



Railway Association
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Fall / Automne 2013

interchange

Railway Legislation Passes Regulations to Follow

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Call for In-Cab
Video and Voice if
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**A Fresh Look for
GO Transit**

**Trespassing Seen
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Safety Remains Top Priority for Canada's Rail Sector

By Michael Bourque

The rail supply chain in Canada is core to our economy and standard of living. Rail service allows small, medium and large businesses to compete globally. Railways in Canada provide incredibly efficient service while operating in a safe, environmentally sustainable manner.

The Lac-Mégantic accident was a terrible tragedy that deeply affected all of the men and women across the Canadian railway industry. As we wait for investigators to piece together the unusual sequence of events that led to this tragedy, the railway industry is working to ensure that it is never repeated.

People from across the country have asked me about the dangerous goods travelling through their communities. It's important to know that railways in Canada routinely share this information with municipal officials and responders to help develop effective and realistic emergency response plans.

Railways in Canada and the United States are subject to extensive and rigorous safety regulation including the Transportation of Dangerous Goods Act (TDG), and its standards and requirements. TDG regulations apply to all railway companies in Canada transporting dangerous goods. Railways under provincial jurisdiction might be subject to additional rules and safeguards. In fact, railways in Canada are trusted to the degree that they are obligated by law to move dangerous goods.

The industry also has outreach programs to make sure officials and other interested parties are aware of the

La Sécurité, une Priorité Absolue du Secteur Ferroviaire Canadien

Par Michael Bourque

La chaîne d'approvisionnement ferroviaire du Canada est cruciale pour notre économie et pour notre niveau de vie. Le service ferroviaire permet aux entreprises, petites, moyennes et grandes, d'être compétitives à l'échelle mondiale. Les chemins de fer canadiens assurent un service d'une incroyable efficacité, à la fois sécuritaire et durable sur le plan de l'environnement.

L'accident survenu à Lac-Mégantic est une terrible tragédie. Tous les cheminots canadiens ont été profondément touchés par cet événement. Pendant que les enquêteurs tentent de reconstituer la série d'événements inhabituels qui ont mené à cette tragédie, le secteur ferroviaire s'efforce de faire en sorte que cela ne se reproduise plus jamais.

Des gens de partout au pays me posent des questions sur les marchandises dangereuses qui passent par leur municipalité. Il est important de savoir que les chemins de fer canadiens communiquent régulièrement ces renseignements aux fonctionnaires municipaux et aux intervenants, afin qu'ils puissent élaborer des plans d'intervention d'urgence efficaces et réalistes.

Les chemins de fer du Canada et des États-Unis sont assujettis à des règles de sécurité exhaustives et rigoureuses, notamment la *Loi sur le transport des marchandises dangereuses* (TMD), ainsi que ses normes et exigences. Le Règlement sur le TMD s'applique à tous les chemins de fer au Canada qui transportent des marchandises dangereuses. Certains chemins de fer sont de plus soumis à des règles et mesures de protection provinciales. En fait, les chemins de fer canadiens sont si fiables qu'ils constituent l'unique mode de transport qui est tenu, en vertu de la loi, d'acheminer des marchandises dangereuses.

L'industrie dispose aussi de programmes de communications visant à faire en sorte que les fonctionnaires et autres parties intéressées soient renseignés sur les envois de marchandises dangereuses. L'an dernier, quelque 1 100

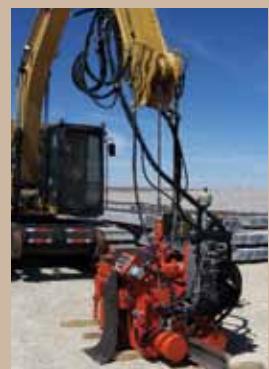


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The Lac-Mégantic accident was a terrible tragedy that deeply affected all of the men and women across the Canadian railway industry

movement of dangerous goods. Last year, we trained some 1,100 community leaders and emergency personnel across Canada.

Urban rail expansion, as well as the practice of developing land in close proximity to rail operations, has generated a variety of opportunities and challenges for municipalities, developers and railways. Brand new land use guidelines, developed by railways and the Federation of Canadian Municipalities, promote best practices and awareness about the issues associated with development near railway operations such as noise, vibration, emissions, safety and design.

Rail is a safe and more environmentally responsible option for transporting dangerous goods that are critical to Canadians. Railways move 70 million people and 71 per cent of all surface goods but generate only 3 per cent of greenhouse gases for the transportation sector.

In time, we will learn more about the causes of the tragedy at Lac-Mégantic. In the meantime, railways are working hard to provide safe and reliable transportation for people, goods and the economy. ■

Michael Bourque is President and CEO of the Railway Association of Canada.

communautaires et premiers intervenants au Canada ont pris part à nos séances de formation.

L'agrandissement d'installations ferroviaires en zone urbaine, ainsi que l'aménagement des terrains aux abords d'installations ferroviaires, ont donné lieu à des possibilités et à des défis divers pour les municipalités, les promoteurs et les chemins de fer. De toutes nouvelles lignes directrices sur l'utilisation du sol ont été formulées par les chemins de fer et la Fédération canadienne des municipalités afin de promouvoir les meilleures pratiques et la sensibilisation aux enjeux, tels que le bruit, les vibrations, les émissions, la sécurité et la planification du développement, qui sont liés aux aménagements à proximité d'installations ferroviaires.

Le rail est une option sécuritaire et plus respectueuse de l'environnement pour le transport des marchandises dangereuses, qui sont indispensables aux entreprises canadiennes. Les chemins de fer assurent le déplacement de 70 millions de personnes et de 71 pour cent de toutes les marchandises expédiées par transport de surface, mais ils ne sont responsables que de 3 pour cent des gaz à effet de serre produits par le secteur des transports.

Avec le temps, nous en saurons davantage sur les causes de la tragédie survenue à Lac-Mégantic. Dans l'intervalle, les chemins de fer s'efforcent d'offrir des services de transport sécuritaires et fiables pour les gens, les marchandises et l'économie. ■

Michael Bourque est président-directeur général de l'Association des chemins de fer du Canada.



Railway Legislation Passes Regulations to Follow

By Alex Binkley

Claude Mongeau, president and CEO of CN, warned that if the regulations are too onerous, the law “could actually chill supply chain innovation that benefits both the rail industry and its customers.”

Legislation requiring railways to negotiate service agreements with their customers has been signed into law and now both the carriers and shippers are waiting to see what regulations Transport Canada will develop to implement its provisions.

Claude Mongeau, president and CEO of CN, warned that if the regulations are too onerous, the law “could actually chill supply chain innovation that benefits both the rail industry and its customers.” The law was a disappointment “because it is not consistent with a sound public policy agenda that encourages increased productivity and innovation in Canada. There is always room for continuous improvement, but we operate in a well-functioning market



Adoption du Projet de Loi Relatif au Service Ferroviaire; Publication Ultérieure des Règlements

par Alex Binkley

Le projet de loi exigeant des chemins de fer qu'ils négocient des ententes de service avec leurs clients ayant été adopté, les transporteurs et les expéditeurs attendent de voir les règlements que Transports Canada établira pour appliquer ses dispositions.

Claude Mongeau, président-directeur général du CN, a prévenu que si les coûts découlant des règlements sont trop élevés, la loi « pourrait freiner l'innovation qui profite à la fois au secteur ferroviaire et à ses clients au sein de la chaîne d'approvisionnement ferroviaire ». Le projet de loi était une déception « parce qu'il n'est pas compatible avec une saine politique gouvernementale encourageant l'accroissement

Claude Mongeau, président-directeur général du CN, a prévenu que si les coûts découlant des règlements sont trop élevés, la loi « pourrait freiner l'innovation qui profite à la fois au secteur ferroviaire et à ses clients au sein de la chaîne d'approvisionnement ferroviaire ».

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where there are no systemic service issues," Mongeau added. "This enviable situation is the result of 25 years of successful public policy that progressively deregulated railways and encouraged greater reliance on normal commercial market forces."

The government used its majority in Parliament to push the legislation through without any amendments.

Mongeau said CN responded to the 2008 Rail Freight Service Review, a major stepping stone in the new law, by acting on recommendations for greater supply chain collaboration and improved service.

"Since 2010, we have introduced an innovative scheduled grain service in Western Canada, entered into supply chain collaboration agreements with all of Canada's major ports and intermodal terminal operators, and adopted a new supply chain focus for the movement of many of our other key commodities. All of these innovations were commercially negotiated. They are encouraging stakeholders in the supply chain to achieve improved service levels and greater productivity. They are helping CN's customers compete more effectively in global markets and contributing to the health of the Canadian economy."

de la productivité et stimulant l'innovation au Canada ».

« Il y a toujours de la place pour l'amélioration continue, mais nous exerçons nos activités dans un marché qui fonctionne bien et où il n'y a pas de problèmes systémiques liés au service, a ajouté M. Mongeau. Cette situation enviable est le résultat de 25 années d'une politique publique couronnée de succès qui a peu à peu déréglementé les chemins de fer et encouragé un plus grand recours aux forces normales du marché commercial. »

Le gouvernement s'est servi de sa majorité au parlement pour faire adopter le projet de loi sans aucune modification.

M. Mongeau a déclaré que le CN a répondu à l'Examen des services de transport ferroviaire des marchandises de 2008, un tremplin important de la nouvelle loi, en donnant suite aux recommandations visant à favoriser une collaboration accrue en matière de chaîne d'approvisionnement et à améliorer le service.

« Depuis 2010, nous avons lancé un service novateur de transport à horaires fixes de céréales dans l'ouest du Canada, conclu des ententes de collaboration en matière de chaîne d'approvisionnement



Michael Bourque, president and CEO of the Railway Association of Canada, told the Senate transport committee just before the legislation received final approval that there is plenty of competition among the railways for traffic.

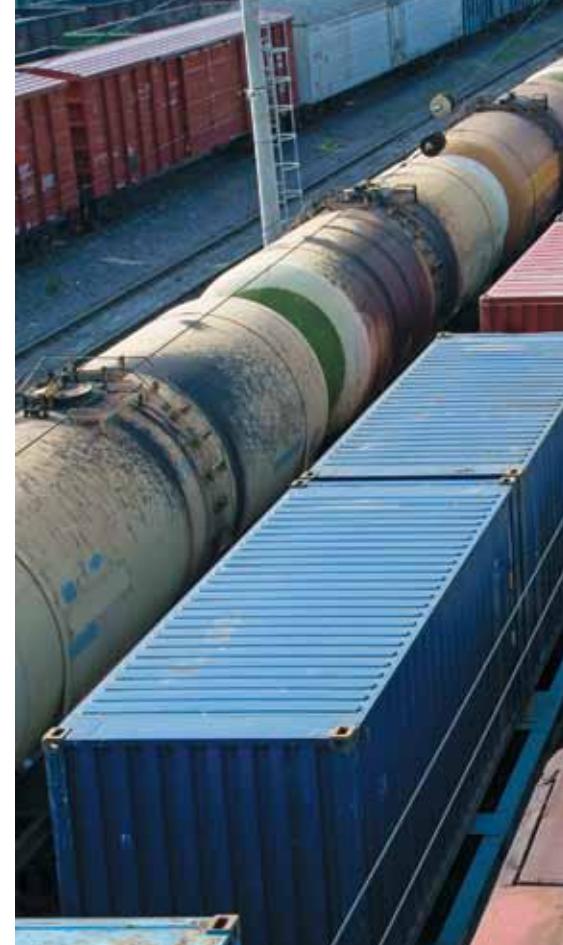
"Railroads and predominantly CN and CP compete vigorously with each other for business, but also with other modes of transport and as part of a globally competitive supply chain, with all modes of transport in other countries. This competition necessitates the need for railways to constantly work with their customers to enhance their productivity so that Canada remains internationally competitive."

In response to complaints about poor service and inadequate freight cars, Bourque said, "Canadian freight railways own, maintain, improve and operate over 60,000 kilometers of track in North America, which is roughly 35 per cent larger than the National Highway System. Last year, we moved some 4

million originated carloads of freight goods in Canada alone—that's over 11,000 carloads every day."

