, but it didn't take long for her to latch on.

Ligue majeure

Tanis Peterson nommée vice-présidente de la League of Railway Industry Women

Par Sarah B. Hood

En mai, la League of Railway Industry Women (LRIW) a nommé trois nouveaux membres à son conseil d'administration, dont Tanis Peterson, directrice des affaires réglementaires de l'Association des chemins de fer du Canada (ACFC), qui devient vice-présidente de l'organisation.

Fondée en 1997, la LRIW soutient la croissance personnelle et professionnelle des femmes à tous les niveaux de l'industrie. Les membres sont invitées à s'impliquer et à partager leurs connaissances pour faire croître l'organisation et améliorer l'industrie dans son ensemble.

« Comme dans toute organisation, on y trouve une communauté, et c'est ce qui m'importe, dit Mme Peterson. J'ai remarqué dans ma carrière que ce qui m'a aidé à exceller et à aller de l'avant est de rencontrer un groupe de personnes auxquelles je me sens libre de poser des questions ou de demander des renseignements.

Dans cette grande industrie très spécialisée et un domaine qui peut être très technique, il était essentiel pour moi de trouver des personnes avec différentes spécialités et connaissances. »



LEAGUE OF RAILWAY INDUSTRY WOMEN

"One of the aspects that I want to offer is support for those younger women coming into the field who may feel a little out of place in one of those career paths that are mostly men. We want to offer women a feeling of commonality, of belonging."

"I had amazing parents who didn't put a gender expectation on me; I didn't think in terms of a 'man's' or a 'woman's' job, but whether I would like it or not," she says. "I just fell in love with it and went from there."

Peterson started railroading as a conductor with Canadian Pacific. Early in her career, female conductors were extremely rare, she says. But over time, gender in the workforce has balanced out.

"I see more and more women every day, whereas when I started, it was normal to be the only woman in the room. One of the aspects that I want to offer is support for those younger women coming into the field who may feel a little out of place in one of those career paths that are mostly men. We want to offer women a feeling of commonality, of belonging."

A LRIW member since 2015, Peterson was promoted from her previous role as Director. While advancement for women in railway-related business is the LRIW's core

goal, Peterson values her connection with the organization for reasons beyond its gender focus.

"There are a lot of groups that might be just mechanical- or engineering-based, but this is a group with a broad spectrum of experience and knowledge," she says.

The LRIW is made up of women from across North America. This diversity makes for an effective platform to share career ideas and advice, says Peterson. But just as importantly, it gives members the chance to work collaboratively to grow the industry, especially in terms of safety, she says.

"For me, on a personal level, I'm very proud of my industry and the fact that it's North America's safest mode of transportation. I'm excited to see new technologies being tested and utilized that will continue down the road to make it safer and safer. Anything we can do to prevent incidents and accidents, I'm very proactive about that."

"One thing I am excited about is to grow the organization," adds Peterson. "I think that the more we diversify in general, the better it is for new ideas and new perspectives. It's not only because a person is a women that she can bring new ideas into the industry. And there's still a lot that I'm discovering; I'm excited to learn more."

LRIW also appointed two other Directors: Jacinthe Cloutier Carneiro, Operations Manager for DLL Inc., and Natalie White, Director, Project Management, Materials, & Procurement for the Whiting Corporation.

"Tanus has contributed a great deal to the success of this organization," says LRIW President Jodi Heldt. "We are excited to hear her vision for the LRIW." ■

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Mme Peterson n'avait pas eu beaucoup de contact avec l'industrie avant de s'y joindre, mais elle a vite saisi les enjeux. « J'ai eu des parents extraordinaires qui ne m'imposaient pas de limite; je ne pensais pas en termes de travail "masculin" ou "féminin", mais en termes de travail agréable ou non, dit-elle. Je suis devenue amoureuse de mon travail. »

Mme Peterson a fait ses débuts dans l'industrie comme chef de train au Canadien Pacifique. Les femmes occupant un tel poste étaient alors extrêmement rares, mais elles sont devenues plus nombreuses au fil du temps.

