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interchange

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L'examen de la Loi sur les transports au Canada
reçoit un accueil favorable des chemins
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Setting the Record Straight Remettre les pendules à l'heure

By/Par Michael Bourque

On June 25, 2014, the Honourable Lisa Raitt, Minister of Transport launched a statutory review of the *Canada Transportation Act*, led by former cabinet minister David Emerson. For Canada's railways, this was welcome news.

Most of our readers know only too well how the combination of the largest grain crop in 100 years, combined with the worst winter in six decades, led to new and unwarranted regulation of railways. Bill C-30, also known as the *Fair Rail for Grain Farmers Act*, is chock-full of fines, quotas and intrusive measures. Thankfully, it will sunset in two years and the review will provide ample opportunity to take a longer view of the desirability of re-regulation of Canada's successful rail sector.

This winter led to a number of myths about Canada's rail network and infrastructure and the review gives us the chance to set the record

Le 25 juin 2014, Lisa Raitt, ministre des Transports, a confié à l'ancien ministre David Emerson la supervision d'un examen législatif de la *Loi sur les transports au Canada*. Une bonne nouvelle pour l'industrie ferroviaire canadienne.

Nos lecteurs assidus savent que la combinaison de la plus grande récolte de céréales depuis un siècle et du plus rude hiver des six dernières décennies a mené à des réglementations injustifiées. Le projet de loi C-30 – la *Loi sur le transport ferroviaire équitable pour les producteurs de grains* – regorge d'amendes, de quotas et de mesures envahissantes. Heureusement, le projet arrivera à échéance dans deux ans et l'examen aidera à prendre du recul.

Si l'hiver dernier a donné naissance à une quantité de mythes, l'examen sera l'occasion de remettre les pendules à l'heure. Le premier



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straight. First, there is the myth that somehow we fail to account for winter. In fact, I believe that too often we have apologized for our winter operations when in fact, sustained cold of -25° C forces railways to shorten trains because air brake systems do not operate safely on longer trains under these conditions. Air brake systems are used across North America, where rail cars are moved across borders by a multitude of railroads. We can't change our braking systems in Canada without the U.S. and Mexico changing theirs and for now, air brake systems are the dominant technology. Shorter trains require extra crews, more track space, additional locomotives and greater management. To a great extent, railways build resiliency into their operations, but no one builds their factory for the order that comes along every 100 years. So instead of blaming railways for winter, ask how the supply chain can be efficiently utilized over 12 months to move and store grain.

The second myth relates to capacity. Railways are part of a supply chain which includes trucks, roads and highways, ports, seaways (including the Great Lakes and its aging fleet of icebreakers), shipping, and in the case of grain, grain terminals and elevators. Not all of the supply chain is in the position that railways are in – that is, well-capitalized, private sector entities that are able to invest in new infrastructure or service to respond to market demand. Railways in Canada

mythe : nous ne tiendrions pas vraiment compte de l'hiver et n'arriverions pas à intégrer ses contraintes. J'ai l'impression que nous nous sommes trop souvent excusés pour nos opérations hivernales : en vérité, des froids persistant dans les -25 °C nous obligent à raccourcir les trains parce que les systèmes de freinage pneumatiques ne sont alors pas aussi efficaces. Nous ne pouvons changer nos systèmes de freinage sans que les États-Unis et le Mexique en fassent autant. Des trains plus courts requièrent davantage de main-d'œuvre, d'espace, de locomotives et de gestion. Les compagnies sont résilientes, mais personne ne conçoit une usine en fonction de ce qui peut arriver tous les 100 ans. Donc, plutôt que d'en vouloir à l'industrie ferroviaire pour un hiver pénible, il faut chercher à utiliser efficacement la chaîne d'approvisionnement tout au long de l'année.

Le deuxième mythe a trait à la capacité. Les chemins de fer font partie d'une chaîne qui inclut aussi les camions, les routes et autoroutes, les ports et voies maritimes (dont les Grands Lacs et ses brise-glaces vieillissants), le transport et, dans le cas des grains, les silos et élévateurs. Au sein de cette chaîne, les chemins de fer sont plutôt choyés : des entités bien capitalisées du secteur privé sont en mesure d'investir dans des infrastructures ou de nouveaux services afin de répondre aux demandes du marché. L'industrie ferroviaire canadienne peut satisfaire une part importante des besoins

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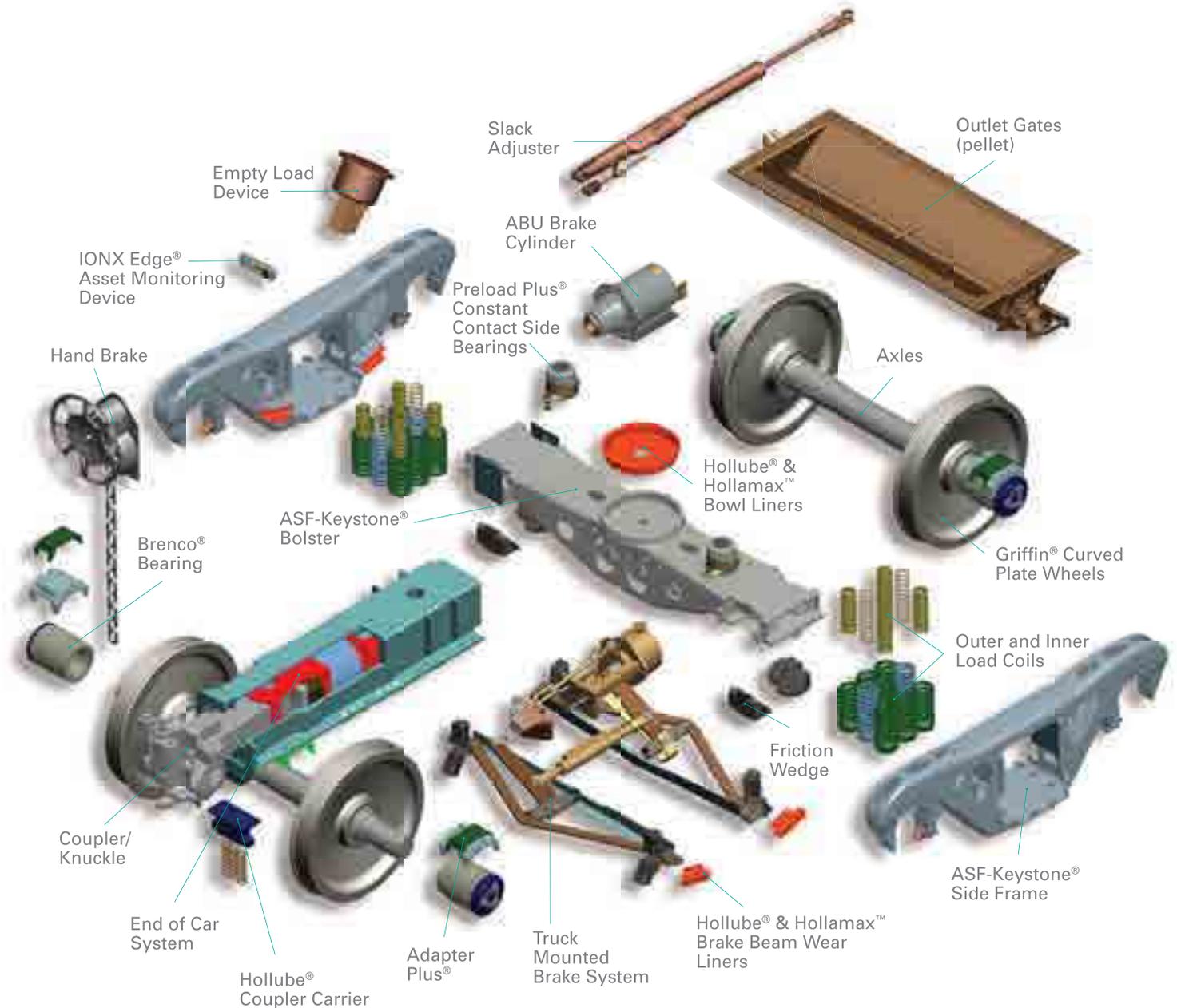
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have significant capacity to handle grain, but they also have a “common carrier” obligation to move a multitude of other commodities on the same tracks and corridors.

The third myth is that regulation was required to see the railways move this record grain crop. While there is a revenue cap in place for grain (which grain distributors don’t have), railways earn revenues by moving grain and had every motivation to resume a high level of service once the worst of the polar vortex was over.

The *Canada Transportation Act* is the economic legislation for Canada’s national transportation system. Rail is not the only subject of review, but we hope to use the opportunity to dispel these and other myths and to get back onto a commercial footing. To the extent possible, competition and market forces should drive decisions with respect to supply and demand for all commodities. Regulation, like the *Fair Rail for Grain Farmers Act*, distorts the market and leads to negative outcomes for all rail customers and the railways themselves. History has proven that regulation leads to disinvestment and cross subsidization – a vicious cycle. Deregulation, on the other hand, has led to a virtuous circle characterized by new investment, lower shipping costs and benefits for all customers and the economy. ■

du secteur céréalier, mais est tenue de transporter une multitude d’autres marchandises.