The railways can provide freight cars with remarkable accuracy if shippers commit to a set number on a particular day, he added. "If the customer isn't sure exactly how many cars they need and can't guarantee that they will be ready for pick up on a specified day, then, obviously, the system breaks down. Shippers would have you believe demurrage is a penalty of some sinister sort ... really it is the cost to a shipper of keeping a rail car that is unutilized. No different than someone renting a car and returning it two days late and having to pay the fee for doing so."

He also disputed claims that 80 per cent of freight rail customers were unhappy with their service, saying that figure was based on outdated data. "A more recent survey was conducted for shippers last year by Supply Chain Surveys Inc. This research reports that 72.5 per cent of shippers reported



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avec les principaux ports et exploitants de terminaux intermodaux du Canada, et adopté une nouvelle approche en matière de chaîne d'approvisionnement relativement aux mouvements d'un grand nombre de nos autres marchandises clés. Toutes ces innovations ont été négociées commercialement. Elles incitent les intervenants de la chaîne d'approvisionnement à rehausser leurs niveaux de service et à accroître leur productivité. Elles aident les clients du CN à être plus concurrentiels sur les marchés mondiaux et à contribuer à la santé de l'économie canadienne. »

Juste avant l'adoption du projet de loi, Michael Bourque, président-directeur général de l'Association des chemins de fer du Canada, a dit au Comité sénatorial des transports que le trafic faisait l'objet d'une concurrence âpre entre les chemins de fer.

« Les chemins de fer, dont le CN et le CP, se livrent une vive concurrence et ils rivalisent aussi avec d'autres modes de transport. De plus, dans le cadre d'une chaîne d'approvisionnement mondiale, ils sont en concurrence avec des réseaux de transport d'autres pays.

Cette concurrence exige des chemins de fer qu'ils travaillent continuellement avec leurs clients afin d'accroître leur productivité, de sorte que le Canada reste concurrentiel à l'échelle internationale. »

En réponse aux plaintes portant sur le service médiocre et sur des wagons inadéquats, M. Bourque a déclaré : « Les chemins de fer marchandises canadiens possèdent et exploitent plus de 60 000 kilomètres de voie ferrée en Amérique du Nord, dont ils assurent également la réfection et l'entretien. Cela représente environ 35 % de kilomètres de plus que le réseau routier national. L'an dernier, nous avons transporté quelque quatre millions de wagons complets à l'origine, uniquement au Canada, ce qui représente plus de 11 000 wagons par jour. »

Il a ajouté que les chemins de fer peuvent fournir des wagons avec une précision remarquable si les expéditeurs s'engagent à prendre livraison d'un nombre déterminé de wagons à une date donnée. « Si le client ne peut pas préciser le nombre exact de wagons dont il a besoin, ni garantir qu'ils seront prêts à être ramassés à une date précise, alors

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95 per cent or better on time departures and on time arrivals performance from their carriers - an upward trend that began a few years ago. There is also a very credible survey done by RBC Capital Markets for their customers. That survey, the 2013 North American Railroad Shipper Survey, found 69 per cent of rail customers rated rail service as being 'good' or 'excellent,' up from 58 per cent the previous year."

"Generally, satisfaction with rail service is on par with other modes of transportation such as shipping and trucking, which reflects our commitment to our customers and our collaboration with other supply chain partners," he noted. "There are two things that can disrupt rail service in a hurry: labour strife and bad weather." He noted that the winter of 2012-13 "was a very hard one and there were without doubt service disruptions that were unavoidable. Notwithstanding that, the 2012 export grain supply chain through Vancouver set all-time records with extended periods of close to 5,000 rail car on-loads per week."

Railways face major expenses in maintaining their transcontinental rail networks while having to compete in

il est évident que le système va avoir des ratés. Les expéditeurs voudraient vous faire croire que les redevances de stationnement sont une pénalité, alors que ce sont plutôt des frais imputés à un expéditeur qui laisse un wagon inutilisé. Cela se compare aux frais que doit payer une personne qui loue une voiture et la retourne deux jours plus tard que convenu. »

M. Bourque conteste aussi les affirmations selon lesquelles 80 % des clients des chemins de fer marchandises ont été insatisfaits du service obtenu, et soutient que ce chiffre repose sur des données obsolètes. « Un sondage plus récent a été mené l'an dernier auprès des expéditeurs par Supply Chain Surveys Inc. Selon ce sondage, 72,5 % des expéditeurs ont signalé qu'au moins 95 % des départs et arrivées d'envois avaient été effectués ponctuellement par leurs transporteurs, ce qui suit la tendance à la hausse qu'on observe depuis quelques années. Un autre sondage très crédible a également été réalisé par RBC Marchés des capitaux pour le compte de ses propres clients; ce sondage, intitulé *2013 North American Railroad Shipper Survey*, a révélé que 69 % des clients des chemins de fer ont jugé « bon » ou « excellent », le service ferroviaire obtenu, ce qui constitue une

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the marketplace against shipping lines, truckers, pipelines and other railroads.

"Railway service is continually improving as new innovations take hold and capital investments in the network are increased," said Bourque. "And while this takes place, Canada enjoys among the lowest freight rates in the world. In fact, commodity prices have risen significantly over the last 10 years while rail freight rates have remained largely flat. Canada's railways are doing exactly what you would hope for: they are implementing innovative measures to operate the network more efficiently and passing those savings on to customers; they are investing billions of dollars annually to improve and upgrade the network and; they are continuing to seek new ways to improve their communications with customers."

The railway industry has insisted from the start that the law was unnecessary. In his address, Bourque pointed out that the marketplace and commercial

hausse par rapport aux 58 % de l'année précédente. »

« En règle générale, la satisfaction à l'égard du service ferroviaire se compare bien à celle pour les autres modes de transport, tels que l'expédition par bateau et par camion, ce qui traduit notre engagement envers nos clients et notre collaboration avec nos partenaires de la chaîne d'approvisionnement, a-t-il noté. Deux choses peuvent désorganiser rapidement le service ferroviaire : une grève et le mauvais temps. » Il a fait remarquer que l'hiver 2012-13 « a été très difficile et que certaines perturbations du service étaient sans aucun doute inévitables. Indépendamment de ces facteurs, la chaîne d'approvisionnement de céréales destinées à l'exportation via Vancouver a pulvérisé des records en 2012 en acheminant près de 5 000 wagons complets par semaine pendant des périodes prolongées ».



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Railway Association of Canada / Association des chemins de fer du Canada

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negotiations work and that "they should be allowed to continue to work without the long arm of regulatory interference."

Spearheaded by the Canadian Industrial Transportation Association, shipper groups had prodded the Harper government to create a balance in the marketplace between shippers and the railways. After five years of studies and debate, the legislation is a letdown, says CITA President Bob Ballantyne, who also serves as chairman of the Coalition of Rail Shippers.

"The way it is worded now, it has some openings in it that would certainly allow the railways to use various legal processes to either delay or thwart the intent of the bill," he told Senate hearings on the bill. As he had previously pointed out to the Commons transport committee, the legislation leaves a lot of wiggle room for the railways to exploit legal wrangling with customers who are looking for fair service from the carriers.

Shippers also want the right to demand that the railways compensate them when they fail to meet delivery commitments. The railways impose a number of service charges on the carriers if they don't load and unload cars fast enough or fall short on other obligations.

During hearings in the Senate, shipper representatives said the bill is less than meets

L'entretien de leurs réseaux transcontinentaux entraîne des dépenses élevées pour les chemins de fer, qui doivent aussi affronter la concurrence des lignes maritimes, des entreprises de camionnage, des pipelines et d'autres chemins de fer.

« Le service ferroviaire s'améliore continuellement à mesure que des innovations voient le jour et que les investissements de capitaux dans le réseau augmentent, a mentionné M. Bourque. Et pendant ce temps, le Canada jouit des prix de transport des marchandises les plus bas du monde. En fait, le prix des marchandises a considérablement augmenté ces dix dernières années, tandis que les prix du transport ferroviaire ont à peine bougé. Les chemins de fer canadiens font précisément ce que l'on souhaiterait qu'ils fassent : ils mettent en œuvre des mesures novatrices pour exploiter le réseau de façon plus efficiente et ils font bénéficier leurs clients des économies ainsi réalisées. Ils investissent des milliards de dollars chaque année pour améliorer le réseau et le mettre à niveau, et ils cherchent sans cesse à améliorer la communication avec leur clientèle. »

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the eye and they will have to test the regulations once they are promulgated. The Canadian Transportation Agency will play a large role in adjudicating disputes between the two sides.

"We do not want to lose what we have," said Robert Godfrey, director of policy and government relations for the Canadian Fertilizer Institute. "We believe the bill as it currently reads is a step in the right direction."

Ian May, chairman of the Western Canadian Shippers' Coalition, said the railways "are not in the practice of honouring the spirit of the law; rather their focus is exploitation of the letter of the law." He believes the railways currently hold all the power and that the law will help but it is far from perfect.

Catherine Cobden, executive vice-president of the Forest Products Association of Canada, said, "The economic stakes are too high to allow the railways to hide poor service behind excuses. Our members believe in a free market economy, but unfortunately we do not enjoy that experience."

Richard Phillips, then executive director of Grain Growers of Canada, noted, "You can phone Canada Post and they can tell you where your parcel is at any time; I wonder why it is the railway cannot find a train." ■

Michael Bourque a souligné que le marché et les négociations commerciales jouent leur rôle et que « cela devrait continuer ainsi, sans ingérence réglementaire ».

Sous l'égide de l'Association canadienne de transport industriel (ACTI), des groupes d'expéditeurs ont poussé le gouvernement Harper à créer un équilibre sur le marché entre les expéditeurs et les chemins de fer. Après cinq années d'études et de débats, la loi est une grande déception, affirme le président de l'ACTI Bob Ballantyne, qui est aussi président de la Coalition of Rail Shippers.

« Le libellé actuel comporte certaines échappatoires qui permettront aux entreprises ferroviaires d'utiliser différents moyens juridiques pour entraver ou contourner l'intention du projet de loi », a-t-il déclaré lors des audiences du Comité sénatorial sur le projet de loi. Comme il l'avait souligné précédemment au Comité des transports de la Chambre des communes, le projet de loi donne aux chemins de fer une large marge de manœuvre pour tirer parti des disputes juridiques avec les clients qui désirent obtenir un service équitable des transporteurs.

Les expéditeurs veulent aussi avoir le droit de demander que les entreprises ferroviaires

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leur fournissent une compensation en cas de non-respect des engagements à l'égard de la livraison. Les chemins de fer imposent des frais pour service aux transporteurs si ceux-ci n'effectuent pas le chargement et le déchargement assez rapidement ou manquent à d'autres obligations.

Lors des audiences au Sénat, les représentants des expéditeurs ont dit que le projet de loi offre moins qu'il n'y semble à première vue et qu'ils devront mettre les règlements à l'épreuve après leur promulgation. L'Office des transports du Canada jouera un rôle important dans le règlement des différends entre les deux parties.

« Nous ne voulons pas perdre nos acquis », a déclaré Robert Godfrey, directeur des Politiques et relations gouvernementales, Institut canadien des engrâis. « Nous sommes d'avis que la version actuelle du projet de loi constitue un pas dans la bonne direction. »

Ian May, président de la Western Canadian Shippers' Coalition, a soutenu que les chemins de fer « n'ont pas l'habitude de respecter l'esprit de la loi; ils n'en font que suivre la lettre ». Il pense que les chemins de fer exercent actuellement leur domination et que la loi sera utile, mais qu'elle est loin d'être parfaite.