« Il y a de plus en plus de femmes, alors que quand j'ai commencé, c'était normal d'être la seule femme dans la pièce, témoigne-t-elle. Je tiens à soutenir les jeunes femmes qui ne se sentent pas tout à fait à leur place dans une carrière principalement masculine. Nous voulons offrir aux femmes un sentiment d'appartenance. »

Membre de la LRIW depuis 2015, Mme Peterson était administratrice avant d'être promue. Bien que le but premier de la LRIW soit de faire avancer les femmes dans l'industrie, Mme Peterson tient à son lien avec l'organisation pour des raisons indépendantes de sa perspective de genre.

« Il y a bien des groupes qui se consacrent à la mécanique ou à l'ingénierie, précise-t-elle, mais cela m'a donné l'occasion de faire partie d'un groupe avec un large éventail d'expériences et de connaissances. »

La LRIW est composée de femmes de partout en Amérique du Nord. Cette diversité crée une plate-forme efficace pour partager des idées et des conseils de carrière, dit Mme Peterson. Surtout,

dit-elle, la LRIW donne aux membres la chance de travailler en collaboration pour développer l'industrie, en particulier en termes de sécurité.

« Je suis très fière de mon industrie et du fait que ce soit le mode de transport le plus sûr en Amérique du Nord. Je suis enthousiasmée de voir le développement de technologies de plus en plus sécuritaires. Je suis vivement intéressée par tout ce qui peut prévenir les accidents. »

« Entre autres passions, je tiens à développer l'organisation, ajoute-t-elle. Je pense que plus nous nous diversifions, plus nous aurons de nouvelles idées et de nouvelles perspectives. Les femmes peuvent apporter de nouvelles idées. J'en découvre encore beaucoup. »

La LRIW a également nommé deux autres administratrices : Jacinthe Cloutier Carneiro, directrice de l'exploitation de DLL Inc., et Natalie White, directrice, gestion de projet, matériaux et achats pour la Whiting Corporation.

« Tanis a beaucoup contribué à la réussite de notre organisation », déclare la présidente Jodi Heldt. « Nous sommes ravis de connaître sa vision pour la LRIW. » ■

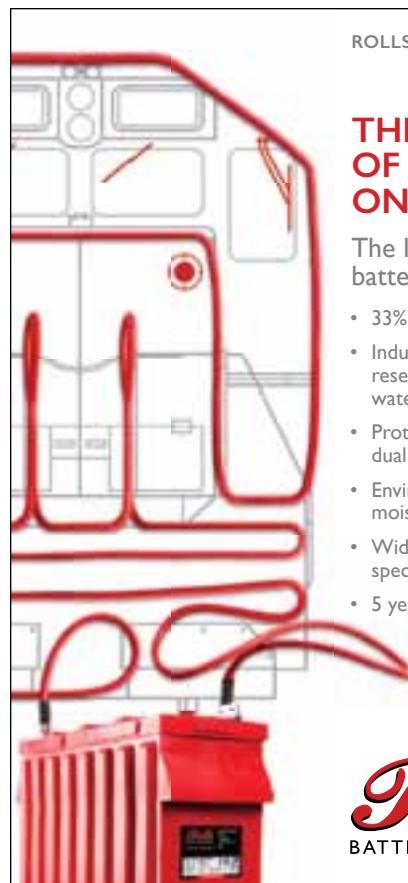
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For more information on the 23rd Annual Conference, please go to www.wheel-rail-seminars.com or contact Brandon Koenig, Director of Operations: Brandon@wheel-rail-seminars.com, 847-808-1818 Conference produced by Wheel Rail Seminars

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Canadian Rail Summit 2016

RAC hosts Canada's leading rail industry event

By Sarah B. Hood

Photos: Jake Wright

The 2016 edition of the Canadian Rail Summit was jointly hosted by the Railway Association of Canada (RAC) and the Canadian Association of Railway Suppliers from May 11 to 13 at the Metro Toronto Convention Centre. More than 400 people attended the event, which featured workshops on topics such as safety, trade, innovation and infrastructure, and trade show that showcased the latest railway industry technologies from some 60 suppliers across North America.