Le troisième mythe concerne la réglementation que ces récoltes record ont prétendument rendue nécessaire. Bien que les compagnies ferroviaires soient soumises à un plafond des recettes tirées du transport du grain (auquel les distributeurs de grains ne sont pas soumis), elles avaient toutes les raisons de reprendre un service de qualité une fois passé le gros du vortex polaire.

La *Loi sur les transports au Canada* touche à tout le réseau national. David Emerson et son équipe ne se pencheront pas que sur la question des chemins de fer, mais nous comptons en profiter pour taire les légendes. On doit tenir compte de la concurrence, des forces du marché et des différents types de marchandises. La réglementation, comme la *Loi sur le transport ferroviaire équitable pour les producteurs de grains*, dénature le marché et crée des inconvénients tant pour les compagnies que pour les clients. L’Histoire l’a prouvé : la réglementation mène à un cercle vicieux de désinvestissement et d’interfinancement. La déréglementation, d’un autre côté, amorce souvent un cycle vertueux ponctué de nouveaux investissements, de réductions des coûts de transport et d’avantages pour les clients comme pour l’économie en général. ■



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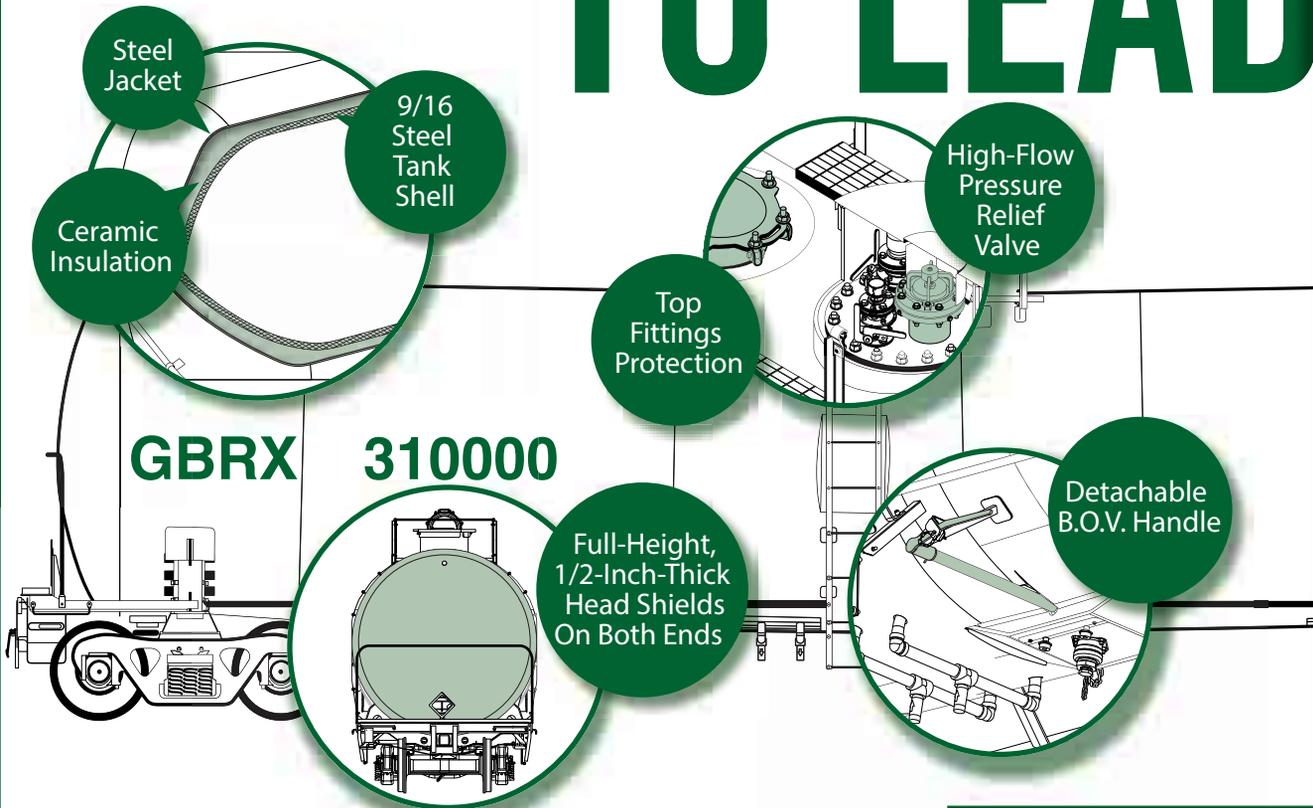
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CTA 2014-2015

Canada's railways welcome Canada Transportation Act Review

Canada's national transportation system is the focal point of an accelerated review of the *Canada Transportation Act* announced in June by Transport Minister Lisa Raitt. The statutory review is being conducted a year earlier than scheduled, as movements of grain in 2014 sparked debate about railway capacity, and whether Canada's transportation supply chains are capable of moving products domestically and internationally.

Canada's two Class I carriers will make the case that the commercially-driven management of supply chains is preferable to regressive, micro-managed regulation.

"CN welcomes the opportunity afforded by the early review of the *Canada Transportation Act* to highlight the importance of a regulatory environment that favours commercial forces, and the innovation and increased supply chain collaboration they promote," says CN President and CEO, Claude Mongeau.

Canadian Pacific's Assistant Vice-President of North American Advocacy, Robert Taylor, says CP will advocate for reliance on market dynamics to channel transportation investment.

"Fact-based consideration of the effectiveness of public policy and regulation is important," says Taylor.

"To that end, recognizing that our supply chains are well functioning and world class, the recently announced *Canada Transportation Act* review provides an opportunity to consider greater commercialization of rail transportation to support increased investment and economic growth."

Movement of grain from farm to port tops the agenda, after the biggest crop in Canadian history and brake-numbing cold across the Prairies led to backlogs at grain terminals.

Railways will insist that supply chain collaboration is the key to ensuring that commodities are ready for hauling, and that destination terminals are available to receive them. At least some of last winter's grain congestion was due to delays in loading or unloading cars that the railways were ready to move.

"The Canadian railway industry is eager to participate in this review," says Michael Bourque, President and CEO of the Railway Association of Canada. "It will allow us to foster a greater understanding of rail's significant capacity, and its positive role in both export and domestic supply chains.

"The industry will highlight the importance of supply chain collaboration, network capacity investments, and winter weather's impact on rail technologies and service reliability. Our economy depends on a multitude of supply chains – each



one with its own characteristics and performance measures – but all of them need to cooperate and collaborate in order to work effectively."

CN's Mongeau says supply chain efficiencies have become his railway's top commercial priority.

"Of all the innovations that CN has initiated over the last four years, none has greater significance than its agenda of supply chain collaboration, with a view to improving efficiency across the end-to-end supply chain.

LTC 2014-2015

L'examen de la Loi sur les transports au Canada reçoit un accueil favorable des chemins de fer canadiens



Image courtesy: CP.

Le réseau de transport national sera passé au peigne fin dans le cadre d'un examen de la *Loi sur les transports au Canada*, annoncé en juin par la ministre Lisa Raitt. Cet examen se tiendra un an plus tôt que prévu, le transport des céréales au cours de l'année 2014 ayant suscité des débats sur la capacité de la chaîne d'approvisionnement canadienne et celle du réseau ferroviaire en particulier.

Les deux transporteurs de catégorie I du Canada démontreront qu'une solide gestion des aspects commerciaux

de la chaîne d'approvisionnement vaut mieux qu'une réglementation régressive et microgérée.

Claude Mongeau, le président-directeur général du CN, se réjouit de la tenue de l'examen législatif. « C'est l'occasion de souligner l'importance d'un cadre réglementaire qui favorise les forces commerciales et promeut l'innovation et la collaboration. »

Robert Taylor, vice-président adjoint à la défense des intérêts nord-américains du Canadien Pacifique, ajoute que le CP plaidera pour le recours à la dynamique du marché.

« L'efficacité des politiques et réglementations doit être étudiée à la lumière des faits », atteste-t-il.

« À cette fin, l'examen annoncé permet de considérer d'accroître la commercialisation du transport ferroviaire dans le but de soutenir la croissance économique et l'augmentation des investissements. »

On passera aussi à la loupe le transport des céréales. Les stocks se sont accumulés dans les silos en raison de la plus grande récolte de l'histoire du pays et d'une suite de froids perturbant les systèmes de freinage dans les Prairies.

Les compagnies ferroviaires insisteront sur la collaboration au sein de la chaîne d'approvisionnement. Au moins une partie de la congestion de l'hiver dernier est due à des délais dans les chargements et déchargements de trains qui étaient prêts à partir.

