



Railway Association
of Canada Association des chemins
de fer du Canada

Spring / Printemps 2012

interchange

A YEAR IN REVIEW

Rebounding Economy Boosts Railways

Foreign Trade Zones: Working partnership of railways and customers

Rail Service: Doing its part in grain transportation

Innovation Rides the Rails: Embracing change yields productivity

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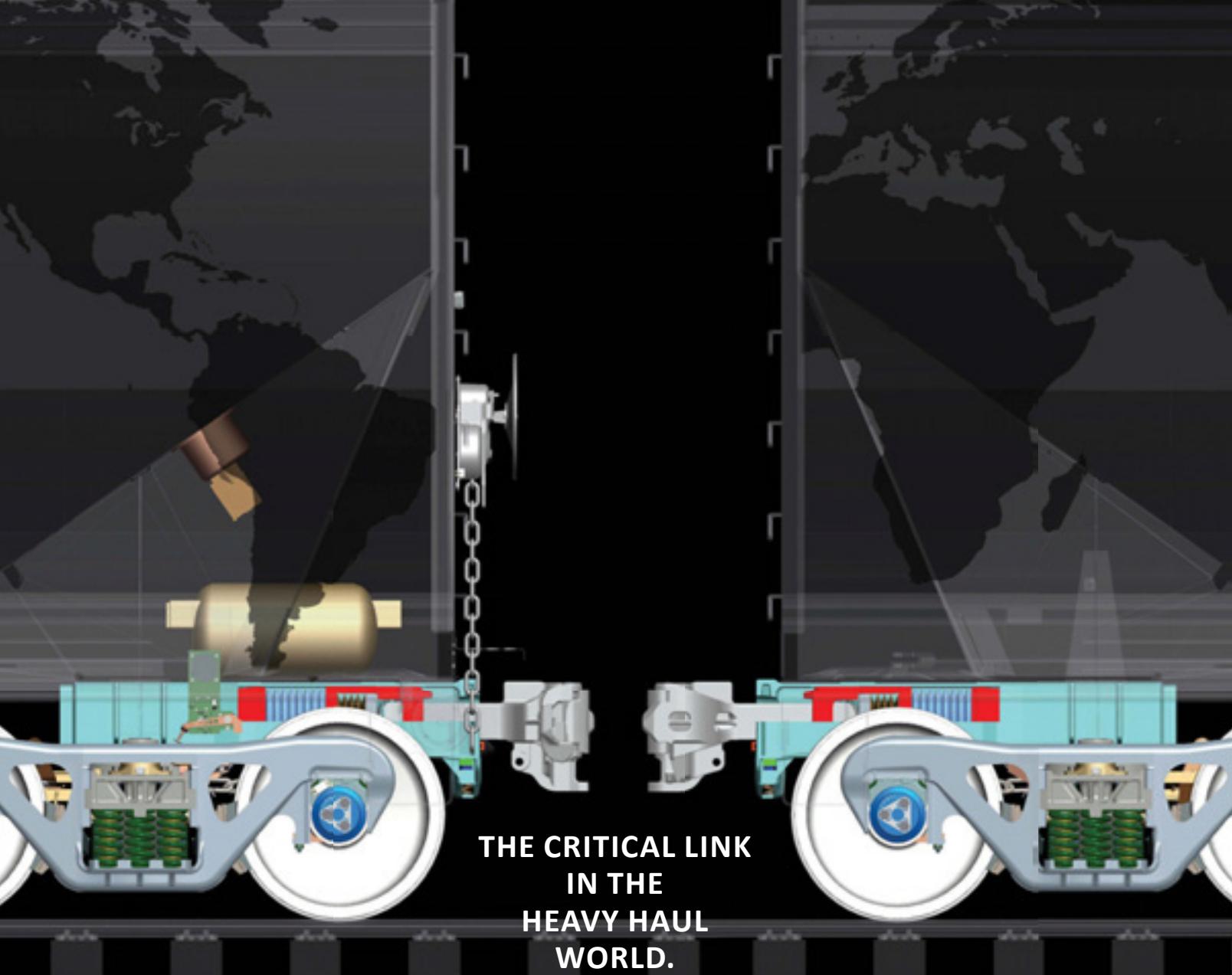
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President's Message | Le message du président



The rail industry was very saddened by the death of Cliff Mackay on Jan. 26 after a long battle with cancer. Cliff made a valuable contribution to both the association and our industry after taking the helm in 2006. Under his leadership, significant advancements were made – including a successful review of the Rail Safety Act, an increase in capital cost allowances and securing of new infrastructure support for shortline railways.

Cliff had a distinguished career prior to joining the RAC, which included being head of the Air Transport Association of Canada and holding senior positions with Industry Canada.

He was a valued colleague and a good friend, and his wise counsel will be missed.