Opening plenary session

VIA Rail President Yves Desjardins-Siciliano opened CRS 2016 by presenting his vision for modernizing Canadian passenger rail service, including VIA Rail's dedicated tracks project for the Quebec-Windsor corridor. High-frequency, not high-speed, service is key to enhancing intercity passenger rail performance in Canada, said Desjardins-Siciliano during the opening plenary session.

"Service improvements, more frequencies, more reliable service and shorter trips are the future of VIA Rail," he said.

David Ferryman, Vice-President System Engineering for CN, followed up with a special address on how CN is building for the future by investing in safety, technology and infrastructure, and by collaborating with stakeholders.

"We need to continue to work together," said Ferryman. "Collaboration is key to innovation."

Economic trade workshop

The summit's first workshop, moderated by RAC Director of Policy, Economic and Environmental Affairs Michael Gullo, examined the economic climate for railways in Canada. Transportation economist Tony Hatch noted that, despite declining coal shipments signalling "the end of the commodity supercycle," railways are still regaining market share in other commodity groupings. The correlation between return on investments and reinvestments makes capital spending critical. With Canada's Class 1 railways investing in infrastructure, he remains optimistic, he said.

"I'm confident in this industry, partly because this network is in good shape, especially compared to the rest of the world," he said.

Jean-Jacques Ruest, Executive Vice-President and Chief Marketing Officer for CN, pointed out how declining oil prices have reduced demand for commodities like steel and drilling pipe. At the same time, however, US consumers are buying houses and cars again, which has resulted in an increase in intermodal carloads. He mentioned that railways should think of themselves as intermodal partners in the supply chain, and capital investment is critical to long-term success.

Mario Peloquin, Vice-President, Transformation for Thales Canada, discussed competition between supply chains. Thales Canada helps Canadian firms operate internationally, helping them navigate other countries' trade



VIA Rail Canada President and CEO Yves Desjardins-Siciliano



Sommet du rail du Canada 2016

L'ACFC accueille l'événement-phare de l'industrie ferroviaire canadienne

Par Sarah B. Hood

Photos : Jake Wright

L'édition 2016 du Sommet du rail du Canada a été organisée conjointement par l'Association des chemins de fer du Canada (ACFC) et l'Association canadienne des fournisseurs des chemins de fer (ACFCF) du 11 au 13 mai au Palais des congrès du Toronto métropolitain. Plus de 400 personnes ont assisté à l'événement, qui a comporté des ateliers sur des sujets tels que la sécurité, le commerce, l'innovation et l'infrastructure, et une foire commerciale regroupant quelque 60 fournisseurs.

Séance plénière d'ouverture

Le président de VIA Rail, Yves Desjardins-Siciliano, a inauguré le sommet en présentant sa vision pour la modernisation des services ferroviaires voyageurs au Canada, y compris le projet de voies dédiées dans le corridor Québec-Windsor. « La fréquence plutôt que la rapidité est la clé de l'amélioration du transport voyageurs intervilles au Canada, a-t-il déclaré. Les améliorations du service, l'intensification de la fréquence, un service plus fiable et des voyages plus courts représentent l'avenir de VIA Rail. »

David Ferryman, vice-président Ingénierie (réseau) du CN a ensuite donné une allocution sur la façon dont le CN prépare l'avenir en collaboration

avec les parties prenantes. « Nous devons continuer à travailler ensemble, a déclaré M. Ferryman. La collaboration est la clé de l'innovation. »

Atelier sur le commerce

Le premier atelier, animé par le directeur des politiques, affaires économiques et environnementales de l'ACFC, Michael Gullo, s'est penché sur les conditions économiques. L'économiste Tony Hatch a noté qu'en dépit de la baisse des expéditions de charbon signalant « la fin du supercycle des matières premières », les chemins de fer récupèrent encore des parts de marché dans d'autres groupes de produits. Les dépenses en immobilisations sont cruciales. Compte tenu des investissements des chemins de fer canadiens de classe 1 dans les infrastructures, il reste optimiste : « Je suis confiant, en partie parce que le réseau est en bonne forme, en particulier par rapport au reste du monde. »