« L'industrie ferroviaire canadienne a hâte de prendre part à cet examen », explique Michael Bourque, président-directeur général de l'ACFC. « Cela nous permettra d'éclaircir bien des choses sur la capacité considérable de notre secteur. »

« Nous parlerons aussi des investissements en matière de capacité, des effets de l'hiver sur les technologies et services et de l'importance d'une vraie collaboration. Notre économie dépend d'une multitude de chaînes d'approvisionnement qui doivent coopérer pour être efficaces. »

M. Mongeau ajoute que l'efficacité de la chaîne est devenue la priorité commerciale du CN.

« De toutes les innovations que le CN a introduites au cours des quatre dernières années, son plan de collaboration au sein de la chaîne d'approvisionnement est la plus importante. L'objectif est d'en accroître l'efficacité – d'un bout à l'autre. »

« Pour y parvenir, le CN ne s'est pas soucié que de la constance et de la rapidité des services aux plaques tournantes. L'entreprise a cherché à améliorer d'importantes mesures du service à la clientèle, comme le rendement sur les premiers et derniers kilomètres des trajets, l'exécution des commandes de wagons, l'exactitude de la mise en

“To achieve that, CN has gone beyond hub-to-hub speed and reliability to also focus on improving key customer service metrics, including first- and last-mile performance, car-order fulfillment for merchandise traffic, spotting reliability for grain, and daily engagement with all ports and intermodal terminal operators. This detailed focus helps CN to improve service and supply chain efficiency, and ultimately helps

its customers to compete in their markets. This is what is vital – a railway industry driven by commercial forces that helps to bolster the global competitiveness of its customers.”

Canadian Pacific will emphasize that revenue caps on grain shipments and punitive regulation are stifling investment: “The provisions in Bill C-30 (the *Fair Rail for Grain Farmers Act*) – such as extending interswitching limits, grain volume

Other rail issues to be considered as part of the CTA review include:

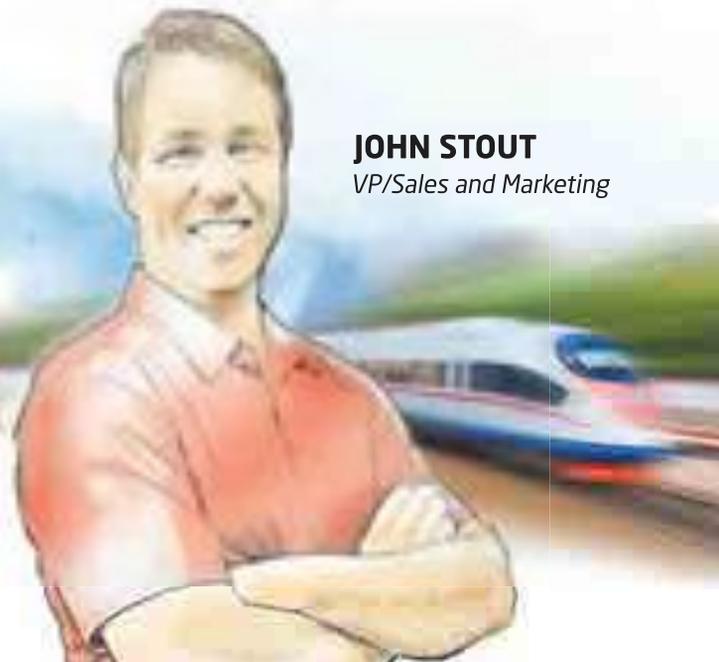
- how strategic transportation gateways and corridors can be developed and leveraged to support Canadian prosperity through linkages to global markets;
- how the quality and utilization of transportation infrastructure capacity can be optimized through, for example, improved alignment of transportation policies and regulations and/or the use of innovative financing mechanisms;
- how technological innovation can contribute to improvements in transportation infrastructure and services;
- whether adjustments to transportation safety and environmental regimes are needed to continue achieving high standards for safe and sustainable transportation, given increasing system volumes/ demands;
- how safety and well-being concerns related to rail transportation (including the movement of dangerous goods) through communities can be addressed; and
- how federally-regulated passenger rail services can be delivered to meet travellers’ needs, while minimizing costs to the public purse.

The review is chaired by former MP and cabinet minister David Emerson whose private sector career includes five years as CEO of the Vancouver International Airport Authority. Emerson’s five advisors will also contribute their extensive experience in Canadian transportation economics and supply chains.

Advisor	Background
Murad Al-Katib	President and CEO of Alliance Grain Traders Inc., one of the Canada’s biggest ocean container shippers.
David Cardin	Served as President of Maersk Canada for 14 years, capping a long career with the AP Moller-Maersk Group.
Duncan Dee	Former Executive Vice President & Chief Operating Officer of Air Canada.
Marie-Lucie Morin	Former Executive Director for Canada, Ireland and the Caribbean at the World Bank, and former Deputy Minister of International Trade.
Marcella Szel	Current chair of Metro Vancouver’s transportation authority, TransLink, following a 30-year career with Canadian Pacific where she held senior leadership positions in sales and marketing, government affairs, and corporate strategy.

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place des wagons céréaliers, et l'implication quotidienne des opérateurs des ports et des terminaux intermodaux. Une telle stratégie aide le CN à améliorer le service et l'efficacité de la chaîne, et aide en fin de compte le client à faire sa place dans son marché. Tout est là : une industrie ferroviaire dynamisée par des forces commerciales et permettant à ses clients de rester compétitifs. »

Le CP insistera sur le fait que les plafonds des recettes tirées du transport des grains et autres règlements punitifs étouffent les investissements. Selon M. Taylor, « les dispositions du projet de loi C-30, comme le prolongement des limites des zones de manœuvre, les volumes minimaux de grain et le droit pour l'Office des transports du Canada d'accorder des dommages-intérêts,

D'autres dossiers chauds à considérer lors de l'examen de la LTC :

- La façon dont les portes et corridors stratégiques peuvent être mis à profit pour relier le pays aux marchés mondiaux et soutenir la prospérité nationale.
- La façon dont la qualité et l'utilisation des infrastructures peuvent être optimisées, par exemple en harmonisant les réglementations ou en ayant recours à des mécanismes de financement novateurs.
- La façon dont les innovations peuvent contribuer à l'amélioration des services et des infrastructures.
- La nécessité ou non d'ajuster les régimes environnementaux et de sécurité pour maintenir des normes élevées, compte tenu de l'augmentation des demandes.
- La façon de régler les questions de santé et de sécurité relatives au transport ferroviaire dans les municipalités (notamment dans le cas de transport de matières dangereuses).
- La façon de répondre aux besoins des voyageurs qui utilisent les services ferroviaires sous réglementation fédérale, tout en minimisant les dépenses pour les contribuables.

La supervision de l'examen législatif est confiée à l'ex-ministre David Emerson, dont l'expérience inclut cinq années en tant que PDG de l'aéroport de Vancouver. Ses cinq conseillers partageront aussi leur expertise en matière de chaînes d'approvisionnement et d'économie des transports au Canada.

Conseiller	Expérience
Murad Al-Katib	PDG chez Alliance Grain Traders inc., l'un des plus grands expéditeurs de conteneurs maritimes du pays.
David Cardin	A été président de Maersk Canada pendant 14 ans, au sommet d'une longue carrière au sein du groupe AP Moller-Maersk.
Duncan Dee	Ancien vice-président exécutif et chef de l'exploitation chez Air Canada.
Marie-Lucie Morin	Ex-directrice exécutive de la Banque mondiale représentant le Canada, l'Irlande et les Caraïbes et ancienne sous-ministre du Commerce international.
Marcella Szel	Présidente du conseil de TransLink (la commission du transport du Grand Vancouver), après avoir travaillé 30 ans au sein du CP où elle a occupé des postes en marketing, aux affaires gouvernementales et à la stratégie d'entreprise.

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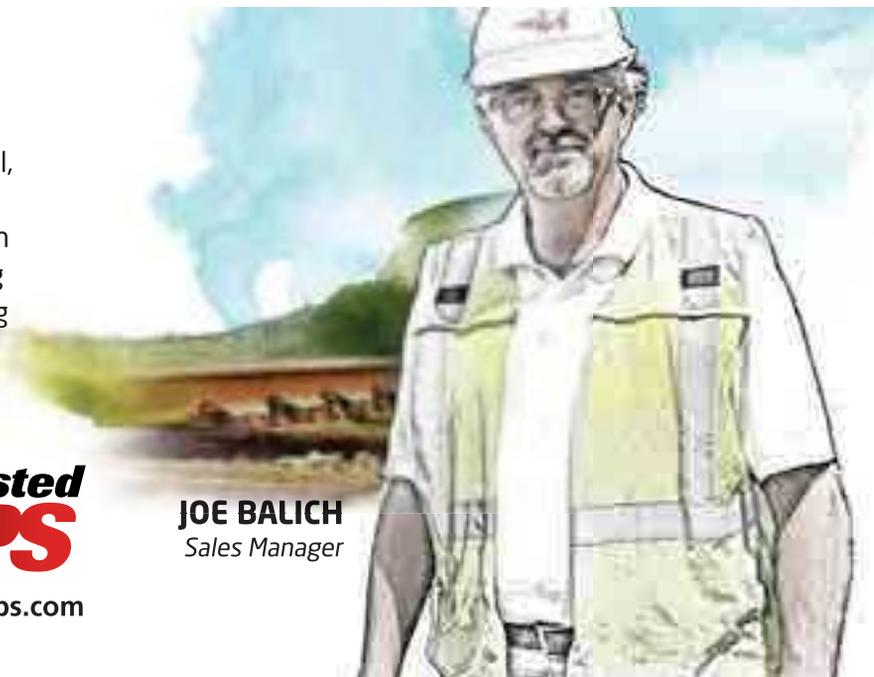
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minimums, and giving the Canadian Transportation Agency the ability to award damages – will not incent investments and collaboration to increase supply chain capacity,” said Taylor.