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Catherine Cobden, vice-présidente exécutive, Association des produits forestiers du Canada, a affirmé : « Compte tenu de l'importance capitale des enjeux économiques, on ne peut plus permettre aux chemins de fer de trouver des prétextes pour justifier leur mauvais rendement. Nos membres croient en l'économie de marché, mais ne peuvent malheureusement pas en bénéficier. »

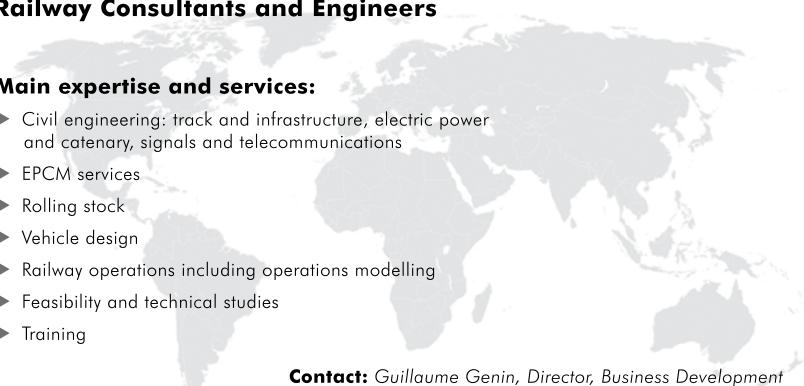
Richard Phillips, directeur exécutif, Les producteurs de grains du Canada, a fait remarquer : « Il est possible de communiquer avec Postes Canada à tout moment pour savoir où est notre colis. Je me demande pourquoi les compagnies de chemin de fer ne peuvent pas trouver un train. » ■



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Railways Support TSB Call for In-Cab Video and Voice if Integrated into SMS

By Alex Binkley



While on the record as supporting recent recommendations made by the Transportation Safety Board of Canada (TSB) regarding the installation of in-cab video cameras and voice recorders in all mainline controlling locomotives in Canada, the rail sector is not totally on board just yet.

Canada's railways say the suggested safety improvement would be of no benefit to them if they cannot be integrated into existing railway safety management systems to prevent accidents, says Michael Bourque, president of the Railway Association of Canada.

The recommendation aims to provide clarity into what happens in the event of an accident. It was put forward in a recent report from the TSB which looked into a 2012 VIA Rail crash in Burlington, Ont. that killed three crew members.

Bourque says that under federal law, only TSB officials would have access to the recording. Even though the railways would pay to install and maintain the recorders, they "wouldn't have any control over the systems."

"We're looking for better ways to deal with the human element in an accident," says

Bourque. "We want to see if there is a pattern or condition that leads to accidents."

"What's more, the safety record of Canadian railways compares favourably to their counterparts elsewhere," he says. "We have a tremendous safety record."

Canada's railways maintained a rate of 2.4 total accidents per billion gross ton miles of freight moved in 2011, the lowest rate in a decade. Accidents at level crossings and rail-related trespasser deaths have also declined sharply.

There are more than 1,000 train starts a day and almost every one reaches its destination without an accident or incident.

Days before the VIA report was made public, former Transport Minister Denis Lebel released a study by the Advisory Council on Rail Safety's Working Group on Locomotive Voice and Video Recorders (LVRs) which called for the voluntary installation of voice/video recording devices on locomotives by railway companies. VIA has already agreed to install the devices.

In a statement, Lebel said the government "supports the voluntary use of voice recorders



Chemins de fer support TSB appeler pour en cabine vidéo et la voix si intégré dans SMS

par Alex Binkley

Bien que le secteur ferroviaire appuie la récente recommandation du Bureau de la sécurité des transports (BST) concernant l'installation de caméras vidéo et d'enregistreurs de voix dans les cabines de toutes les locomotives menantes au Canada, il émet quelques réserves à ce sujet.

Les chemins de fer du Canada estiment que l'amélioration proposée ne leur sera utile que si les appareils en question peuvent être intégrés dans leurs systèmes actuels de gestion de la sécurité afin de prévenir les accidents, déclare Michael Bourque, président de l'Association des chemins de fer du Canada.

La recommandation vise à déterminer avec plus d'exactitude les circonstances des accidents. Elle a été formulée dans un récent rapport d'enquête du BST sur un accident de VIA Rail survenu en 2012, à Burlington, en Ontario, qui a coûté la vie à trois membres d'une équipe.

M. Bourque explique qu'en vertu de la loi fédérale, seuls les responsables du BST auraient accès aux enregistrements. Même si les chemins de fer paieraient pour l'installation et l'entretien des enregistreurs, ils « n'auraient aucun contrôle sur les systèmes ».

« Nous cherchons de meilleurs moyens pour agir

sur les facteurs humains », explique M. Bourque. « Nous voulons voir s'il y a des comportements ou des conditions qui mènent aux accidents. » « Cela dit, le bilan de sécurité des chemins de fer canadiens se compare favorablement à ceux de leurs homologues ailleurs, rappelle-t-il. Notre fiche sécurité est excellente. »

Les chemins de fer du Canada ont enregistré un taux combiné de 2,4 accidents par milliard de tonnes-milles brutes de marchandises en 2011, soit le plus bas taux depuis dix ans. De plus, le nombre d'accidents aux passages à niveau et de décès dus aux intrusions sur la propriété ferroviaire ont beaucoup diminué.

Il y a plus de 1 000 départs de trains chaque jour et la quasi-totalité de ceux-ci parviennent à destination sans accident ou incident.

Quelques jours avant la publication du rapport sur l'accident de VIA, l'ancien ministre des Transports Denis Lebel a diffusé les résultats d'une étude réalisée par le Groupe de travail du Conseil consultatif sur la sécurité ferroviaire sur les enregistreurs de conversations et les enregistreurs vidéo à bord des locomotives recommandant l'installation volontaire par les chemins de fer d'enregistreurs

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Messe Berlin

... and we strongly encourage other rail operators to consider doing the same."

The Working Group noted that the "lack of clarity with respect to the applicability and scope of the Canadian Transportation Accident Investigation Safety Board Act (CTAISB Act) is problematic and probably open to legal challenge." The Group agreed that the "issue needed to be resolved."

Transport Canada is exploring options to clarify the legal framework, however no changes would be made without further consultations, the department added.

Bourque says the RAC discussed the use of audio and video recorders with TSB officials last year and that the rail sector wants to "put this technology to use to prevent accidents." The technology is available and can withstand most accidents.

In its statement on the VIA crash, the TSB said it needs "to better understand why accidents happen and recordings are the key to that understanding." ■

à bord des locomotives. VIA a déjà accepté d'installer les appareils.

Dans un communiqué, M. Lebel a déclaré que le gouvernement « est favorable à l'utilisation sur une base volontaire d'enregistreurs de la voix et nous encourageons vivement les autres entreprises ferroviaires à songer à suivre son exemple ».

Le Groupe de travail a fait remarquer que « l'absence de clarté quant à l'applicabilité et à la portée de la Loi sur le BCEATST [Loi sur le Bureau canadien d'enquête sur les accidents de transport et de la sécurité des transports] était problématique et pourrait donner lieu à une contestation judiciaire ». Le Groupe a convenu qu'il fallait résoudre la question.

Transports Canada examine actuellement diverses options visant à clarifier le cadre législatif, mais aucun changement ne serait apporté sans consultations ultérieures, selon le ministère.

M. Bourque souligne que l'ACFC a discuté l'an dernier avec les responsables du BST de l'utilisation des enregistreurs audio et vidéo et que le secteur ferroviaire souhaite que cette technologie soit utilisée pour prévenir les accidents. Les appareils sont disponibles et peuvent résister à la majorité des accidents.

Dans un communiqué sur l'accident de VIA, le BST a déclaré qu'il « doit mieux comprendre pourquoi l'accident est survenu. Les enregistrements constituent la clé pour pouvoir comprendre. » ■

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A Fresh Look for GO Transit



By Alex Binkley

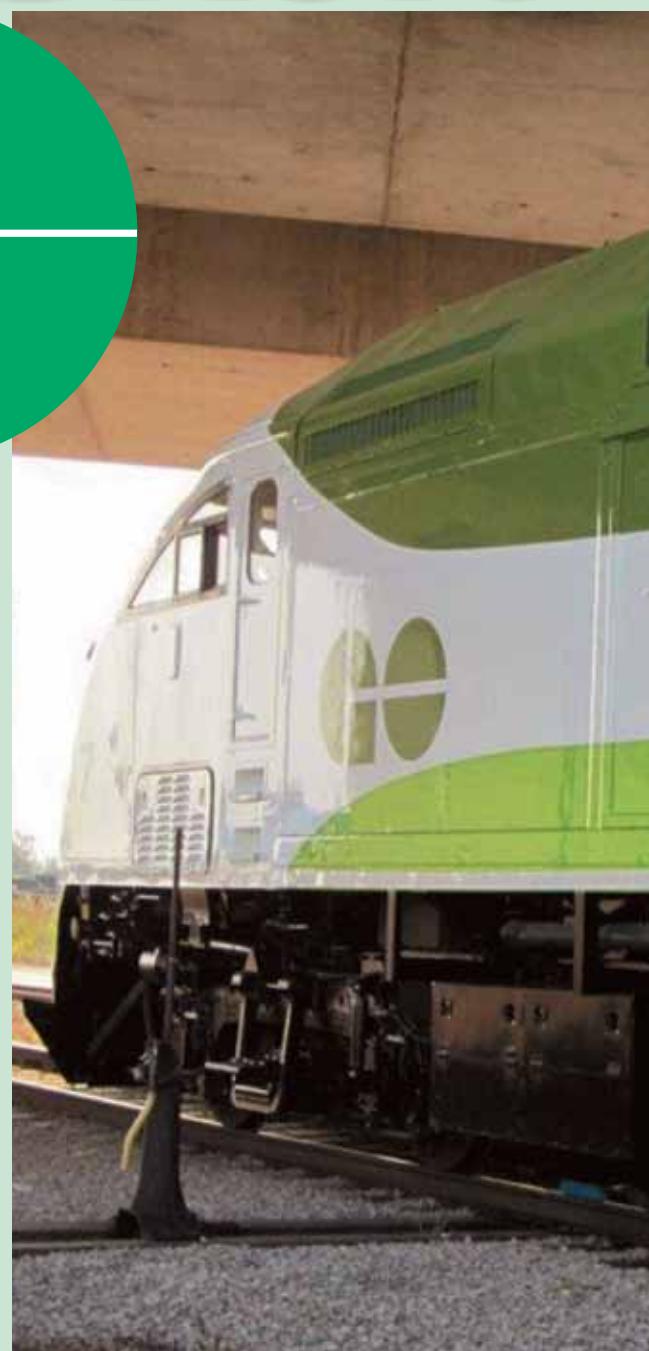
GO Transit is giving its passenger trains a new look by switching to a darker green colour scheme on its trains and modifying the trademark logo that it has used since the mid-1960s.

"GO Transit has evolved from a train and bus company to a customer-focused transit agency," explains GO spokesman Malon Edwards. "The new, fresh look supports the new perception GO has been trying to achieve with customers over the last while. We look forward to public feedback as we roll out our newly designed vehicles."

"The GO logo that everyone likes and recognizes is just being slightly tweaked to look better when used digitally."

The new colour scheme will harmonize with GO's partners in public transit in the greater Toronto-Hamilton area; Union Pearson Express – which links Toronto's Pearson Airport and Union Station – and Metrolinx.

"Some secondary colours will provide accents to the new dark green," he notes, adding that the change will be gradual.



GO Transit



2013

Une Allure Plus Jeune

par Alex Binkley

GO Transit a décidé de doter ses trains voyageurs d'une livrée d'un vert plus foncé et de modifier son logo datant du milieu des années 1960.

« GO Transit est devenue une agence de transport en commun axée sur le client, explique le porte-parole de GO, Malon Edwards. Ce look rajeuni reflète les efforts déployés par GO en ce qui a trait à la perception des clients.

Nous avons hâte de voir la réaction du public à mesure que nous mettrons en service nos nouveaux véhicules.

« Notre logo, que tout le monde aime et reconnaît, sera aussi légèrement modifié afin de mieux paraître dans les médias numériques. »

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"GO Transit has evolved from a train and bus company to a customer-focused transit agency," explains GO spokesman Malon Edwards.