Jean-Jacques Ruest, vice-président exécutif et chef du Marketing du CN, a souligné comment la baisse des prix du pétrole a réduit la demande de certaines marchandises. Au même moment, cependant, les consommateurs américains recommencent à acheter des maisons et des voitures, ce qui a entraîné une augmentation

Yves Desjardins-Siciliano, PDG de VIA Rail Canada

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CN Engineering VP David Ferryman

legislation, taxation rules and regulations that limit trade between nations. Péloquin described the crucial role railways play in ensuring Canada remains competitive in today's global logistics marketplace. "Globalization is here, and it will make it a level playing field for all companies to sell anywhere in the world."

Innovation workshop

Aaron Latimer, Director of Marketing at Universal Rail Systems, moderated a panel on railway industry innovation, which focussed primarily on rail safety. Paul Miller, Adjunct Professor at the University of Alberta, discussed new approaches to preventing derailments caused by broken rails. Miller explained how, over the years, railways have improved in this area by enhancing steel, the size and weight of rails, and ultrasonic rail-flaw detection. Now, algorithms can be designed to carry out predictive modeling. He discussed the "arc of innovation," which sees individual innovations reinforce one another through collaboration among researchers.

Stephen Gill, CEO of Flood Risk Canada, explained how his company promotes safety by analyzing and predicting risk. Noticing a need in Canada, the company developed Canada's first flood maps. Using drones, Flood Risk Canada can produce



David Ferryman, VP Ingénierie du CN

des envois intermodaux. Les chemins de fer devraient se considérer comme des partenaires intermodaux dans la chaîne d'approvisionnement.

Mario Péloquin, vice-président, Transformation de Thales Canada, a discuté de la concurrence entre les chaînes d'approvisionnement. Thales Canada aide les entreprises canadiennes à exercer leurs activités à l'échelle internationale. M. Péloquin a décrit le rôle crucial que jouent les chemins de fer dans la compétitivité du Canada : « La mondialisation est là, et elle va niveler le terrain de jeu pour toutes les entreprises. »

Atelier sur l'innovation

Aaron Latimer, directeur du marketing chez Universal Rail Systems, a animé une table ronde sur l'innovation. Paul Miller, professeur adjoint à l'Université de l'Alberta, a traité des nouvelles approches pour prévenir les déraillements causés par des rails brisés. M. Miller a expliqué comment, au fil des ans, les chemins de fer ont amélioré l'acier, la taille et le poids des rails, de même que la détection des défauts par ultrasons. On peut maintenant concevoir des algorithmes de modélisation prédictive. Il a expliqué « l'arc de l'innovation », qui permet aux innovations individuelles de se renforcer mutuellement.

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Ryan Mitrovich, Product Manager for MPL/SpillX, discussed an innovative new technology that uses an entirely mechanical system to fuel locomotives at 600 gallons per minute. The system uses a dry break connection with automatic shutoff and overfill protection, which decreases fuelling time and minimizes leaks, spills and theft.

John Cotter, Research and Development Manager at LB Foster Rail Technologies, explained the Rail Contact Fatigue caused by a high wheel-rail coefficient of friction, especially in curves. To address this, there is a shift towards onboard lubricant application from trackside lubricators, which would often get stolen and buried in snow. A Smart Application System can control the application and report on the system remotely.

The regulatory environment workshop

The regulatory environment workshop consisted of two separate panels. First, RAC's Vice-President of Operations and Regulatory Affairs Paul Mahony moderated a session on the application of new safety technologies, specifically Locomotive Video and Voice Recorders (LVVR). Faye Ackermans, a Member of the Transportation Safety Board of Canada, said this technology assists accident investigations by helping to identify contributing human factors. Under current legislation, use is limited to TSB investigations. Expanding their use would require balancing considerations like employees' right to privacy.