“Elements that need to be considered include further commercialization of the western grain handling system through the removal of the maximum revenue entitlement on regulated grain; improving safety by making it the prime consideration for approving a new crossing, and giving the Minister of Transport sole authority to approve new crossings; considering the impact of rail operations and safety when deciding on noise and vibration complaints; and revamping overlapping shipper remedies.”

The review panel is expected to report its findings and recommendations by the end of 2015. ■

n’encourageront pas les investissements et la coopération. »

« Les éléments à considérer sont nombreux. La commercialisation du système de manutention du grain de l’Ouest grâce au retrait du revenu admissible maximal sur le grain réglementé. L’amélioration de la sécurité en en faisant la priorité lors de l’approbation d’un nouveau passage et l’attribution au ministre des Transports du pouvoir décisionnel exclusif à cet égard. L’étude des impacts sur l’efficacité et la sécurité des opérations lors du traitement des plaintes relatives au bruit et aux vibrations. La modernisation des recours des expéditeurs, qui se chevauchent souvent. »

Le comité devrait faire part de ses conclusions et recommandations d’ici la fin 2015. ■



Image courtesy: CN.



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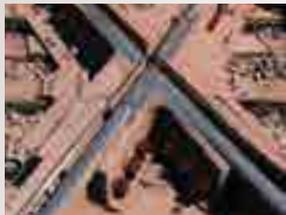


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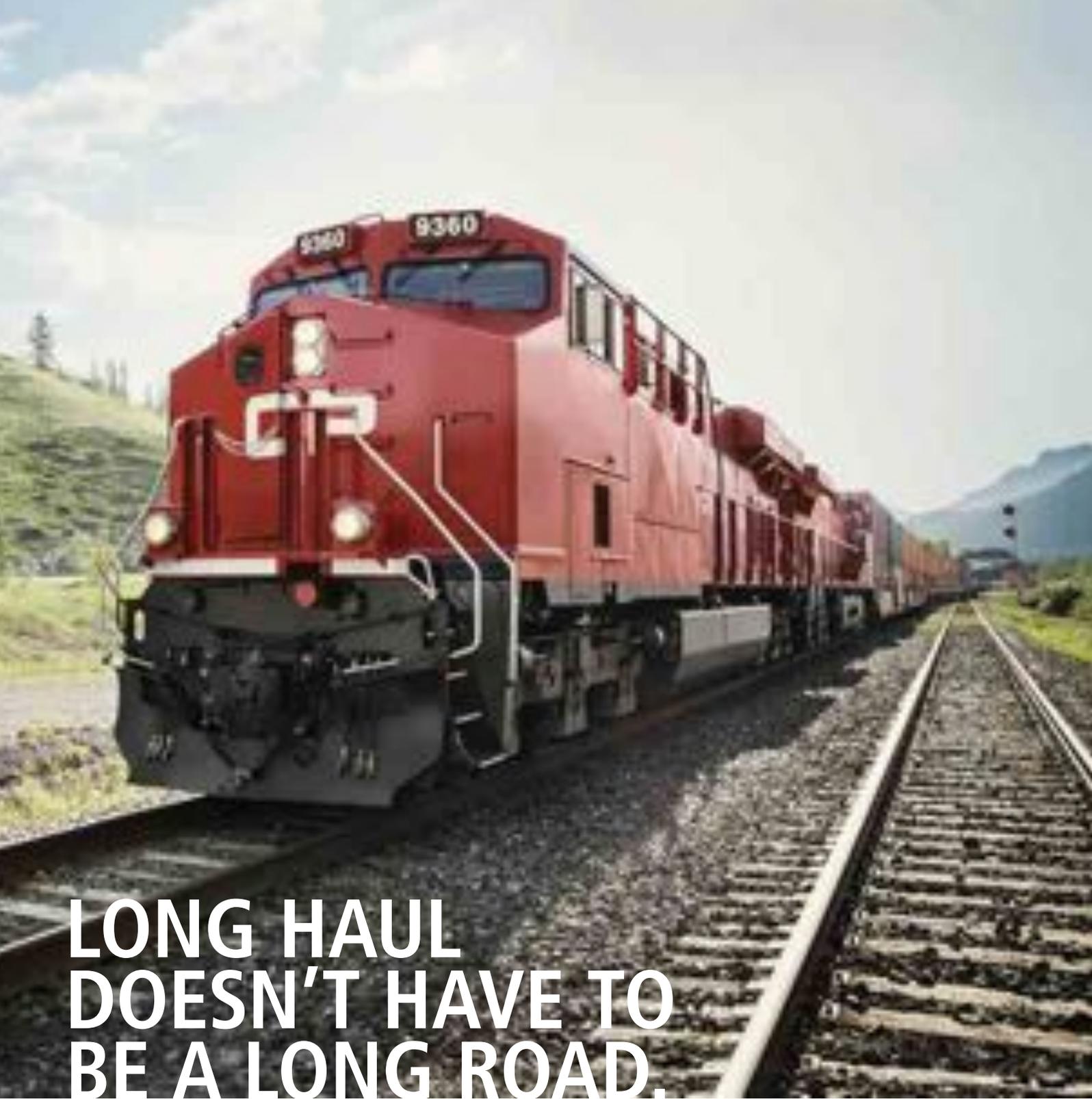
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A Running Start

Mutual aid planning transitioned smoothly from voluntary initiative to regulatory imperative

Une longueur d'avance

Le plan d'entraide passe sans heurt de l'initiative volontaire à l'impératif réglementaire



A proactive, voluntary collaboration between industry partners gave Canada's railways a head start on new rail safety rules issued by Transport Canada earlier this year.

On April 23, Transport Minister Lisa Raitt responded to Transportation Safety Board recommendations by introducing measures to improve the movement of dangerous goods by rail, including the creation of a task force to strengthen emergency response capacity.

Before the announcement, in March, the Railway Association of Canada (RAC) and other stakeholders, including the Canadian Association of Petroleum Producers (CAPP) and

Si de nouvelles règles de sécurité ferroviaire ont été annoncées plus tôt cette année par Transports Canada, une collaboration volontaire et proactive entre des partenaires de l'industrie avait déjà préparé le terrain.

Le 23 avril dernier, la ministre des Transports a donné suite aux recommandations du Bureau de la sécurité des transports. Lisa Raitt a ainsi annoncé des mesures pour améliorer le transport ferroviaire des marchandises dangereuses, dont la création d'une unité d'intervention d'urgence.

Le mois précédent, l'Association des chemins de fer du Canada (ACFC) et d'autres parties prenantes, dont

the Canadian Fuels Association, had already formed an emergency response task force and agreed to coordinate their resources under a mutual aid agreement.

“The agreement will improve preparedness and response capabilities for potential rail transportation incidents involving the goods that Canadians rely on,” says RAC President & CEO, Michael Bourque.

“The fact that we were proactive in establishing this initiative shows that our industries are focused on practical measures that will yield tangible safety improvements.”

In its announcement, the government also put into effect a Protective Direction 33 (PD-33), which requires shippers to develop Emergency Response Assistance Plans (ERAPs) for flammable liquids – such as crude oil, diesel, aviation fuel and gasoline, among others – when a

single tank car contains one of these designated products.

Transport Canada gave shippers 150 days to submit their ERAP for approval.

The industry-initiated mutual aid working group was able to respond quickly to the April 23 announcement and subsequent deadline, says Vicki Ballance, Manager of Regulatory Affairs for CAPP.

“The mutual aid platform gave us a running start on complying with PD-33,” says Ballance.

“The September 20 deadline gave us little time to get plans in place.”

The mutual aid working group was also able to build on existing ERAPs covering movements of liquid petroleum gases (LPGs), such as propane and butane.

ERAPs are a Canadian innovation arising from a 1979 derailment in Mississauga, Ont. that resulted in

a release of propane and chlorine. A judicial inquiry into that incident found that the emergency response of shippers, carriers and public agencies lacked coordination.

Subsequent legislation required shippers and carriers of designated dangerous goods – specifically, LPGs and other dangerous compressed gases – to develop and register comprehensive plans with the federal government that could be activated immediately in the event of a release. Expert personnel, equipment and procedures would be identified and ready for rapid deployment.

The function of an ERAP is to provide local fire and rescue services with technical experts and specialized responders at the scene of an incident. ERAPs must designate personnel and material that can be mobilized to mitigate the consequences of an



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l'Association canadienne des producteurs pétroliers (ACPP) et l'Association canadienne des carburants, avaient déjà formé un groupe d'intervention et conclu un accord d'aide mutuelle.

« Grâce à cet accord, explique Michael Bourque, PDG de l'ACFC, nous saurons mieux réagir aux situations d'urgence.