"GO has painted several vehicles to put into service and the public will begin to see them around the GTHA. The exterior of these vehicles is being brightened with a new look to symbolize the changes going on inside. In order to control costs, the new look is being applied to fresh orders and ongoing refurbishments."

The new colours and logo will eventually be applied to all of GO's stations and equipment. Edwards points out that "several of GO's bi-level coaches have been in operation for over 30 years, without updating." They too will be changed.

"Our plan is for our GO buses and trains to only have the new designs applied as part of the refurbishment process or when a new vehicle is ordered," he says. "On July 2, some of our buses were put in service with the new designs. We expect to be refurbishing our bus fleet over the next few years, about 40 buses this fiscal year and about 30 buses next year. Like the trains, the new look is being applied to new orders and refurbishments."

GO will also be ordering 100 new low-floor highway buses with the new colour scheme and has also placed an order with Bombardier for 60 new cab cars that are part of its train sets. The cars will be equipped with new ergonomic seating and sound-deadening carpet. Between the cushions of the seating and the new flooring, train riders should enjoy a quieter more comfortable ride. At the same time, the lighting aboard the trains will be softened.

GO is an operating agency of Metrolinx, established by the Ontario government to oversee the integration of public transit in the Toronto and Hamilton region of southern Ontario. ■



« GO Transit est devenue une agence de transport en commun axée sur le client, explique le porte-parole de GO, Malon Edwards.

en commun partenaires de GO dans la région du Grand Toronto et de Hamilton (RGTH) : Union Pearson Express – qui relie l'aéroport Pearson de Toronto à la gare Union Station – et Metrolinx.

« Quelques couleurs secondaires viennent rehausser le nouveau vert foncé », signale-t-il en ajoutant que le changement sera graduel.

« GO a déjà peint plusieurs véhicules que le public de la RGTH pourra bientôt voir. L'extérieur est égayé par un nouveau look qui symbolise les changements apportés à l'intérieur. Afin de limiter les coûts, nous appliquons le nouveau look seulement au matériel neuf ou remis à neuf. »

Toutes les gares et tout le matériel de GO finiront par arborer les nouvelles couleurs et le nouveau logo. M. Edwards souligne que « plusieurs voitures à deux niveaux de GO sont en service depuis plus de 30 ans ». Ces voitures seront également modifiées.

« Notre plan est d'actualiser l'apparence de nos autobus et trains GO à mesure que nous les remettons à neuf ou que nous commandons de nouveaux véhicules, rappelle-t-il. Le 2 juillet, quelques autobus d'allure nouvelle ont été mis en service. Nous prévoyons remettre à neuf notre parc d'autobus au cours des prochains exercices financiers, soit environ 40 cette année et 30 l'an prochain. Comme pour les trains, seuls les autobus neufs ou remis à neuf afficheront notre nouveau look. »

GO commandera 100 nouveaux autobus à plancher surbaissé arborant la nouvelle livrée et a commandé à Bombardier 60 voitures à cabine de conduite neuves. Ces voitures seront munies de nouveaux sièges ergonomiques et de tapis insonorisant. Les voyageurs bénéficieront ainsi d'un confort supérieur. De plus, l'éclairage intérieur sera adouci.

GO est l'agence exploitante de Metrolinx, établie par le gouvernement de l'Ontario pour superviser l'intégration du transport en commun dans la région du Grand Toronto et de Hamilton, dans le sud de l'Ontario. ■

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Trespassing

Seen as Biggest Threat to Rail Safety

By Alex Binkley

More lives would be saved by making greater efforts to alert people to the dangers of trespassing on railway tracks or failing to stop at level crossings than by studying terrorist threats to passenger trains, says the President and CEO of the Railway Association of Canada.

The real risk to the public is at level crossings, said Michael Bourque. The rail industry used its annual safety week blitz reminding motorists to stop at crossings when the red warning lights are flashing. It also wants people not to walk on tracks. "You shouldn't walk on the tracks any more than you would walk on Hwy 401."

Bourque says the public has to realize that by the time a train crew sees a trespasser or vehicle on a level crossing, it is too late to stop. The railways, police forces and governments cooperate in Operation Lifesaver to educate the public about the dangers near railway lines, he noted. "Every year in Canada approximately 300 collisions and trespassing incidents occur at highway/railway crossings and along railway tracks resulting in the death or serious injury of nearly 130 people. Virtually all of these incidents could be avoided," Operation Lifesaver says.

The rail industry used its annual safety week blitz reminding motorists to stop at crossings when the red warning lights are flashing. It also wants people not to walk on tracks.

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The railways and the federal government have a MOU on security measures to protect rail lines from threats including regular inspections of the lines looking for possible dangers.

The railways and the federal government have a MOU on security measures to protect rail lines from threats including regular inspections of the lines looking for possible dangers.

Liberal MP Francis Scarpaleggia proposed the Commons public safety committee study safety and security aboard passenger and freight trains in light of recent charges against two men in alleged plot to bomb a passenger train traveling to the United States.

"It is essential that we hear from outside experts, as well as officials at Public Safety Canada and other departments in order to obtain a balanced view of the situation and gauge our preparedness," Scarpaleggia told a news conference.

Canadians understand the security measures at airports in the wake of the 2001 terrorist attacks in the United States, he added. "They have no idea how other modes of transport are protected. They need assurances that passenger trains are well protected."

Scarpaleggia wants representatives from the RCMP, CSIS, the Public Safety Department, CN, CP and Via Rail and anti-terrorism "on current modes, systems and procedures for protecting rail transport in Canada, passengers and freight, against terrorism."

He said Bourque's concerns about trespassers and crossing accidents could be studied by the Commons transport committee.

VIA Rail and Transport Canada are taking steps to implement airport style passenger and baggage screening. The Public Safety committee has held hearings on Scarpaleggia's motion and is expected to continue them during the coming months. ■

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Mecfor Innovates with UTV and Creates North American Demand

In an effort to maintain productivity while improving safety, the UTV was designed to provide railway transportation to workers as well as carry the tools needed for track maintenance over long distances.

In September 2009, representatives from Chicoutimi, QC-based heavy equipment manufacturer, Mecfor Inc., travelled to meet with clients from ArcelorMittal for what was intended as a routine visit between business partners. Or so they thought.

ArcelorMittal's people brought a brand new idea into the fold. The mining company introduced its need for a custom-made vehicle that could facilitate better rail maintenance of its particular mining operations and asked Mecfor's people if it could be built.

Mecfor quickly assigned a team of engineers to the requested project, and one month later, the pen was put to paper and an order was placed for the first model of the Utility Track Vehicle (the "UTV"), a product that has modernized railway maintenance in remote regions across Quebec.



Mecfor innove avec l'UTV et crée une demande en Amérique du Nord



En septembre 2009, des représentants de Mecfor Inc., un fabricant d'équipement lourd établi à Chicoutimi, rencontraient des gens d'ArcelorMittal pour un rendez-vous de routine entre partenaires d'affaires. Du moins, c'est ce qu'ils pensaient.

ArcelorMittal leur a alors indiqué qu'elle avait besoin d'un véhicule adapté qui pourrait améliorer l'entretien ferroviaire dans le cadre de ses activités d'exploitation minière et a demandé si Mecfor pouvait le construire.

Mecfor a vite affecté une équipe d'ingénieurs à ce projet. Un mois plus tard, le contrat était signé et la société minière commandait le premier modèle de véhicule d'entretien des rails (UTV — Utility Track Vehicle); un véhicule qui a modernisé l'entretien des voies ferrées en régions éloignées au Québec.

Moins d'un an après qu'ArcelorMittal eut lancé son idée, Mecfor a livré son premier UTV. Depuis, la popularité du véhicule s'est répandue dans la province.



ArcelorMittal recognized that its employees responsible for repairing the company's rails were occasionally exposed to dangerous working conditions in isolated regions. In an effort to maintain productivity while improving safety, the UTV was designed to provide railway transportation to workers as well as carry the tools needed for track maintenance over long distances.

Mecfor had previously specialized in customized industrial vehicles and

mobile equipment, but the concept for the UTV was unique and the company knew that it had an opportunity to create something innovative.

"We worked closely with the client and built according to its ideas and operational needs," says engineer and Mecfor Product Advisor, Dario Tremblay, who adds that his team didn't want the final product to resemble anything else that was on the market.

The UTV's steel railcar balances the work-life needs of rail technicians in

remote locations. For one, it can operate in severe weather conditions with ambient temperature ranging from -40 to +35 degrees Celsius. In addition, the first generation model is fully-equipped with a slew of multifunctional tools for day-to-day operations, but also contains a living quarters for a crew of up to eight people.

A custom-built trailer for transporting maintenance equipment like rails and ties is an example of one of the numerous features that can be made to order on the vehicle.

The opportunity to modify the UTV according to a company's or industry's requirements is what has made the product a success in its early stages. Tremblay says that when it came to the initial model, his team didn't want to supply standard equipment that the customer would need to modify later on in order to suit their nature of work.

"What [ArcelorMittal] really appreciated was the fact that Mecfor was

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Mecfor Inc. is one of approximately 50 railway suppliers and industrial railway operators that make up the associate membership of the RAC. Based in Chicoutimi, in the Saguenay region of Quebec, the company designs and manufactures specialized mobile and stationary industrial equipment.

Mecfor was founded in 1987 and originally handled projects exclusively in the forestry industry. By 2000, the company had expanded to 25 employees and had branched out into the aluminum industry. The new millennium also marked the beginning of Mecfor's export activities.

The company began working with railways in 2010 and has grown to 85 employees serving five different sectors.

Mecfor Inc. est l'un des quelque 50 fournisseurs de chemins de fer et exploitants de chemins de fer industriels qui font partie des membres associés de l'ACFC. Établie à Chicoutimi, dans la région du Saguenay au Québec, l'entreprise conçoit et fabrique des équipements mobiles et fixes adaptés aux demandes du secteur industriel.

À ses débuts, en 1987, Mecfor s'occupait exclusivement de projets dans le secteur forestier. En 2000, l'entreprise, qui comptait alors 25 employés, a étendu ses activités au secteur de l'aluminium. Le nouveau millénaire a aussi marqué le lancement des activités d'exportation de Mecfor.

Mecfor a commencé à collaborer avec les chemins de fer en 2010. Elle emploie maintenant 85 personnes et dessert cinq secteurs différents.

ArcelorMittal a reconnu que ses employés responsables de la réparation des rails étaient parfois exposés à des conditions de travail dangereuses dans des régions isolées. Afin de maintenir la productivité tout en améliorant la sécurité, on a conçu l'UTV pour transporter sur de longues distances le personnel effectuant des travaux en voie ainsi que les outils nécessaires.

Jusqu'alors, Mecfor était spécialisé dans les véhicules industriels personnalisés et le matériel mobile, mais le concept de l'UTV étant unique, il s'agissait là d'une occasion en or de créer un engin novateur.

« Nous avons travaillé en étroite collaboration avec le client en tenant compte de ses idées et de ses besoins opérationnels », déclare l'ingénieur et

responsable de produits chez Mecfor, Dario Tremblay, qui ajoute que son équipe ne voulait pas que le produit final ressemble à une autre solution déjà offerte sur le marché.

L'UTV permet de concilier les besoins travail-vie des techniciens ferroviaires qui travaillent dans des régions éloignées. Tout d'abord, il peut affronter des conditions climatiques très difficiles, notamment des températures variant de -40 à +35 degrés Celsius. De plus, le modèle de première génération est équipé d'un grand nombre d'outils multifonctions utilisés pour les tâches quotidiennes tout en offrant un habitat voiture-dinette pouvant accueillir une équipe de huit personnes.

Une remorque permettant de transporter le matériel d'entretien, tels les rails et les traverses, figure parmi les nombreux équipements qui peuvent être fabriqués sur commande.