RAC's Director of Regulatory Affairs Tanis Peterson said LVVR "can bring safety to a new level" by pinpointing training gaps and improving safety culture. The US is moving to LVVR in locomotives within two years, she added.

Metrolinx's Director of Operations André Lalonde spoke about the company's experience with LVVR. On its GO Transit buses, LVVR have supported drivers' testimony in investigations. Metrolinx has been testing various configurations and four locomotives will be equipped with LVVR within the year, he said.

The following panel focussed on emergency response management, specifically on how first responders attend to rail-related emergencies and what measures are in place to ensure the safety of employees and citizens in the event of an incident. Paul Boissonneault, President of the Canadian Association of Fire Chiefs, spoke of the challenges facing fire services. He said first responders need timely information during incidents, more funding and solid stakeholder collaboration.

Spencer Buckland, President of Emergency Response Assistance Canada, discussed the services his organization offers, such as preparation of Emergency Response Assistance Plans, training, ensuring access to emergency equipment and documentation of safety systems.

Stephanie Maragna, Senior Program Advisor with the Ontario Ministry of Transportation, said her department

Stephen Gill, chef de la direction de Flood Risk Canada, a expliqué comment son entreprise favorise la sécurité en prévoyant les risques. La société a développé les premières cartes d'inondation au pays. Au moyen de drones, elle peut produire des simulations étalées sur cent ans, proposer des solutions et émettre des alertes météorologiques.

Ryan Mitrovich, chef de produit de MPL/SpillX, a présenté une nouvelle technologie entièrement mécanique pour alimenter les locomotives à 600 gallons par minute. Le système utilise un raccord rapide sec avec arrêt automatique et protection contre les débordements, ce qui diminue le temps de ravitaillement.

John Cotter, directeur de la RD chez LB Foster Rail Technologies, a expliqué la fatigue des rails causée par un coefficient de frottement élevé, surtout dans les courbes. Pour y remédier, on adopte des lubrificateurs embarqués plutôt que des lubrificateurs au sol qui sont souvent volés ou enfouis sous la neige.

Atelier sur le cadre réglementaire

L'atelier sur le cadre réglementaire s'est divisé en deux tables rondes. Tout d'abord, le vice-président des opérations et affaires réglementaires de l'ACFC, M. Paul Mahony, a animé une session sur l'application de nouvelles technologies de sécurité, en particulier les enregistreurs vidéo et vocaux. Faye Ackermans, membre du Bureau de la sécurité des transports du Canada, a déclaré que cette technologie aide les enquêteurs à identifier les facteurs humains. Selon la législation en vigueur, leur utilisation est limitée aux enquêtes du BST. Leur expansion se bute à d'autres considérations comme le droit à la vie privée.

La directrice des affaires réglementaires de l'ACFC, Mme Tanis Peterson, a dit que les enregistreurs « peuvent apporter plus de sécurité » en identifiant les lacunes de la formation. Les États-Unis s'apprêtent à installer des enregistreurs dans les locomotives d'ici deux ans, a-t-elle ajouté.

Le directeur des opérations de Metrolinx, M. André Lalonde, a parlé de l'expérience de son entreprise avec les enregistreurs. Ceux des autobus de GO Transit ont permis de corroborer les témoignages des chauffeurs lors d'enquêtes. Metrolinx a testé différentes configurations et quatre locomotives en seront équipées d'ici un an a-t-il dit.

L'autre table ronde a porté sur la gestion des interventions d'urgence. Paul Boissonneault, président de l'Association canadienne des chefs de pompiers, a parlé des défis auxquels sont confrontés les services d'incendie. Il a dit que les premiers intervenants ont besoin d'informations rapides lors d'incidents, de plus de financement et de la collaboration des intervenants.

Spencer Buckland, président d'Assistance d'intervention d'urgence du Canada, a décrit les services de son organisation, tels que la préparation de plans d'intervention, la formation, l'accès aux équipements d'urgence et la documentation des systèmes de sécurité.