« Le fait que nous avons été proactifs à cet égard montre bien que nos industries veulent augmenter la sécurité de façon tangible. »

Le gouvernement a aussi institué l'ordre n° 33, qui requiert que les expéditeurs élaborent des plans d'intervention d'urgence (PIU) pour les liquides inflammables – dont le pétrole brut, l'essence, le diesel et le carburant aviation – et ce, même lorsqu'un seul wagon-citerne contient l'un de ces liquides désignés.

Les sociétés disposaient de 150 jours pour soumettre leur PIU à Transports Canada.

Selon Vicki Ballance, directrice des affaires réglementaires à l'ACPP, le groupe de travail formé par l'industrie a pu réagir rapidement à l'annonce du 23 avril et à ses échéances.

« Cette plateforme d'aide mutuelle nous a donné de l'avance pour le respect de l'ordre.

« La date limite du 20 septembre donnait peu de temps pour mettre les plans en place. »

Le groupe de travail a aussi pu se baser sur des PIU existants ayant trait au transport des gaz de pétrole liquéfiés (GPL), comme le propane et le butane.

Le concept de PIU, innovation canadienne, a vu le jour en 1979 à la suite d'un déraillement à Mississauga qui a donné lieu à un rejet de chlore et de propane. Une enquête judiciaire avait démontré que l'intervention des expéditeurs, transporteurs et organismes publics manquait de coordination.

Depuis, des mesures législatives requièrent que les expéditeurs et transporteurs de marchandises dangereuses – et spécialement les GPL et d'autres gaz comprimés – élaborent des plans d'intervention immédiate



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accident. The plans integrate local, regional and national responders under a single incident commander, usually a senior officer of the local fire or police department.

“When a plan is activated, we dispatch response personnel and remediation advisers to the incident site,” says Spencer Buckland, General Manager of the Liquefied Petroleum Gas Emergency Response Corporation (LPGERC), a Calgary-based non-profit agency. The existing ERAPs for LPGs were developed and executed in cooperation with the organization.

“They conduct safety and damage assessments and, when necessary, arrange for the product to be transferred to another container or flared on site.”

The association task force will carry out its compliance with PD-33 through LPGERC. ■



en cas de rejet de matière dangereuse et les présentent au gouvernement fédéral.

La fonction d'un PIU est de fournir aux services d'incendie et de sauvetage locaux des techniciens qualifiés et de dépêcher des intervenants spécialisés sur la scène de l'accident. Les plans doivent donc désigner les effectifs et matériaux qui peuvent être mobilisés. Ces PIU intègrent les intervenants locaux, régionaux et nationaux sous un seul commandant sur place, généralement un haut responsable du service de police ou d'incendie local.

« Lorsqu'un plan est mis en branle, nous répartissons le personnel d'intervention et les experts en assainissement », explique Spencer Buckland, directeur général de la Corporation d'intervention d'urgence des gaz de pétrole liquéfiés (CIUGPL), un organisme à but non lucratif basé à Calgary. C'est avec la Corporation que les PIU pour les GPL existants ont été mis sur pied.

« Ils procèdent à des évaluations des dommages et de la sécurité. Lorsque c'est nécessaire, ils veillent à ce que le produit soit transféré dans un autre conteneur ou brûlé sur place. »

Avec l'aide de la CIUGPL, le groupe de travail de l'association continuera de respecter l'ordre n° 33. ■



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Summer School

RAC program is more than just a crash course

Photos courtesy of RAC DG Team / Photos fournies par l'équipe des MD de l'ACFC.



More than 1,000 emergency response professionals have acquired realistic, hands-on experience managing tank car incidents through the Railway Emergency Response Course offered since 2009 by the Railway Association of Canada (RAC) Dangerous Goods Team (DG Team).

The week-long course is not a primer for the curious. Registrants must already be professional firefighters, industry safety specialists or emergency response contractors.

Course content is designed specifically for Canadian responders by the RAC's DG Team and delivered by team member and active incident responder Curtis Myson.

Classes of 30 students invest 40 hours of classroom and field time at the Justice Institute of British Columbia campus in Maple Ridge, B.C.

Subjects include regulatory imperatives, site safety practices, incident command structure, dangerous goods properties, tank



Curtis Myson, RAC Dangerous Goods Team / Équipe des marchandises dangereuses de l'ACFC.



Curtis Myson, left, and Andy Ash teach the in-class portion of the Emergency Response Course. / Curtis Myson, à g., et Andy Ash durant la partie théorique du cours sur les interventions d'urgence.



Cours d'été

Le programme de l'ACFC : plus qu'un simple stage



Plus d'un millier de professionnels en intervention d'urgence ont acquis une solide expérience en matière de gestion des incidents ferroviaires grâce au cours offert depuis 2009 par l'équipe des marchandises dangereuses (MD) de l'ACFC.

La formation dure une semaine. Les participants doivent déjà être des pompiers professionnels, des spécialistes de la sécurité ou des entrepreneurs en intervention d'urgence.

Conçue pour les intervenants canadiens par l'équipe des MD de l'ACFC, cette formation est animée par Curtis Myson.

Par groupes de 30, les participants passent 40 heures dans la classe et sur le terrain, au campus de Maple Ridge à l'Institut de justice de Colombie-Britannique.

Parmi les sujets étudiés : la réglementation, la sécurité des lieux, la structure de commandement, les propriétés des matières



Emergency Response Course incident simulation.
/ Cours sur les interventions d'urgence : simulation d'accident.



Gary Bauer, RAC Dangerous Goods Team. / Équipe des marchandises dangereuses de l'ACFC.

car construction and damage assessment, tank car valve operation, hull patching and techniques for transferring and flaring car contents.

After a written final exam, students are challenged to manage a five-hour incident simulation involving real tank cars.

"They get a call from a fictitious railway calling for help in a major derailment," says Andy Ash, RAC's Director of Dangerous Goods. "Instructors become observers as the students select an incident commander, assign tasks, and solve unexpected problems on their own."

"When they arrive on scene, the students face a simulated tank car derailment, including liquid releases, smoke and fire," says Ash. "We have everything they need in the way of pumps and hoses, and decontamination equipment."

The class first places a call to CANUTEC (the Canadian Transport Emergency Centre) to get information on the properties and control procedures for the substances in question.

"CANUTEC, of course, understands beforehand that the event is a simulation and sometimes treats it as training opportunity for its own staff," Ash says.

RAC offers the course three times a year. Student recruitment is strictly by word-of-mouth within Canada's closely connected community of emergency responders. Aspiring students can contact Kim Buffone (kimb@railcan.ca) for more information. ■



Robert Corfield, left, and Gary Bauer, RAC Dangerous Goods Team. / Robert Corfield, gauche, et Gary Bauer, Équipe des marchandises dangereuses de l'ACFC.

Course Topics

- TDG regulations
- Railway safety
- Derailment safety
- Tank car anatomy
- Incident command
- Tank car valving
- Plugging and patching
- Damage assessment
- Transfer techniques
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dangereuses, la structure des wagons, l'évaluation des dommages, le fonctionnement des robinets des wagons-citernes, la réparation des coques et les techniques pour transférer ou brûler le contenu des wagons.

Après l'examen écrit, les candidats doivent gérer une simulation d'accident d'une durée de cinq heures.

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- La réglementation entourant le TMD
- La sécurité ferroviaire
- La sécurité en cas de déraillement
- L'anatomie des wagons-citernes
- Le commandement en cas d'incident
- Les robinets des wagons-citernes
- L'obturation et le colmatage
- L'évaluation des dommages
- Les techniques de transfert
- Les techniques de combustion contrôlée

« Une compagnie ferroviaire fictive appelle à l'aide après un déraillement majeur », explique Andy Ash, directeur des MD. « Les instructeurs observent, alors que les candidats désignent un commandant sur place, assignent les tâches et résolvent d'eux-mêmes des problèmes inattendus.

« Il y a des rejets de liquides, de la fumée, du feu... Nous mettons à leur disposition tout ce qu'il faut en matière de pompes, de tuyaux et d'équipements de décontamination. »

Le groupe appelle d'abord CANUTEC (le Centre canadien d'urgence transport) pour obtenir de l'information sur les matières dangereuses en question et sur les procédures de contrôle.

« CANUTEC, ajoute Andy, est évidemment au courant qu'il s'agit d'une simulation. Il en profite parfois pour former ses propres employés. »

L'ACFC dispense la formation trois fois par année. Le recrutement se fait strictement de bouche à oreille au sein de la communauté canadienne des intervenants. Les aspirants peuvent contacter Kim Buffone (kimb@railcan.ca) pour plus d'information. ■



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Keeping Rail Safety Front and Centre in Milton, championne de la sécurité ferroviaire

Milton, Ont. may be the fastest-growing community in Canada, but it isn't letting its rapid expansion come at the expense of safety, especially on the many rail lines that run through town.

The population of the bedroom community just west of Toronto has skyrocketed in recent years, increasing by more than 50 per cent between 2006 and 2011. More people mean more cars, and with a GO Transit line and both CN and CP's main rail lines running directly through Milton's downtown, rail safety is a top priority in the community.