La possibilité de modifier l'UTV selon les besoins d'une entreprise ou d'un secteur a contribué au succès du véhicule dès le départ. Pour le modèle initial, précise M. Tremblay, son équipe

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The opportunity to modify the UTV according to a company's or industry's needs is what has made the vehicle a success in its early stages.

receptive to them in order to build something very custom according to the needs of the operator and maintenance team," says Nicolas Harvey, Mecfor's Design Engineer. "I think the success of this equipment was the fact that we built something according to their specifics."

Part of the customization process was outfitting the first generation UTV with the bells and whistles that would facilitate maintenance work on railways. At 10 feet wide, the vehicle is nearly as broad as it is tall and comes equipped

with a manual rotating system which allows it to turn 180 degrees and change direction on the rails.

Accessories including an electrical generator, an air compressor and a hydraulic power unit feed the maintenance tools and a hydraulic crane loads tools from the trailer to the workplace. A 10.3-metre remote-controlled loading mast allows operators to move up to 2340 kg of capacity from inside or outside the railcar's cabin.

Once the specifics had been finalized, the vehicle was ready to ride the rails.



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ne voulait pas fournir au client du matériel courant qu'il serait obligé de modifier plus tard en fonction de la nature des travaux à accomplir.

« ArcelorMittal a beaucoup apprécié le fait que Mecfor soit à son écoute pour bâtir un véhicule expressément adapté aux besoins de l'exploitant et de l'équipe d'entretien, explique Nicolas Harvey, ingénieur concepteur de Mecfor. Je pense que la raison du succès de ce véhicule a été son adaptation aux spécifications du client. »

Une partie du processus de personnalisation a été d'équiper la première génération d'UTV de toutes les options pouvant simplifier les travaux d'entretien des voies ferrées. D'une largeur de

10 pieds, le véhicule est presque aussi large que haut et est doté d'un système de rotation manuel qui lui permet de tourner à 180 degrés et de changer de direction sur les rails.

Les accessoires, notamment une génératrice, un compresseur à air et un groupe hydraulique, alimentent les outils servant à l'entretien. Une grue hydraulique est utilisée pour déplacer le matériel sur le lieu de travail. Un mât de chargement télécommandé de 10,3 mètres permet au conducteur de déplacer une charge pouvant atteindre 2 340 kg, depuis l'intérieur ou l'extérieur de la cabine.

Une fois les derniers détails finalisés, il ne restait plus qu'à mettre le véhicule en service.

La possibilité de modifier l'UTV selon les besoins d'une entreprise ou d'un secteur a contribué au succès du véhicule dès le départ.



Other Mecfor rail project:
Hydrostatic transmission hi-rail

Autre projet ferroviaire
réalisé par Mecfor : hi-rail à
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This block contains an advertisement for Trak-Star. It features a large, heavily rusted nut next to a Trak-Star gas impact wrench. The headline asks "NUTS A LITTLE RUSTY?", followed by a statement about the tool's reliability. A bulleted list highlights various features of the wrench. Below the wrench is a smaller image of the tool itself, and at the bottom, there is contact information and a list of products offered.

Less than a year after ArcelorMittal pitched the initial idea, Mecfor delivered the first UTV to its client's site and since then its popularity has spread across the province.

Mecfor's Vice President of Sales, Serge Desgagné, says the company has made and sold seven units to different mining companies with their own railways, including Iron Ore Company of Canada, and adds that no two units are identical.

Short line railways in Quebec are the only companies with UTVs in operation, but Mecfor is working on selling to different customers as it expands its client-base across North America.

Customers embrace the chance to provide input on the product they're buying, and Desgagné thinks that selling point is why the UTV could potentially benefit additional railways and companies in other industries.

"[The client] can set the size of the cab, the size of the controls, the location of the control panel, and for them, it's important to get all these details," he says. "Because they are part of the process, their involvement facilitates the adoption of the UTV from operators in the field. They are pleased because they get equipment that fits their needs." ■

An article published in the summer 2013 edition of Interchange profiling the UTV designed and manufactured by Mecfor incorrectly referred to Rio Tinto Alcan in the French translation. This should have read ArcelorMittal. This wrong reference is found twice in the article. In addition, an error was made in writing the customer's name ArcelorMittal; it should read ArcelorMittal, not AlcelorMittal. We apologize for these errors.

Moins d'un an après qu'ArcelorMittal eut lancé son idée, Mecfor a livré son premier UTV. Depuis, la popularité du véhicule s'est répandue dans la province.

Le vice-président aux ventes, Serge Desgagné, précise que Mecfor a construit et vendu sept unités à différentes sociétés minières, notamment la Compagnie minière IOC. Aucune unité n'est pareille!

Au Québec, les chemins de fer d'intérêt local sont les seules entreprises qui utilisent un UTV. Mecfor souhaite élargir sa clientèle en Amérique du Nord.

Les clients ont l'occasion de participer à la conception du produit qu'ils achètent. M. Desgagné est d'avis que c'est la raison pour laquelle l'UTV pourrait intéresser d'autres chemins de fer de même que des entreprises d'autres secteurs.

« Les clients peuvent décider des dimensions de la cabine, de la taille des commandes, de l'emplacement du panneau de commande, et c'est important pour eux, soutient-il. Leur participation au processus facilite l'adoption de l'UTV par ceux qui sont appelés à le conduire. Ils sont très satisfaits, puisqu'ils obtiennent un produit qui répond vraiment à leurs besoins. » ■

Un article paru dans l'édition été 2013 du magazine Interchange traitant du UTV conçu et fabriqué par Mecfor réfère incorrectement à Rio Tinto Alcan dans la traduction française. Le lecteur aurait dû lire ArcelorMittal. Cette mauvaise référence se retrouve à deux reprises dans le corps de l'article. De plus, une erreur s'est glissée dans le nom du client ArcelorMittal; il doit se lire ArcelorMittal et non AlcelorMittal. Nous sommes désolés de ces erreurs et nous nous excusons auprès des personnes impliquées et de notre lectorat.



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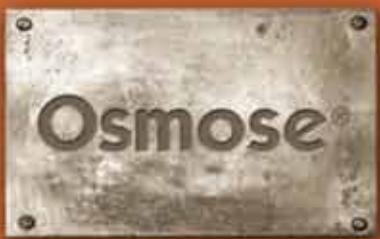
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CN Recognized for Climate Change Transparency with CDP Leadership Position



Le CDP Reconnaît le CN Comme un Chef de File Quant à la Transparence en Matière de Données Liées au Changement Climatique

CN has earned a position of leadership for the quality of climate change data it has submitted to the global marketplace through CDP, the world's only global environmental disclosure system.

The achievement was announced in the CDP Canada 200 Climate Change Report 2013, which tracks how Canada's largest listed companies are acting in response to a changing climate.

At the suggestion of 722 investors representing US\$87 trillion in assets, CN took part in CDP's climate change program, designed to facilitate the management of greenhouse gas emissions and identify the risks and opportunities associated with climate change.

For the fourth consecutive year, CN has earned a position in CDP's Canada 200 Climate Disclosure Leadership Index. This annual index highlights the largest 200 companies listed on the Toronto Stock Exchange (Canada 200) that have displayed a strong approach to the disclosure of information regarding climate change.

Le CN a été reconnu comme un chef de file quant à la qualité des données liées au changement climatique qu'il a communiquées par l'entremise du CDP, le seul système mondial de divulgation de données environnementales.

Cette réalisation est annoncée dans le Rapport Canada 200 du CDP sur le changement climatique 2013, qui fait un suivi des mesures prises par les plus grandes sociétés cotées au Canada à l'égard du changement climatique.

À la suggestion de 722 investisseurs détenant des actifs de 87 billions \$ US, le CN a participé au programme sur le changement climatique du CDP, qui est conçu pour faciliter la gestion des émissions de gaz à effet de serre, ainsi que pour cerner les risques et les perspectives liés au changement climatique.

Le CN figure à l'indice CDLI (Climate Disclosure Leadership Index) du Canada 200 pour la quatrième année consécutive. Cet indice annuel se concentre surtout sur les 200

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Claude Mongeau, president and chief executive officer of CN, said: "We are proud of our achievements over the past year and are pleased with the CDP's recognition of CN's leadership on disclosure for the fourth consecutive year. Delivering responsibly is a core element of our business agenda and environmental sustainability is a strategic priority for CN, which is focused on lowering emissions, increasing energy efficiency, reducing waste, and encouraging environmental stewardship among our employees."

"CN leads the North American rail industry in fuel efficiency, consuming, overall, approximately 15 per cent less fuel per gross-ton-mile than the rail industry average. CN is working hard to improve the fuel efficiency of its trains and is engaging its employees, through its EcoConnexions program, as part of its comprehensive plan to reduce its carbon footprint. CN is also testing locomotives fueled by natural gas to explore the feasibility of the technology."

Paul Simpson, chief executive officer of the CDP, said: "Canadian companies that score highly enough to be included in the Climate Disclosure Leadership Index are responding to the call for greater corporate climate accountability. They have demonstrated leading practice on the measurement of greenhouse gas emissions and energy use, and transparency of their climate change strategy."

The Canada 200 report including names of companies featured in the Carbon Disclosure Leadership Index can be found at www.cdp.net. ■

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plus grandes sociétés inscrites à la Bourse de Toronto (Canada 200), qui ont adopté une approche dynamique à l'égard de la divulgation des données liées au changement climatique.

Claude Mongeau, président-directeur général du CN, a déclaré : « Nous sommes fiers de nos réalisations au cours de la dernière année et heureux que le CDP reconnaissse le leadership du CN en matière de divulgation pour une quatrième année d'affilée. L'engagement responsable est un élément essentiel de notre programme d'affaires et la durabilité environnementale est une priorité stratégique pour le CN, qui s'attache à réduire ses émissions, augmenter son efficacité énergétique, diminuer la quantité de déchets qu'il produit, et promouvoir les principes de la gérance environnementale auprès de son personnel.

« Avec une consommation globale de carburant par tonne-mille brute inférieure d'environ 15 % à la moyenne des chemins de fer, le CN est un chef de file du secteur ferroviaire nord-américain en matière d'efficacité énergétique. Dans son plan d'action détaillé visant à réduire son bilan carbone, le CN s'efforce de réduire la consommation de carburant de ses trains et mobilise son personnel dans le cadre de son programme ÉcoConnexions. Il met également à l'essai des locomotives alimentées au gaz naturel afin d'explorer la faisabilité de cette technologie. »

Paul Simpson, président-directeur général du CDP, a déclaré : « Les entreprises canadiennes qui obtiennent une note suffisamment élevée pour figurer à l'indice CDLI répondent à la demande de responsabilisation accrue relativement au changement climatique. Elles ont adopté des pratiques optimales pour ce qui est de la mesure de leurs émissions de gaz à effet de serre, de leur consommation d'énergie et de la transparence de leur stratégie en matière de changement climatique. »

Pour accéder au rapport Canada 200, incluant la liste des entreprises qui figurent à l'Index du leadership des émissions de carbone, veuillez vous rendre à l'adresse www.cdp.net. ■