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Rail infrastructure workshop

Mark Salsberg, General Manager and Founder of Acacia Partners, moderated a final workshop on railway infrastructure. John Jensen, Chief Capital Officer at Metrolinx, outlined the company's major new transit initiatives in the Greater Toronto and Hamilton areas, including track and bridge improvements for GO Transit. The revitalization of Union Station, for example, includes a new train shed, an expanded subway station, a new multicarrier bus terminal and signalling system upgrades.

André Lapalme, Vice-President of Engineering for Genesee and Wyoming Canada, discussed the challenges faced by the Canadian shortline railway sector, which comprises more than 50 local and regional railways that generate about \$923 million in revenue each year. For example, the cost of regulatory compliance is increasing, and capital investments are required to ensure competitiveness, but few funding programs are available. A dedicated federal shortline railway funding program is needed, and similar provincial initiatives should be encouraged, he said.

Finally, Guillaume Genin, Vice-President of Business Development for CANARAIL Consultants, discussed the firm's international business development consulting projects, including refurbishing tourist railway Rocky Mountaineer's Goldleaf Bi-Level cars. In the freight sector, Plan Nord's (equivalent to Ontario's Ring of Fire) rail study may bring 330 km of rail lines to mining interests in Northern Quebec, he said. ■

Stéphanie Maragna, conseillère principale en programmes au ministère des Transports de l'Ontario, a déclaré que son ministère envisageait d'établir « un pont entre le gouvernement fédéral, l'industrie et la communauté dans son ensemble pour faire en sorte que l'Ontario soit prêt pour les urgences ferroviaires ».

Atelier sur l'infrastructure ferroviaire

Mark Salsberg, directeur général et fondateur d'Acacia Partners, a animé un dernier atelier sur l'infrastructure ferroviaire. John Jensen, chef des immobilisations de Metrolinx, a présenté de nouvelles initiatives de transport en commun dans les régions du Grand Toronto et de Hamilton, y compris l'amélioration des voies et des ponts pour GO Transit. La revitalisation de la gare Union, par exemple, comprend un nouvel hangar de train, une station de métro plus grande, un nouveau terminal de bus et des systèmes de signalisation modernes.

André Lapalme, vice-président de l'ingénierie chez Genesee et Wyoming Canada, a parlé des difficultés de la cinquantaine de chemins de fer locaux et régionaux qui génèrent chaque année quelque 923 millions de dollars de revenus. Par exemple, le coût de la conformité réglementaire est en augmentation, et des investissements en capital sont nécessaires pour assurer la compétitivité, mais peu de programmes de financement sont disponibles. Il faudrait un programme fédéral de subventions aux chemins de fer d'intérêt local, et l'on devrait encourager les provinces à emboîter le pas.

Enfin, Guillaume Genin, vice-président du développement des affaires chez CANARAIL, a traité des missions de son entreprise à l'international, y compris la remise à neuf des voitures à étage du train Rocky Mountaineer. Dans le transport marchandises, l'étude ferroviaire du Plan Nord (équivalent au Cercle de feu de l'Ontario) pourrait entraîner la construction de 330 km de voies ferrées pour relier les mines du nord du Québec. ■



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RAC Director of Regulatory Affairs Tanis Peterson (left) and Transportation Safety Board of Canada Member Faye Ackermans

Tanis Peterson, directrice des affaires réglementaires de l'ACFC (à gauche) et Faye Ackermans, membre du Bureau de la sécurité des transports du Canada

RAC Director of Regulatory Affairs Tanis Peterson
TANIS PETERSON, directrice des affaires réglementaires de l'ACFC