"It is an area we have been running through for decades and we have a close relationship with them," says Steve Covey, CN's Chief of Police and Chief Security Officer, and president and chair of the board of Operation Lifesaver,



Milton Mayor Gord Krantz at the launch of Public-Rail Safety Week 2014. / Gord Krantz, maire de Milton, lors du lancement de la SSSF 2014.

Si Milton en Ontario est possiblement la collectivité dont la croissance est la plus rapide au Canada, elle n'en perd pas de vue l'importance de la sécurité, notamment quand il s'agit des nombreux chemins de fer qui la sillonnent.

La population de cette cité-dortoir située à l'ouest de Toronto est montée en flèche au cours des dernières années. Une augmentation de 50 % entre 2006 et 2011! Plus d'habitants signifient plus de voitures, et avec une ligne de GO Transit et des corridors du CN et du CP passant en plein centre-ville, la sécurité ferroviaire y est une priorité.

Steve Covey, chef de la Police et de la sécurité du CN et président d'Opération Gareautrain, le programme national de sensibilisation à la sécurité ferroviaire, s'en rend bien compte. « Nous passons par cette zone depuis des décennies et nous avons avec ces gens une relation privilégiée. Les encouragements fusent de toutes parts – non seulement pour la collaboration entre le CN et la municipalité, mais pour la sécurité ferroviaire en général. »

En avril dernier, Milton a servi de décor pour le lancement de la *Semaine de sensibilisation à la sécurité ferroviaire (SSSF)*, l'événement annuel organisé par Opération Gareautrain. Lisa Raitt, ministre des Transports, députée d'Halton et résidente de Milton, a participé à l'événement, tout comme des représentants du CN, de la municipalité, de l'hôpital local et de l'association de hockey du coin. Le maire de Milton, Gord Krantz, a même clairement démontré son soutien à la cause en se présentant muni d'un sifflet et coiffé d'une casquette de chef de train rayée blanc et bleu.

« La Ville de Milton est heureuse de soutenir ses partenaires comme le CN dans leurs efforts pour la sécurité ferroviaire à Milton et dans toutes les communautés. Nous continuerons de travailler avec eux afin que Milton soit un

Photos courtesy of Operation Lifesaver. /
photos fournies par Opération Gareautrain.

Canada's national public-rail safety awareness program. "There is clearly a lot of support, not just for the relationship between CN and the region and the municipality, but clearly a lot of support for rail safety."

In April, Milton played host to the launch of *Public-Rail Safety Week*, an annual event organized by Operation Lifesaver. Transport Minister Lisa Raitt, the MP for Halton who calls Milton home, was part of the event, as were representatives from CN, the local hospital, the local hockey association and the municipality. Milton's Mayor, Gord Krantz, even made his support for rail safety clear with his outfit, showing up wearing a blue and white striped conductor's hat and carrying a train whistle.

"The Town of Milton is pleased to support our partners such as CN in their goal to ensure rail safety in Milton and all communities during annual railway safety campaigns such as Railway Safety Week and all year round," says Mayor Krantz. "We will continue to work with our partners in transportation to keep residents safe around tracks and make Milton a safe and healthy place to live, work and play."

Keeping the public safe and preventing accidents from happening on rail lines is the goal of the week, and the mission of Operation

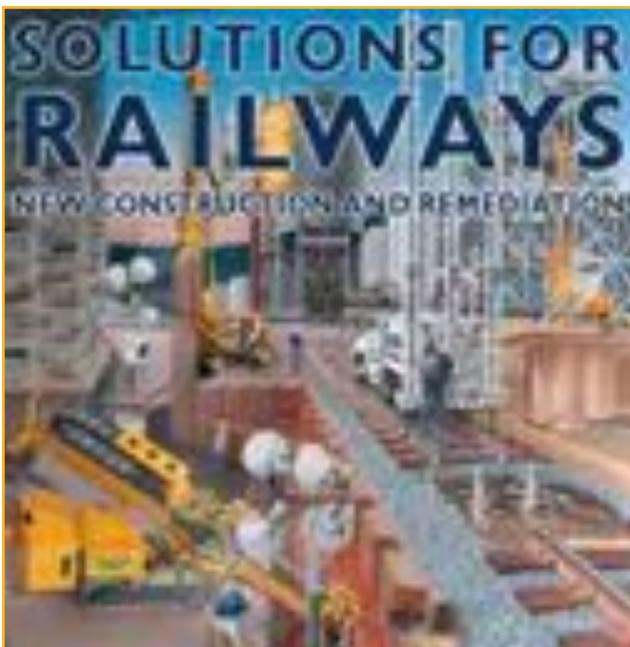
endroit sain où habiter, travailler et jouer en toute sécurité. »

Protéger le public et prévenir les accidents ferroviaires : voilà l'objectif de la SSSF et la mission d'Opération Gareautrain. En 2013, il y a eu 188 accidents à des passages à niveau et ces accidents ont fait 31 morts; 44 personnes ont également perdu la vie dans des incidents liés à des intrusions sur la propriété ferroviaire.

La ministre Raitt a fait de la réduction de ces statistiques une priorité. Lorsqu'elle a entamé son mandat à Transports Canada l'année dernière, elle a avoué être surprise d'apprendre le nombre d'accidents ayant lieu sur des chemins de fer – en particulier le nombre d'incidents impliquant de jeunes piétons. Mère de deux garçons, elle croit que tous les Canadiens doivent s'impliquer dans la prévention.

« Nous sommes tous responsables – les parents enseignant à leurs enfants, les professeurs abordant le sujet à l'école, les municipalités s'assurant de faire tout ce qui est en leur pouvoir –, particulièrement s'il y a des accidents ou si l'on en évite de justesse. »

Steve Covey est d'accord, mais ajoute que l'industrie doit se faire chef de file en la matière. « Ceci étant dit, nuance-t-il, il faut que les villes,



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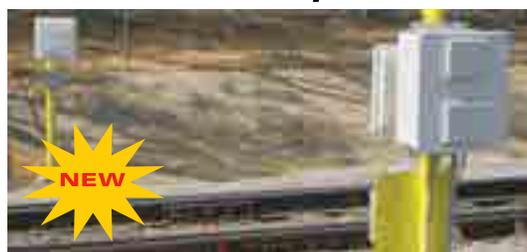
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Lisa Raitt, Minister of Transport/ministre des Transports, Mike Regimbal, Operation Lifesaver/Opération Gareautrain, Cynthia Stotz, CN.

Lifesaver. In 2013, there were 188 crossing accidents in Canada, resulting in 31 fatalities. Another 44 people were killed as result of trespassing incidents.

Minister Raitt has prioritized getting these numbers down. When she took over as Transport Minister last year, she says she was surprised to learn just how many accidents occur on rail lines – especially the number pedestrian incidents involving young people. As a mother of two boys, she believes reducing the number of rail incidents is something all Canadians should have a hand in.

“We all have a responsibility – parents teaching their kids, teachers talking about it at

à l’instar de Milton, aient bien envie de travailler avec l’industrie ferroviaire.

« Entités gouvernementales locales, les municipalités sont au front. Elles doivent être à l’affût des problèmes et, au besoin, agir localement avec leurs services de police. »

Les communautés peuvent aider à diffuser le message en prenant part à des événements comme la SSSF. Selon Mike Regimbal, directeur national d’Opération Gareautrain, elles peuvent aussi investir dans des infrastructures comme des sauts-de-mouton, pour réduire le risque d’incidents.

« Les sauts-de-mouton séparent les routes des chemins de fer, explique M. Regimbal. Idéalement, en incluant ce type d’infrastructure dans un projet, on élimine les risques de collision entre trains, voitures et piétons aux carrefours. Il y a clairement un gain de sécurité, mais cela réduit aussi le ralentissement du trafic. »

Il y a actuellement deux projets de sauts-de-mouton à Milton. La ministre Raitt est d’avis que ces projets témoignent d’un engagement véritable de la part de la municipalité. De toute évidence, la sécurité des citoyens est une priorité pour la mairie.



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school, municipalities ensuring they are doing whatever they can in their location – especially if there are accidents or near misses,” says Minister Raitt.

CN’s Steve Covey agrees, although he recognizes that the industry must play a leading role in ensuring the public’s safety on rail lines. That being said, he says the rail industry depends on municipalities, such as Milton, to work with them.

“Being a local government, they are the closest to the problems that could arise. So they should be seeing those, and where appropriate, acting on those themselves with their local police officers, or at the very least, reporting those unsafe activities to the proper authorities,” explains Covey.

One of the things communities can do to promote rail safety is to help spread the message by taking part in events such as *Public-Rail Safety Week*. But according to Operation Lifesaver’s national director Mike Regimbal, municipalities can also invest in infrastructure such as grade separations to reduce the risk of rail incidents.

“Through grade separation, you eliminate any kind of interface between rail and road.

They are completely separate,” explains Regimbal. “Ideally, if you can incorporate grade separation into the project, you can eliminate risk for any type of train, car, pedestrian collision at a crossing. It is a pure safety benefit, but there is also a benefit that you don’t impede traffic flow.”

Right now Milton has two grade separation projects underway. Minister Raitt thinks these projects show a real commitment to rail safety on the part of the municipality, and evidence that the safety of Milton’s residents is a priority for the local government.