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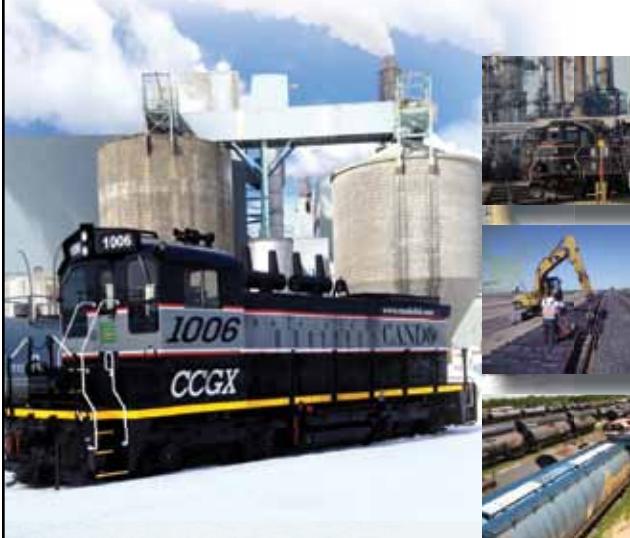
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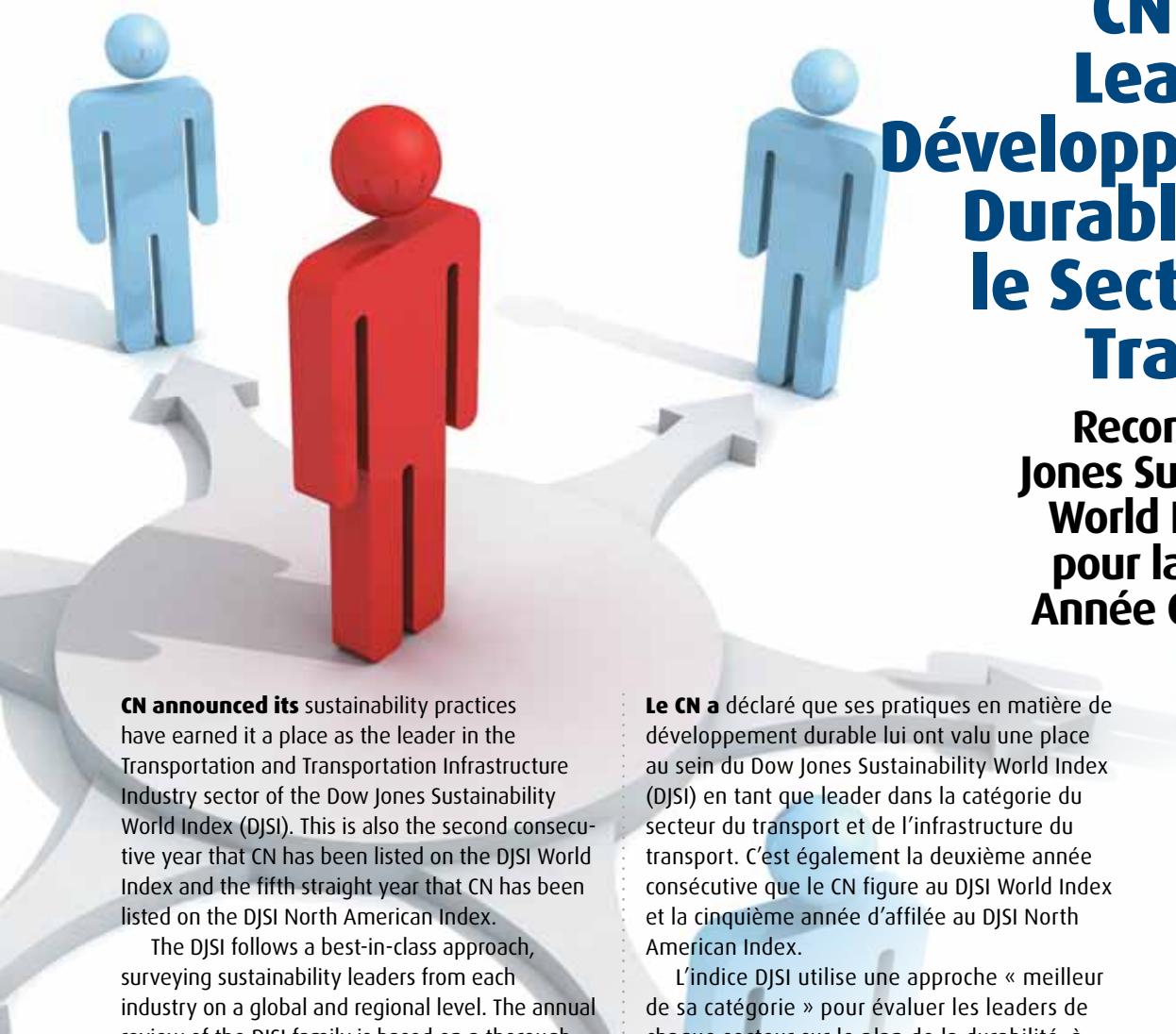


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CN a Transportation Industry Sustainability Leader

Named to Dow Jones Sustainability World Index (DJSI) for Second Year in a Row



CN announced its sustainability practices have earned it a place as the leader in the Transportation and Transportation Infrastructure Industry sector of the Dow Jones Sustainability World Index (DJSI). This is also the second consecutive year that CN has been listed on the DJSI World Index and the fifth straight year that CN has been listed on the DJSI North American Index.

The DJSI follows a best-in-class approach, surveying sustainability leaders from each industry on a global and regional level. The annual review of the DJSI family is based on a thorough analysis of economic, environmental and social performance, assessing issues such as corporate governance, risk management, branding, climate change mitigation, supply chain standards and labour practices.

Claude Mongeau, president and chief executive officer of CN, said: "We are making continuing gains in our sustainability agenda, and we are pleased that the DJSI has recognized CN as a leader in the area again this year. The DJSI World Index

CN est un Leader en Développement Durable dans le Secteur du Transport

Reconnu au Dow Jones Sustainability World Index (DJSI) pour la Deuxième Année Consécutive

Le CN a déclaré que ses pratiques en matière de développement durable lui ont valu une place au sein du Dow Jones Sustainability World Index (DJSI) en tant que leader dans la catégorie du secteur du transport et de l'infrastructure du transport. C'est également la deuxième année consécutive que le CN figure au DJSI World Index et la cinquième année d'affilée au DJSI North American Index.

L'indice DJSI utilise une approche « meilleur de sa catégorie » pour évaluer les leaders de chaque secteur sur le plan de la durabilité, à l'échelle régionale et mondiale. Chaque année, les entreprises sont choisies en fonction d'une analyse approfondie de leur performance économique, environnementale et sociale, et cette évaluation porte sur des aspects comme la gouvernance d'entreprise, la gestion des risques, l'image de marque, les mesures d'atténuation en matière de changements climatiques, les normes associées à la chaîne d'approvisionnement et les pratiques de travail.

selects for inclusion the top 10 per cent of the 2,500 largest companies in the Dow Jones Global Total Stock Market Index from each sector based on their sustainability score. It is indeed a rare honour for CN to place first in the transportation group of the World Index.

"CN knows its long-term success is connected to our contributions to a sustainable future. We are committed to the safety of our employees, the public and the environment. CN has made environmental sustainability

a strategic priority for the company, with a focus on emissions and energy efficiency, waste management, and environmental stewardship."

CN leads the North American rail industry in fuel efficiency, consuming, overall, approximately 15 per cent less fuel per gross-ton-mile than the rail industry average.

Launched in 1999, the Dow Jones Sustainability Indexes are the first global indexes tracking the financial performance of the leading, sustainability-driven companies. ■

Claude Mongeau, président-directeur général du CN, a déclaré : « Notre programme de développement durable affiche une progression soutenue et nous sommes ravis de faire partie de l'indice DJSI en cette matière cette année encore. L'indice DJSI World inclut, parmi les 2 500 sociétés les plus importantes du Dow Jones Global Total Stock Market Index, celles qui figurent dans la tranche supérieure de 10 % selon leur note en matière de développement durable. C'est vraiment un honneur peu commun pour le CN de se trouver au premier rang de la catégorie du transport du World Index.

« Le CN sait que son succès à long terme est lié à sa contribution à un avenir durable. Nous nous préoccupons de la sécurité de notre personnel et du public, ainsi que de la sauvegarde de l'environnement. Le CN considère la durabilité environnementale comme une priorité stratégique pour l'entreprise et se concentre sur les émissions et l'efficacité énergétique, ainsi que la gestion des déchets et la gérance environnementale. »

Avec une consommation globale de carburant par tonne-mille brute inférieure d'environ 15 % à la moyenne des chemins de fer, le CN est un chef de file du secteur ferroviaire nord-américain en matière d'efficacité énergétique.

Créés en 1999, les indices de durabilité Dow Jones sont les premiers indices à l'échelle mondiale à répertorier la performance financière des entreprises chefs de file en cette matière. ■

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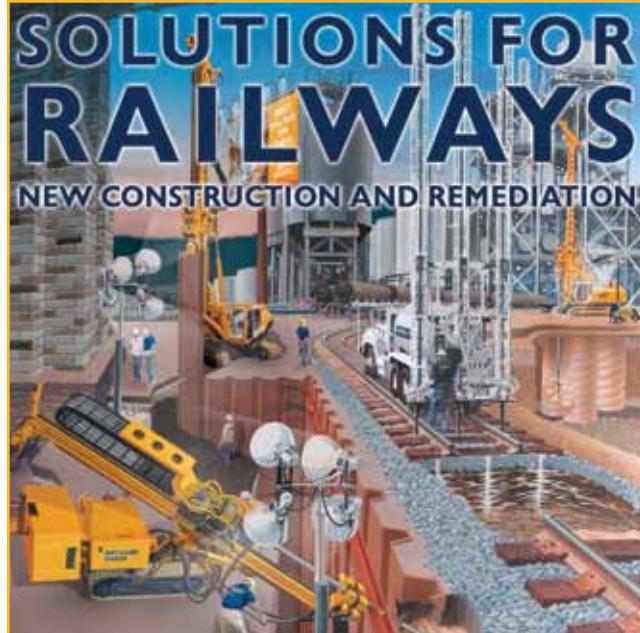


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GO Transit Receives Outstanding Achievement Award

Recognized as Best Large Transit System for 2013

GO Transit is the recipient of a prestigious 2013 American Public Transportation Association's (APTA) Outstanding Public Transportation System Achievement Award. GO won in the large system category, carrying more than 20 million passengers per year. GO Transit received the award at the APTA Awards Ceremony on October 1, 2013.

GO Transit received top marks in several areas including customer service, operations, safety and security, marketing and communications, community relations, and employee development and engagement.

"We are truly honoured to receive this prestigious award," says Gary McNeil, President of GO Transit, who will be retiring later this year. "GO Transit was recognized as being the best of the best among our peers in a category that includes dozens of North America's largest transit operators. It is through the

dedication and commitment of our staff and the Province of Ontario to provide the best possible service to the residents of the Greater Toronto and Hamilton area, that GO ridership and customer satisfaction continues to grow. I am extremely proud to be part of such a great team."

The APTA Awards are given to those individuals and organizations that have made outstanding contributions to advancing public transit in North America and exemplify leadership and excellence. APTA is comprised of more than 1,500 member organizations throughout Canada, the United States and Mexico.

GO Transit is Metrolinx's regional public transit system linking Toronto with the Greater Toronto & Hamilton Area. GO carries 65.5 million passengers a year in an extensive network of train and bus services that spans more than 11,000 square kilometres. ■

GO remporte le prix Outstanding Achievement Award

Dans la catégorie des grands systèmes de transport en commun, GO Transit a obtenu le prix **Outstanding Public Transportation System Achievement Award** de 2013 de l'American Public Transportation Association (APTA) (anglais seulement).

GO Transit s'est démarquée, des 64 systèmes de transport en commun en Amérique du Nord pressentis pour le prix, notamment par son service à la clientèle, son exploitation, sa sûreté et sécurité, son rendement financier, ses relations avec la communauté et ses pratiques environnementales. ■



INFORMATION FOR COMMUNITIES

Railways in Canada regularly share information on commodities handled, including dangerous goods, with responsible authorities such as municipal officials and responders. This is done to ensure municipal emergency planners and responders are properly trained to work with industry experts and qualified contractors in developing effective and realistic emergency response plans and to be capable of reacting if an incident were to occur. This document provides information that will help your community improve its understanding of railway operations; how to access information about the rail traffic in your area and how to access critical information required by emergency personnel for enhanced preparedness.

Update on Railways in Canada

A STRONG SAFETY RECORD

Railways in Canada and the United States are subject to extensive and rigorous safety regulation. You will often hear railroaders say that "Safety is #1" and we believe it to be true. Here's why:

Safety is a legal requirement.