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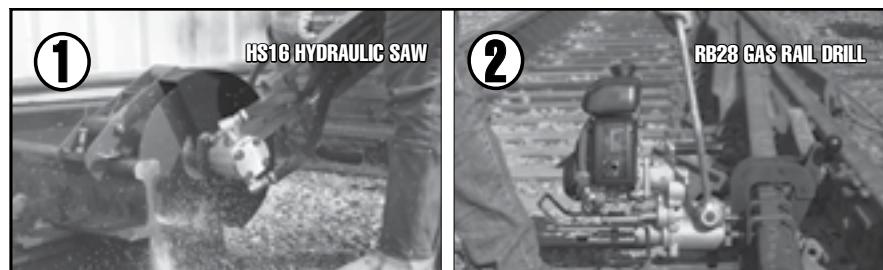
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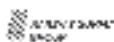
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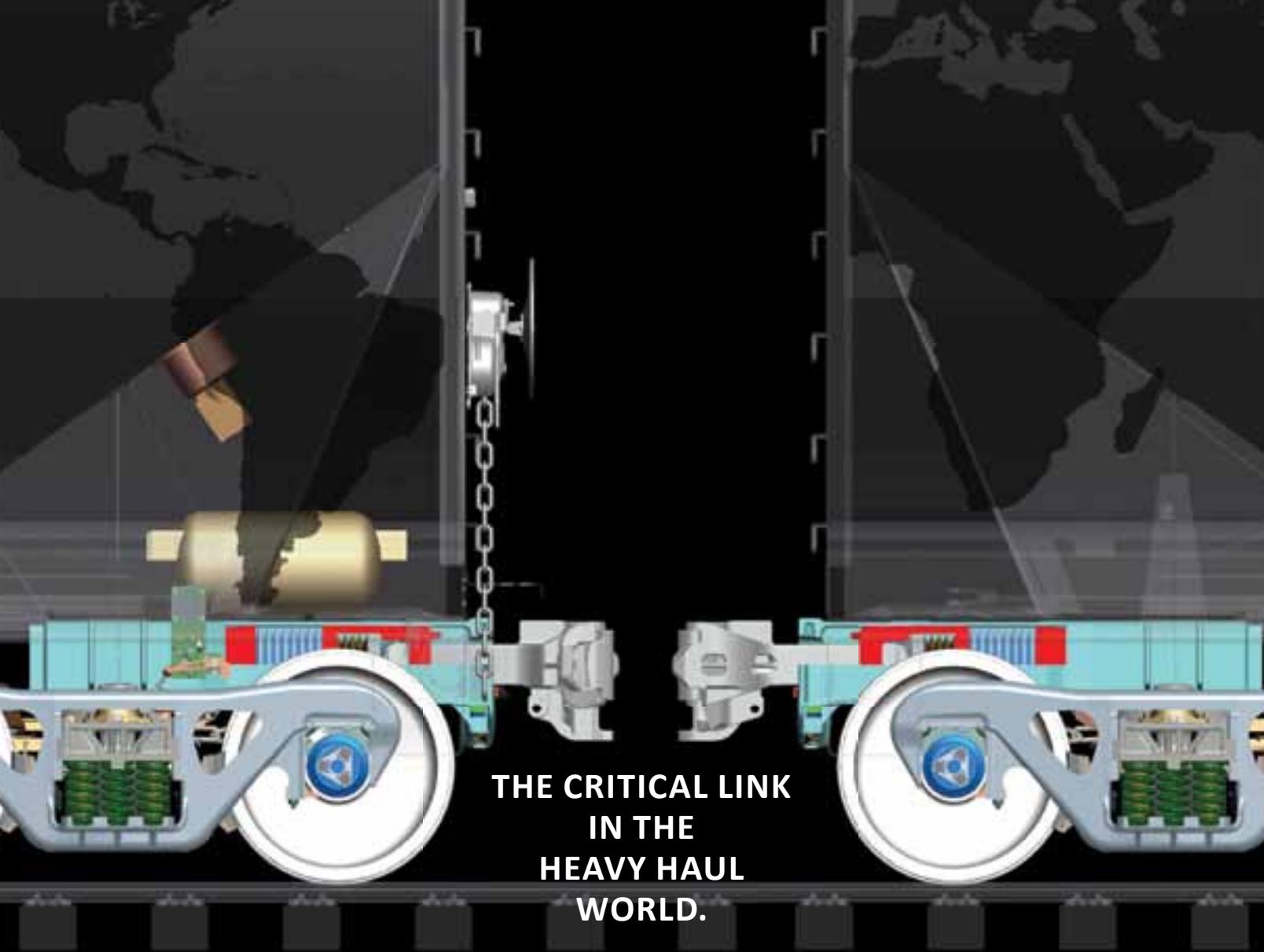
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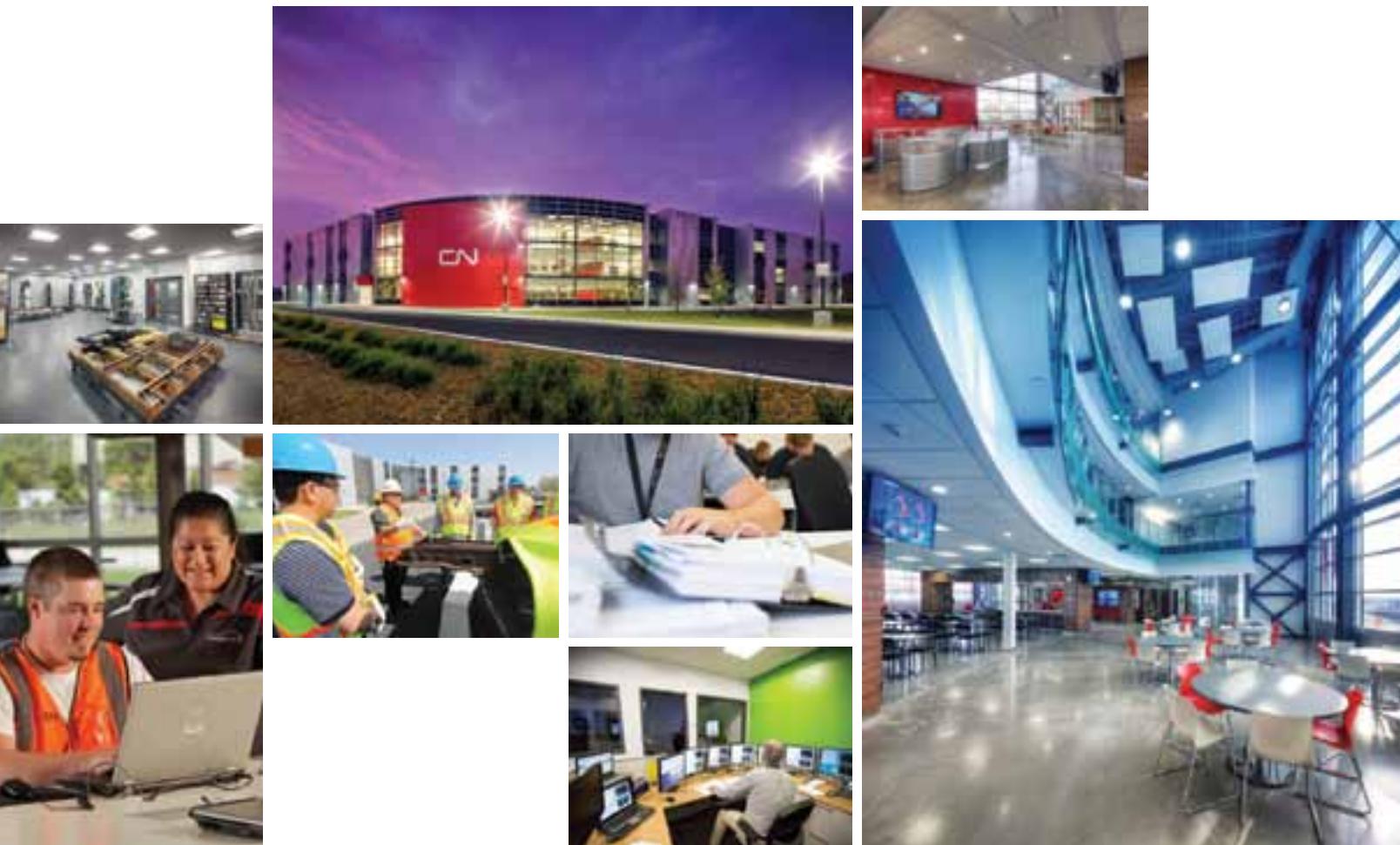
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