“I know it is causing discomfort in traffic but it is so important to get it done; to make sure the rail is on one level and the cars and the pedestrians on the other. And I know Milton gets this,” says the Minister.

Regimbal admits that grade separation projects are costly, but he is happy to see communities such as Milton stepping up and making the investment.

“I know you can’t do it everywhere. It is very expensive,” says Regimbal. “But, you know, it’s nice to see a community that is progressively recognizing the value that these investments will bring to its overall safety and quality of life.” ■

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« Les travaux affectent temporairement la circulation routière, admet le ministre, mais c'est si important! Il faut que le chemin de fer soit à un niveau et que les voitures et piétons en empruntent un autre. La Ville de Milton comprend à quel point c'est crucial. »

M. Regimbal reconnaît également que ces travaux sont coûteux. Mais il est heureux de constater que de telles collectivités prennent les devants et font les investissements nécessaires.

« C'est très cher et on ne peut certainement pas faire ça partout...Mais ça fait du bien de voir une ville qui reconnaît de plus en plus que ces investissements augmenteront la sécurité globale et amélioreront la qualité de vie de ses citoyens. » ■

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Spreading the Safety Message

Canada's railway museum opens rail safety exhibit

For more than 50 years, Exporail, the Canadian Railway Museum, has offered museum goers a close-up look at the country's rich rail history. Located on Montreal's south shore near Canada's very first rail line – the Champlain and St. Lawrence Railroad – the museum's collection includes more than 160 vehicles, 10,000 artifacts, and 1,000 scale models. But soon, visitors will get to do more than just climb on the locomotives or check out the museum's miniature trains

Un musée qui sauve des vies

Le musée ferroviaire canadien prépare une exposition sur la sécurité

Depuis plus d'un demi-siècle, le musée ferroviaire Exporail offre l'occasion d'en apprendre plus sur la riche histoire ferroviaire du Canada. Situé sur la rive sud de Montréal, à proximité de la toute première ligne de chemin de fer du pays – le Champlain & St Lawrence Railroad –, le musée abrite quelque 160 véhicules, 10 000 artefacts et 1 000 maquettes. Mais les visiteurs auront bientôt l'occasion de faire bien plus que de monter à bord d'une locomotive ou de contempler les

– they'll learn information that could save their lives, or the lives of those they care about.

Operation Lifesaver, Canada's public-rail safety awareness program, announced in July that it plans to set up the museum's very first exhibit dedicated to rail safety. The exhibit, which should be up and running sometime this fall, will cover a wide range of safety issues and will help to promote rail safety to the thousands of children and adults that visit the museum each year.

The safety exhibition is being funded by CN, which also donated a fully functional locomotive to Exporail. The locomotive, CN 7300, will replace the museum's recently "retired" CN 30 locomotive, which was used for 30 years to prepare new exhibitions, present railway demonstrations and pull the passenger train that runs every Sunday afternoon at Exporail.

"We are taking this opportunity to work with Exporail to give them a locomotive, but also to work with them and Operation Lifesaver to put more of a focus on rail safety," says Stephen Covey, CN's Chief of Police and Chief Security Officer, and president and chair of Operation Lifesaver's board.

"We have sort of a blank canvass to create and deliver our message at this museum, which is a very, very popular and well-attended

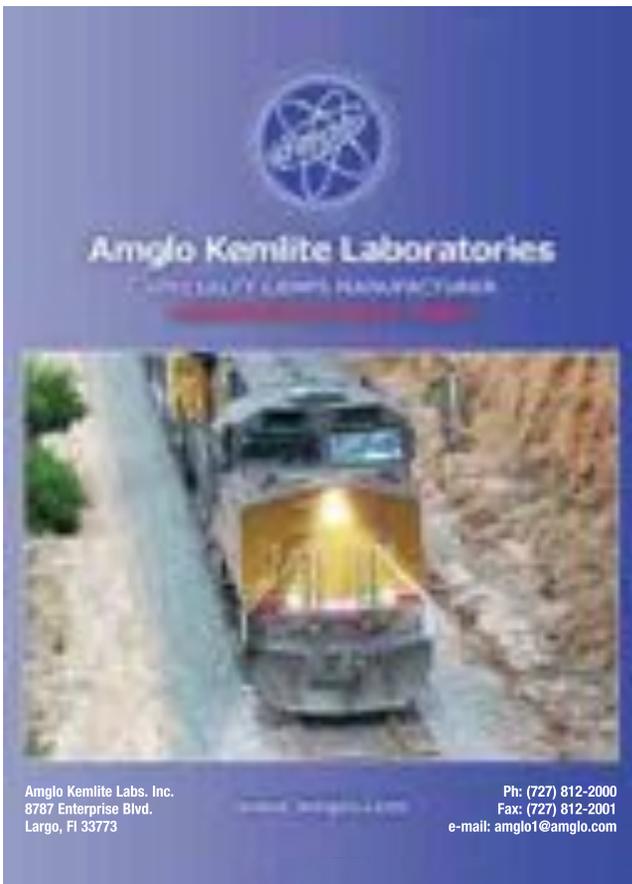
répliques : ils apprendront à sauver leur vie ou celle d'un proche.

L'équipe d'Opération Gareautrain a annoncé en juillet qu'elle mettrait sur pied la première exposition du musée consacrée à la sécurité ferroviaire. L'exposition, qui devrait être inaugurée cet automne, abordera une gamme de sujets et aidera à la promotion de la sécurité ferroviaire auprès des milliers de jeunes et moins jeunes qui visitent le musée chaque année.

L'exposition est financée par le CN, qui a également offert à Exporail une locomotive entièrement fonctionnelle. La CN 7300 remplacera donc la CN 30 du musée, récemment « partie à la retraite » après 30 ans de loyaux services : expositions, démonstrations, traction du train de voyageurs qui circule sur le site chaque dimanche après-midi...

« Nous profitons de l'occasion pour offrir à Exporail une locomotive, explique Steve Covey, chef de la Police et de la sécurité du CN et président d'Opération Gareautrain, mais aussi pour mettre de l'avant la sécurité ferroviaire. »

« Nous avons pour ainsi dire carte blanche pour créer et faire passer notre message aux visiteurs de ce musée, qui est fort populaire, explique Mike Regimbal, directeur national



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museum,” says Operation Lifesaver’s national director, Mike Regimbal. “You have everything from very young children to grandparents that go through there on a daily basis, and for them to see our message and understand the risks associated with being on or near railway lines, I think it’s valuable.”

Fifty people are killed each year in Canada while trespassing on rail lines or in rail yards. It is Operation Lifesaver’s mission to prevent these avoidable deaths. A partnership between the Railway Association of Canada and Transport Canada, the organization works with provincial safety councils, police, railways, the trucking industry, schools and community groups to

d’Opération Gareautrain. Des enfants en bas âge aux grands-parents, les visiteurs y affluent chaque jour. C’est merveilleux, si nous arrivons à leur faire comprendre les risques associés au fait de se tenir trop près d’un chemin de fer. »

Chaque année au Canada, cinquante personnes décèdent en passant sur des chemins de fer ou dans des gares de triage. La mission d’Opération Gareautrain est précisément de prévenir ces morts évitables. Issu d’un partenariat entre l’ACFC et Transports Canada, l’organisme collabore avec les conseils de sécurité provinciaux, les services de police, les compagnies ferroviaires, l’industrie du transport routier, les écoles et les associations communautaires pour éduquer les citoyens à propos des risques reliés aux passages à niveau et aux intrusions sur les propriétés ferroviaires.

M. Covey voit dans l’exposition à Exporail – et dans la nouvelle locomotive – l’occasion de toucher les jeunes âgés de 14 et 15 ans. Un public souvent difficile à rejoindre pour Opération Gareautrain.

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educate Canadians about the hazards surrounding railway crossings and trespassing on railway property.

Covey sees the planned safety exhibit at Exporail – and the addition of the museum’s newest locomotive – as an opportunity to reach out to one of Operation Lifesaver’s 14- and 15-year-old target audiences, an audience that is often hard to reach.

“They will be able to climb up onto the locomotive, get into it, look at it. It is another creative way to get their attention, and while we have their attention, to pass on the rail safety message,” explains Covey.