Numerous rules and standards are prescribed for railway operations, from track safety, freight cars, locomotive inspection, work/rest provisions and more. In addition, Transport Canada's Transport Dangerous Goods Directorate is responsible for the application of the *Transportation of Dangerous Goods Act* (TDG), and the standards and requirements under TDG regulations. TDG regulations apply to all federally regulated railway companies in Canada. There are additional provincial rules and safeguards for some railways operating in a single province. The Railway Safety Act specifies in detail the safety requirements to which federally regulated railways must adhere. The Act was recently extensively reviewed, updated and strengthened by Parliament. Railways' performance to the Act's requirements is subject to audit and enforcement by Transport Canada inspectors, who can issue Notices, Orders, Emergency Directives, and fines.

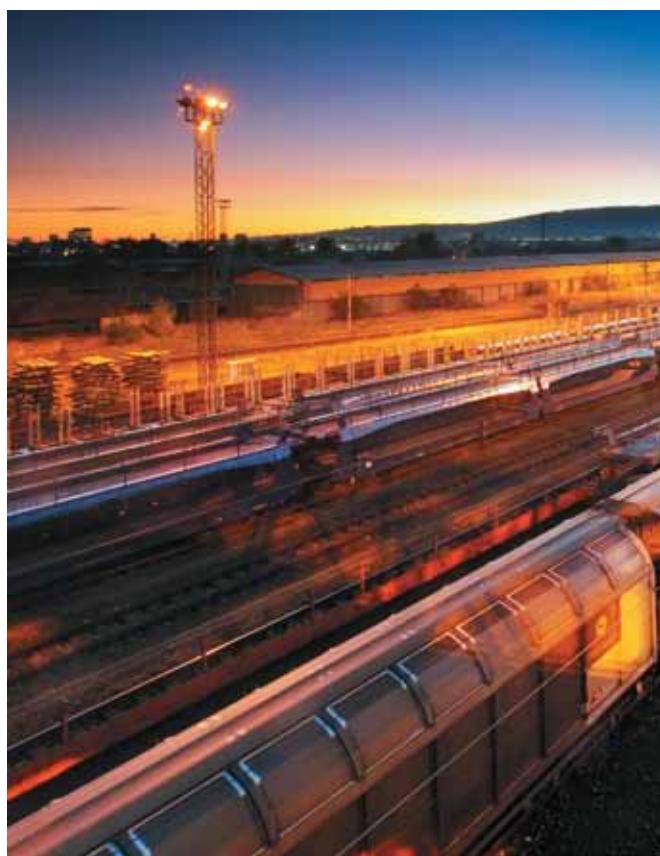
Safety is simply good business.

It is in the railways' economic interest to operate safely. Due to the competitive markets in which they, and their customers, operate, railways must manage service, costs and assets very prudently. Simply put, accidents and incidents are extremely disruptive to railway operations. Restoration, environmental remediation and third-party costs can be staggering. Service impacts, which last much longer than the occurrence itself, can result in lost business and reduced opportunity for

growth. Damaged equipment is not available for revenue service. Management time is diverted from service improvement activities. In short, it is not possible to grow profits by reducing spending or attention on safety. As an industry, we owe a high level of care to our employees, our customers, the citizens of the communities and the environment through which we operate.

WORKING WITH INDUSTRY AND FIRST RESPONDERS

Through various avenues including the Transportation Community Awareness and Emergency Response (TRANSCAER®) program as well as direct outreach to municipalities, the Railway Association of Canada (RAC)





Le point sur les chemins de fer du Canada

UN SOLIDE BILAN DE SÉCURITÉ

Les chemins de fer du Canada et des États-Unis sont assujettis à des règles de sécurité exhaustives et rigoureuses. Vous entendrez souvent les cheminots dire que la « sécurité est primordiale » et nous sommes entièrement d'accord. Voici pourquoi :

La sécurité est une obligation légale.

De nombreuses règles et normes régissent l'exploitation ferroviaire, la sécurité des voies, les wagons, l'inspection des locomotives, les dispositions sur les heures de travail, etc. De plus, la Direction générale du transport des marchandises dangereuses de Transports

Canada est chargée de l'application de la *Loi sur le transport des marchandises dangereuses* (TMD), et des normes et exigences en vertu du Règlement sur le TMD. Le Règlement sur le TMD s'applique à tous les chemins de fer au Canada. De plus, certains chemins de fer qui exercent leurs activités dans une seule province sont régis par des règles et mesures de protection provinciales. La Loi sur la sécurité ferroviaire précise les exigences en matière de sécurité auxquelles doivent se conformer les chemins de fer sous réglementation fédérale. La Loi a récemment été revue en profondeur, mise à jour et renforcée par le Parlement. La conformité des chemins de fer aux exigences de la Loi fait l'objet d'audits et est vérifiée par les inspecteurs de Transports Canada, qui peuvent émettre des avis, des ordonnances, des injonctions et des amendes.

La sécurité : logique d'un point de vue commercial.

L'intérêt économique des chemins de fer passe par une exploitation sécuritaire. Compte tenu de la compétitivité des marchés dans lesquels les chemins de fer – et leurs clients – exercent leurs activités, ils doivent gérer leurs services, leurs coûts et leurs actifs prudemment. En d'autres mots, les accidents et les incidents perturbent fortement les activités ferroviaires. Les frais associés à la remise en état ou à la restauration environnementale et les coûts imposés aux tiers peuvent être effarants. Les perturbations du service, qui durent beaucoup plus longtemps que l'incident lui-même, peuvent entraîner des pertes commerciales et réduire les occasions de croissance. Le matériel endommagé ne peut pas être utilisé pour le service commercial. Le temps de gestion ne peut plus être entièrement consacré aux activités d'amélioration du service. Bref, il est impossible d'augmenter les bénéfices en réduisant l'attention ou les dépenses en matière de

INFORMATION DESTINÉE AUX COLLECTIVITÉS

Les chemins de fer canadiens communiquent régulièrement aux autorités responsables, notamment les fonctionnaires municipaux et les intervenants, des renseignements sur les marchandises transportées, y compris les marchandises dangereuses. Ces communications ont pour but d'assurer que les planificateurs des mesures d'urgence et les intervenants municipaux reçoivent la formation appropriée pour travailler avec les experts du secteur et les entrepreneurs qualifiés à l'élaboration et à la mise en œuvre de plans d'intervention d'urgence réalisistes.

Le présent document améliorera votre compréhension du fonctionnement des chemins de fer, et vous renseignera sur la façon dont vous pouvez obtenir de l'information sur le trafic ferroviaire dans votre région ainsi que les renseignements importants dont le personnel d'intervention d'urgence a besoin pour mieux se préparer à intervenir.



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and member companies work closely with emergency personnel and local companies to help communities understand the movement of dangerous goods and what is required in the event of transportation incidents. RAC professionals work with partner companies to support communities with information sessions and training and simulations for community leaders and first responders about dangerous goods. In 2012, the RAC Dangerous Goods Team conducted more than 75 TRANSCAER® events in Canada involving more than 1100 participants. For information about TRANSCAER®, see the Chemistry Industry Association of Canada at www.canadianchemistry.ca

PROXIMITY AND MUNICIPAL PLANNING

The RAC and the Federation of Canadian Municipalities recently unveiled brand new land use guidelines and a website intended to promote best practices and awareness about the issues associated with developments near railway operations. The practice of developing land in close proximity to rail operations, as well as the expansion of rail operations in urban areas have generated a variety of opportunities as well as challenges for municipalities, developers and railways, who must work together to balance a variety of sometimes competing goals and aspirations. These new guidelines will assist municipal governments and railways in reviewing and determining general planning policies and provisions for conversion of lands in proximity to rail operations, addressing such issues as noise, vibration, emissions, safety and development design. For more information, see our website here: www.proximityissues.ca.

sécurité. Le secteur ferroviaire se doit d'assurer à ses employés, à ses clients, aux citoyens des collectivités dans lesquelles il exerce ses activités et à l'environnement un niveau de diligence élevé.

COLLABORATION AVEC LE SECTEUR ET LES PREMIERS INTERVENANTS

Dans le cadre de diverses initiatives, y compris le programme TRANSCAERMD (Transportation Community Awareness and Emergency Response) et les communications directes avec les municipalités, l'ACFC et ses sociétés membres travaillent en collaboration avec le personnel d'intervention d'urgence et les entreprises locales a_n d'aider les collectivités à comprendre l'acheminement des marchandises dangereuses et ce qu'il faut faire



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OPERATION LIFESAVER™

The vast majority of accidents involving railways occur due to trespassing and at railway crossings. Operation Lifesaver (OL), a program developed by the RAC with the financial assistance of Transport Canada, is comprised of dedicated railroaders and citizens, aiming to save lives by educating Canadians about the hazards surrounding rail property and trains. OL delivers over

en cas d'accident de transport. Les professionnels de l'ACFC collaborent avec les entreprises partenaires a_n d'o_rir aux leaders communautaires et aux premiers intervenants des séances d'information, de la formation et des simulations portant sur les marchandises dangereuses. En 2012, notre secteur a organisé plus de 75 événements dans le cadre du programme TRANSCAER au Canada, auxquels 1 100 personnes ont pris part. Pour plus d'information sur le programme TRANSCAER, veuillez consulter le site Web de l'Association canadienne de l'industrie de la chimie à l'adresse www.chimiecanadienne.ca

VOISINAGE ET PLANIFICATION MUNICIPALE

L'Association des chemins de fer du Canada et la Fédération canadienne des municipalités ont présenté récemment leurs toutes nouvelles lignes directrices sur l'utilisation du sol et un site Web destinés à promouvoir les meilleures pratiques et la sensibilisation aux enjeux liés aux aménagements à proximité d'installations ferroviaires.

L'aménagement des terrains aux abords d'installations ferroviaires et l'agrandissement de telles installations en zone urbaine ont donné lieu à des possibilités et à des défis divers pour les municipalités, les promoteurs et les chemins de fer, qui doivent collaborer afin d'équilibrer des aspirations et des objectifs divers et parfois opposés.

Ces nouvelles lignes directrices aideront les administrations municipales et les chemins de fer à examiner et à déterminer des politiques et des dispositions de planification générale lors de la conversion de terrains à proximité d'installations ferroviaires, en vue de régler les problèmes liés au bruit, aux vibrations, aux émissions, à la sécurité et à la planification du développement. Pour plus d'information, veuillez consulter notre site Web à l'adresse www.voisinage.ca/fr

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RAIL'S ROLE IN THE ECONOMY

Railways in Canada move 70 percent of all surface goods in the country. Key sectors that rely on rail to get their products to market include farming, mining, oil and gas production and retail goods. Rail service facilitates Canada's manufacturing sector which employs over 1.7 million people. The transportation supply chain in Canada is an enabler for Canadian exporters who are highly successful in world and North American markets. Together with ports, terminals, shipping and others, we move products that are used every day by Canadians from coast to coast, produced and made in cities and towns across Canada and sold around the world.

CONTACTS AND MORE INFORMATION

If you would like more information about the movement of dangerous goods in your area or about railway operations, please check out our website at www.railcan.ca.

Or, you can contact:

Dan Rogers

Railway Association of Canada

(613) 564-8108

danr@railcan.ca

Opération Gareautrain est un programme conçu par l'ACFC avec l'aide financière de Transports Canada, qui fait appel à des cheminots et à des citoyens dévoués et qui a pour objet de sauver des vies en éduquant les Canadiens sur les dangers qui existent aux abords des trains et des voies ferrées. Opération Gareautrain fait plus de 2 000 présentations chaque année et travaille de concert avec le secteur ferroviaire, les gouvernements, les services de police, les syndicats, les médias, les organismes publics et la population pour diffuser l'information.