Covey believes that having the opportunity to educate more people about rail safety will make a difference. “By doing that, we save lives. I am convinced of that,” he says. “We won’t know how many lives we have saved, or which lives we have saved, but getting this message out to people, of how to act safely around rail property, is key and might help them make the right decision at the right time and save a life.” ■

une fois cet objectif atteint, de leur faire comprendre notre message sur la sécurité ferroviaire. »

Le président d’Opération Gareautrain croit que cela fera une réelle différence. « C’est l’occasion de sauver des vies. J’en suis convaincu. Nous ne saurons pas combien de vies exactement nous aurons sauvées, ou qui exactement évitera la mort...Mais d’expliquer aux gens comment se comporter de façon sécuritaire à proximité d’un chemin de fer est fondamental et pourra les aider à prendre la bonne décision et à éviter le pire. » ■

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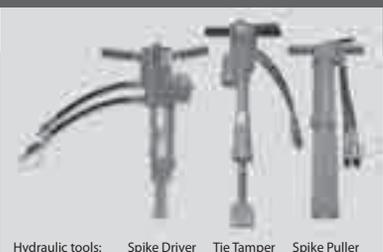
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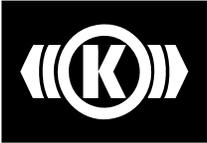
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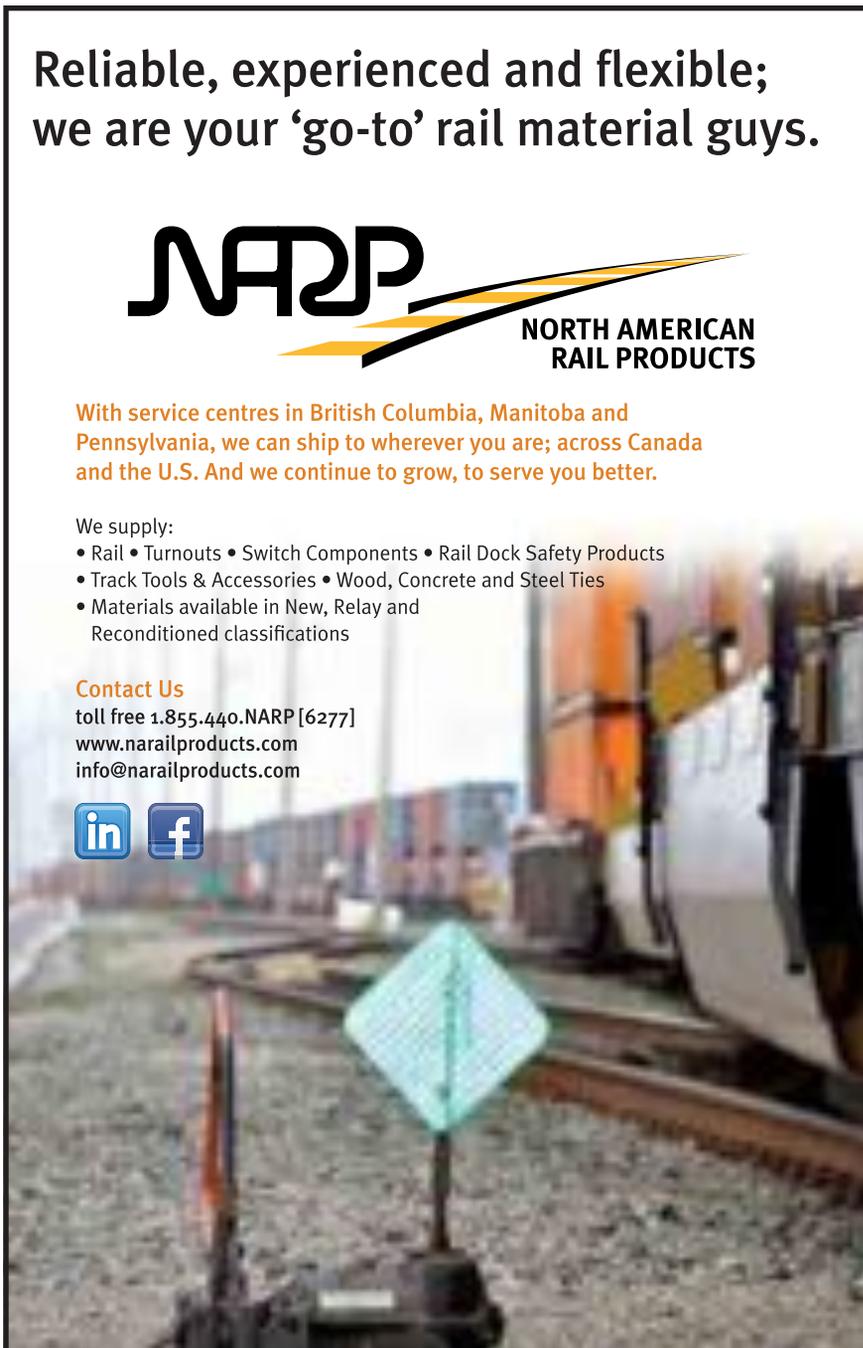
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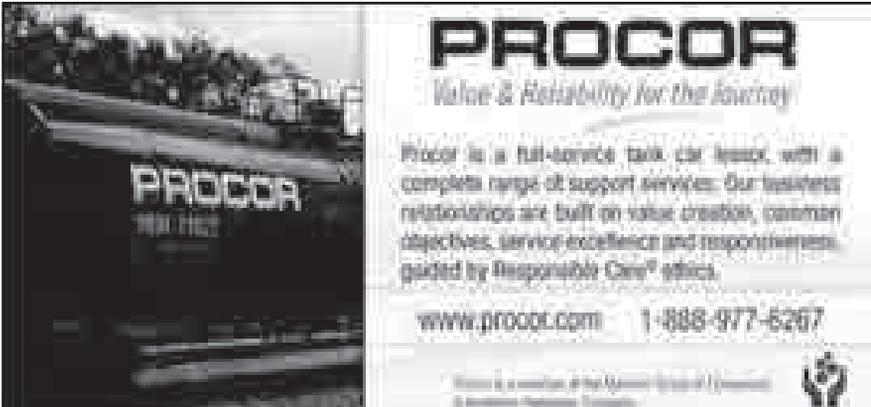


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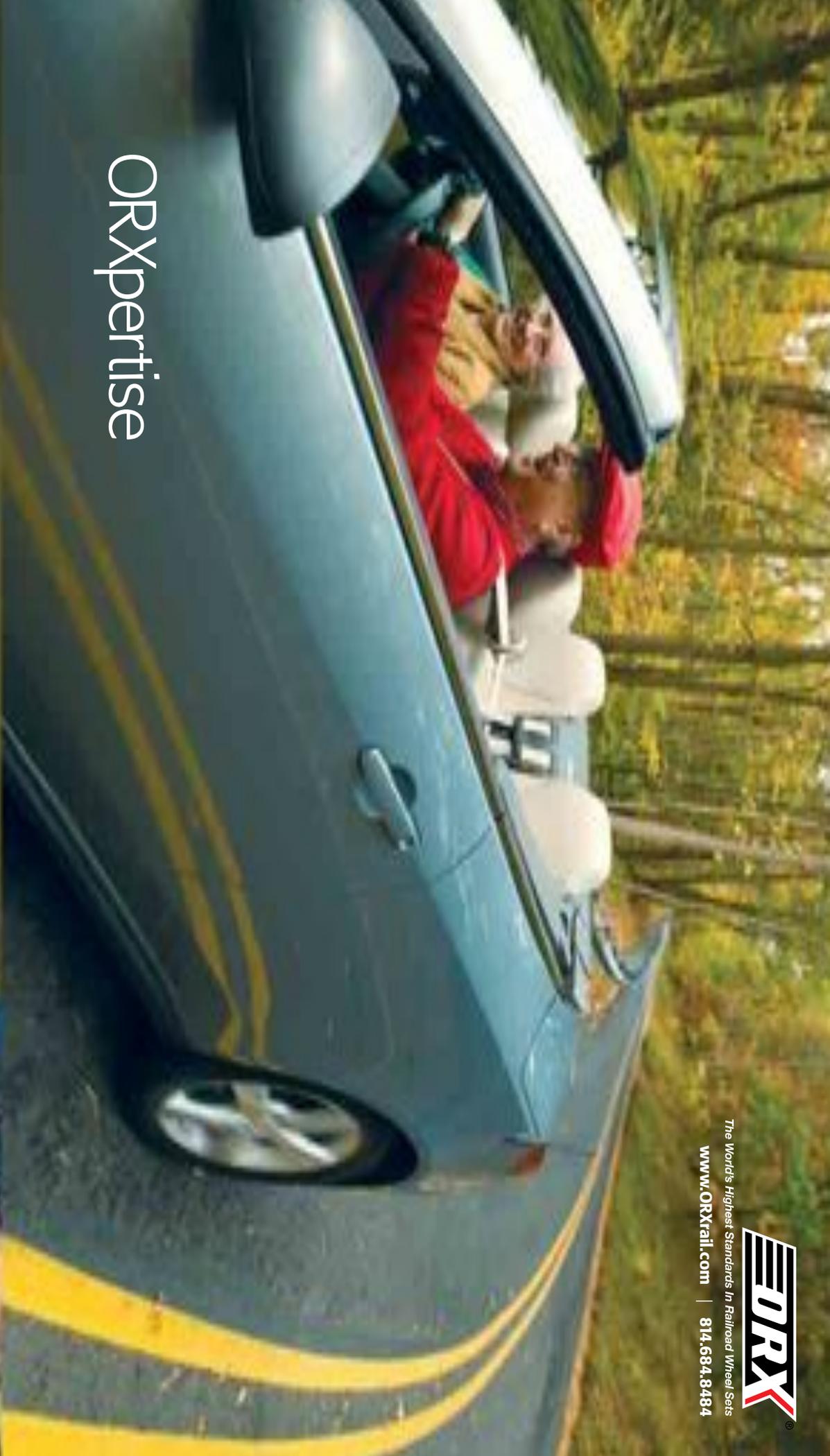


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