Pour plus d'information, veuillez visiter www.operationgareautrain.ca

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CONTACTS ET INFORMATION SUPPLÉMENTAIRE

Pour obtenir de plus amples renseignements sur le transport des marchandises dangereuses dans votre région ou sur les activités ferroviaires, veuillez consulter notre site Web à l'adresse www.railcan.ca/fr

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Une réussite rendue possible grâce au personnel

By James Careless

Founded in 1965, A & B Rail Services has grown from a small railroad maintenance contractor based in Vancouver to a full-service railroad company with more than 600 employees with 10 locations in Alberta, BC, Saskatchewan, Manitoba, Ontario and Pennsylvania. In that same time period, A & B Rail has grown beyond railroad construction and maintenance to encompass specialized track work, Light Rail Transit construction/maintenance, yard construction, car moving (yard switching), signals and flagging and civil contracting (Earthworks).

This second-generation family firm never lost sight of the secret to its success, which is its people. "From the day he started this company, my father Humberto Brum was always focused on attracting the best talent," says company president Paul Brum. "Today, we stick to that tradition at A & B Rail for one very simple reason: If you don't have the very best people on staff - happy, engaged

Par James Careless

La société A & B Rail Services a été fondée en 1965. La petite entreprise d'entretien de la voie située à Vancouver est devenue par la suite une grande société ferroviaire; elle compte actuellement plus de 600 employés répartis en dix endroits en Alberta, en Colombie-Britannique, en Saskatchewan, au Manitoba, en Ontario et en Pennsylvanie. À ses débuts, A & B Rail Services réalisait des travaux de construction et d'entretien de voies ferrées; au fil des ans, elle a étendue ses activités à la réalisation de travaux spécialisés, à la construction et à l'entretien de systèmes de transport en commun légers, à la construction de triages, à la manœuvre de wagons, à la mise en œuvre de signaleurs et à l'exécution de travaux de génie civil (travaux de terrassement).

Pendant tout ce temps, cette entreprise familiale de deuxième génération n'a jamais perdu de vue



Founded in 1965, A & B Rail Services has grown from a small railroad maintenance contractor based in Vancouver to a full-service railroad company with more than 600 employees with 10 locations.

and satisfied long-term employees who like the work they do and who they do it for – you will not be able to consistently deliver the very best service to your clients."

When it comes to employee satisfaction, A & B Rail puts its money where its mouth is. Employees receive good wages and benefits, with opportunities for on-site and off-premises skills and safety training, plus morale-building activities.

In Alberta, A & B Rail has partnered with SNC-Lavalin Constructors (Pacific) to build the Calgary West LRT. This is a major project that includes the design and construction of approximately eight kilometers of double track LRT infrastructure.

In Western Canada, A & B Rail is busy assisting its Class 1 customers by efficiently maintaining main and branchline trackage, while minimizing the impact on regular freight service. "We meet this demand using our skilled main line production crews, whom consistently surpass our customers' expectations, safely with virtually no down time," says Brum.

Eastwards in Ontario, A & B Rail is currently providing flagging and welding services to the Metrolinx/GO Transit Infrastructure group, as well as track construction activities within the GTA. This client is currently upgrading a former single



CN freight track line (Weston Subdivision) to a multi-track commuter rail corridor that will link to the Toronto Airport.

"These are just some of the varied railroad jobs we proudly do every day, thanks to the skill and commitment of our employees," says Brum. "This is why A & B Rail Services is a great place to work and to build a career. My father knew what he was doing nearly 50 years ago when he founded A & B Rail, in giving great people the responsibility and authority to do great things. We will continue to foster his successful business fundamentals at A & B Rail for generations to come." ■



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le secret de sa réussite : son personnel. « Depuis la naissance de l'entreprise, mon père, Humberto Brum, a toujours cherché à attirer les gens les plus talentueux, a déclaré Paul Brum, président de l'entreprise. Aujourd'hui, la tradition se perpétue chez A & B Rail Services, et pour une raison bien simple : si une entreprise ne dispose pas des meilleurs employés – des personnes heureuses, engagées, satisfaites à long terme de leur condition et qui aiment ce qu'elles font – elle ne parviendra pas à fournir de façon constante le meilleur service possible aux clients ».



En matière de satisfaction du personnel, A & B Rail Services investit son argent là où ça compte. Les employés bénéficient d'un bon salaire et de bons avantages sociaux; ils peuvent recevoir de la formation technique ou de la formation sur la sécurité, à l'interne ou à l'externe, et participer à des activités stimulant le moral du personnel. En contrepartie, l'entreprise peut compter sur un engagement à long terme de la part de ses employés et sur une exécution consciente des travaux que A & B Rail Services effectue pour ses nombreux clients partout au pays.

En Alberta, A & B Rail Services a formé un partenariat avec SNC-Lavalin (Pacific) afin de construire le LRT de Calgary Ouest. Il s'agit d'un projet d'envergure portant sur la conception et la construction d'environ huit kilomètres de voie double constituant l'infrastructure du LRT. Les travaux incluent des passages à niveaux, des sections de voie surélevées, en tranchées et en tunnels, six gares voyageurs, neuf sous-stations de distribution électrique pour la traction, une tour de stationnement et deux passerelles pour piétons.

Dans l'Ouest du Canada, A & B Rail Services effectue pour le compte de ses clients – des chemins de fer de catégorie 1 – l'entretien de leurs voies principales et de leurs embranchements, en veillant à réduire l'incidence de cet entretien sur le service marchandises régulier. « Nous répondons à la demande en ayant recours à nos équipes de production de voie principale, lesquelles dépassent régulièrement les attentes des clients, pratiquement sans temps morts et dans le respect des consignes de sécurité, d'indiquer M. Brum. Pour ce faire, nous nous efforçons d'adopter les meilleures pratiques et de déployer le meilleur matériel, ainsi que des conducteurs, des superviseurs et des cadres qualifiés et expérimentés. Au cours des six dernières années, notre personnel a procédé au nivellation, au ballastage, au remplacement et à la remise en état de plus de 6 500 km (4 000 milles) de voie, et a remplacé plus d'un million de traverses. »

Dans l'Est, en Ontario, A & B Rail Services fournit actuellement des équipes de signaleurs et des services de soudage à la société Metrolinx/GO Transit Infrastructure, et effectue divers travaux de construction de voie dans la région du Grand Toronto. Ce client s'active actuellement à transformer une ancienne voie simple utilisée par les trains marchandises du CN (dans la subdivision de Weston) en une voie multiple qui sera empruntée par les trains de banlieue desservant l'aéroport de Toronto.

« Ce ne sont là que quelques-unes des activités que nous réalisons fièrement chaque jour, grâce à l'expertise et à l'engagement de nos employés, d'ajouter M. Brum. C'est pour cette raison que A & B Rail Services est une entreprise où il est agréable de travailler et de faire carrière. Mon père savait bien ce qu'il faisait lorsqu'il a fondé l'entreprise il y a près de 50 ans, en confiant à des gens de qualité la responsabilité de réaliser de grandes choses. Nous comptons continuer de mettre en œuvre ses principes de réussite en affaires pendant encore bien des générations. » ■



La société A & B Rail Services a été fondée en 1965. La petite entreprise d'entretien de la voie située à Vancouver est devenue par la suite une grande société ferroviaire; elle compte actuellement plus de 600 employés répartis en dix endroits.

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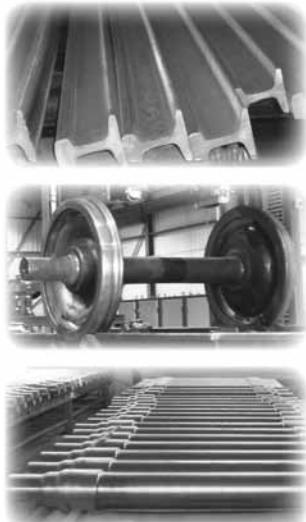


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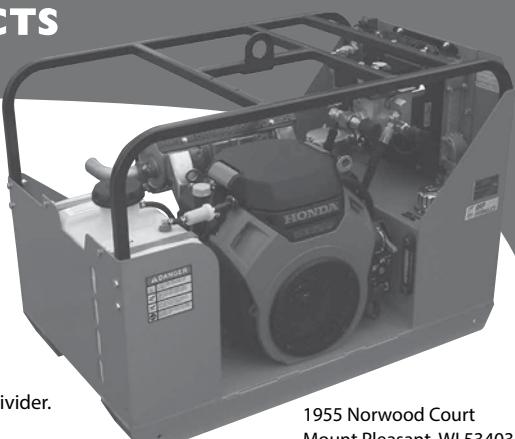
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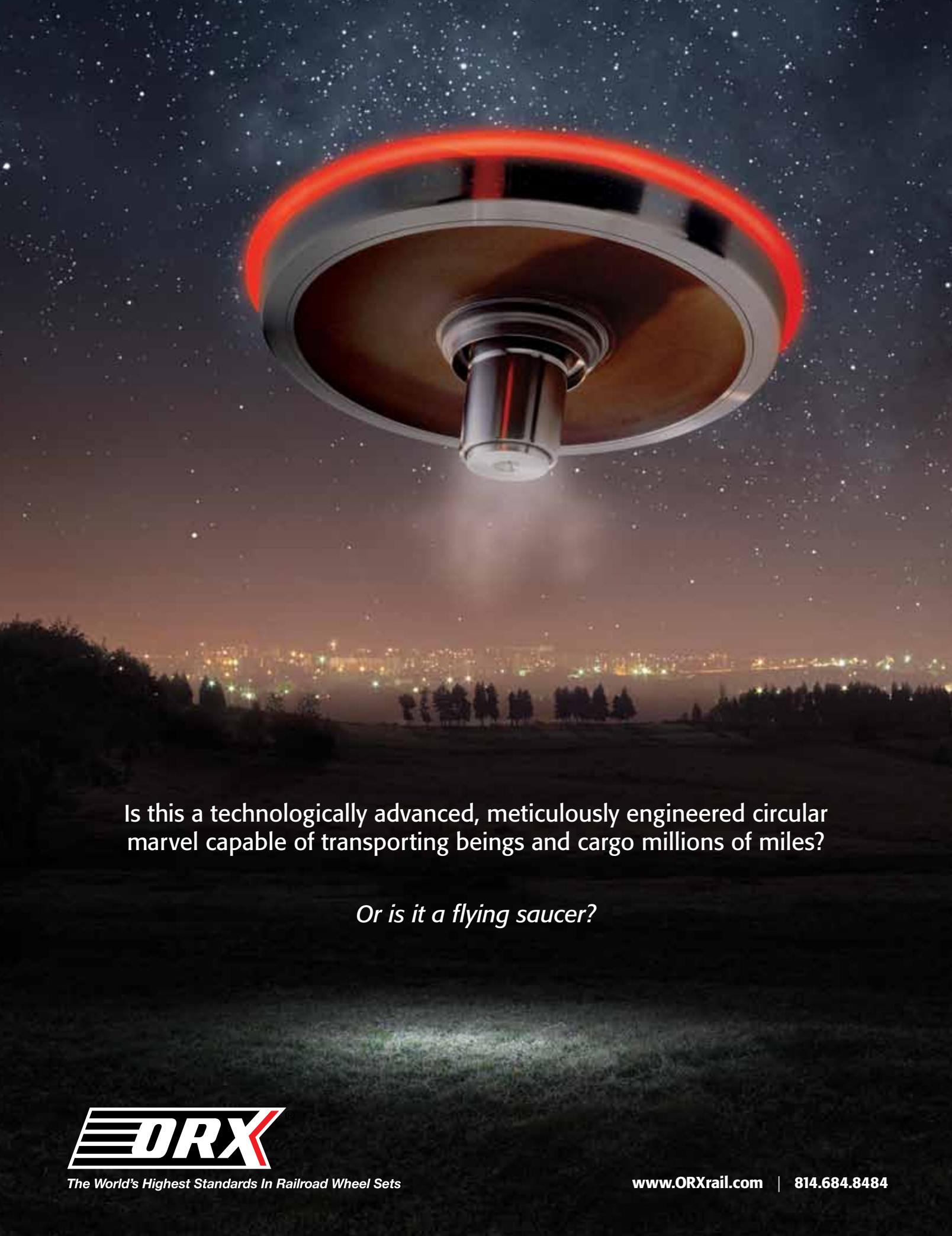


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