Railways saw a considerable rebounding of growth in 2011 with volumes up about 3.4 per cent from the previous year. This reflected continued improvement in economic conditions and the greater responsiveness and service performance of the rail sector, Canada's transportation supply chain backbone.

Canadian investments in 2012 are anticipated to exceed the \$1.7B invested in 2011, a significant increase over previous years. How do we make the recovery from recession a sustained one with volume growth at rates that match or exceed GDP growth in the general economy? The answer lies in innovation and continued productivity improvement.

For the past 175 years the Canadian rail sector has been driven by innovation as much as by steam and diesel. Through significant investment in renewal and innovation, our railways have modernized to meet capacity demands and increased flexibility and efficiency to adapt to challenging operating imperatives in a highly competitive environment. Over the last 20 years our industry's productivity growth has exceeded that of the Canadian economy by an 8:1 ratio.

Going forward, we envision a rail industry where both freight and passenger traffic grows year after year no matter where we are in the economic cycle. In our vision – "Rail 2030" – all modes and all levels of government work together to create an integrated logistics chain. In it, railways have the flexibility to take advantage of innovation. For example, they can make commercially-based supply chain service arrangements with their customers and partners.

Canada has many of the critical resources the world needs, with exciting developments expected to come on line over the next 10 years, particularly in the North. If Canada wants to succeed in global markets, its exporters will need the modern and innovative logistics providers found in the rail sector.

Sound public policy and supportive regulations have a huge bearing on innovation. If the regulatory future is uncertain, there will be little appetite for trying something new and different. There's no "culture" of innovation. The time has come to work with governments and other stakeholders on a strategic vision based on the best commercial practices—a vision to shape the industry for the next 20 years. ■

C'est avec tristesse que le secteur ferroviaire a appris le décès de Cliff Mackay, le 26 janvier, à la suite d'un long combat contre le cancer. L'apport de Cliff à la tête de l'Association et de notre secteur a été précieux. Sous sa direction, nous sommes parvenus à d'importantes avancées, dont une révision favorable de la *Loi sur la sécurité ferroviaire*, une augmentation du taux de déduction pour amortissement et l'obtention d'un nouveau soutien à l'infrastructure des chemins de fer d'intérêt local. Avant d'entrer à l'ACFC, Cliff a eu une brillante carrière, notamment à la direction de l'Association du transport aérien du Canada et à des postes de cadre supérieur à Industrie Canada. Cliff était un collègue apprécié et un bon ami, et ses sages conseils nous manqueront.

En 2001, les chemins de fer ont connu une reprise considérable, les volumes ayant dépassé de 3 % à 4 % ceux de l'année précédente. C'est là le reflet d'une amélioration continue de la conjoncture, ainsi que des meilleurs résultats en matière de rapidité et de rendement dans le secteur ferroviaire, l'épine dorsale de la chaîne d'approvisionnement en transport au Canada.

On prévoit que les investissements canadiens en 2012 seront supérieurs aux 1,7 G\$ investis en 2011, une hausse notable par rapport aux années antérieures. Comment pouvons-nous faire en sorte que cette reprise à la sortie de la récession soit durable et que les taux de croissance des volumes suivent ou dépassent ceux du PIB pour l'ensemble de l'économie? Par l'innovation et la productivité.

Au cours des 175 dernières années, c'est l'innovation qui a propulsé le secteur ferroviaire canadien, tout comme la vapeur l'avait fait à sa naissance et le diesel, maintenant. Grâce à d'importants investissements en vue d'assurer le renouvellement et de favoriser l'innovation, nos chemins de fer ont pu être modernisés pour répondre aux demandes de capacité et ont pu gagner en souplesse et en efficacité d'adaptation aux difficiles impératifs d'exploitation qu'impose un contexte très concurrentiel. Au cours des 20 dernières années, la productivité de notre secteur a augmenté à un rythme huit fois plus rapide que celle de l'économie canadienne.

Nous entrevoyons un secteur ferroviaire où le transport tant des marchandises que des voyageurs augmente année après année, peu importe où nous en sommes dans le cycle de l'économie. Dans notre vision « Rail 2030 », tous les modes et tous les ordres de gouvernement travaillent ensemble à créer une chaîne logistique intégrée. Les chemins de fer y ont aussi la souplesse nécessaire pour tirer parti de l'innovation; par exemple, ils peuvent convenir des modalités de services commerciaux en matière de chaîne d'approvisionnement avec leurs clients et partenaires.

Le Canada dispose d'un grand nombre des ressources indispensables dont le monde a besoin, et des développements très intéressants sont prévus au cours de la prochaine décennie, plus particulièrement au Nord. Si le Canada veut réussir sur les marchés mondiaux, ses exportateurs devront s'appuyer sur les moyens logistiques modernes et novateurs qu'utilise le secteur ferroviaire.

Des politiques publiques et une réglementation solides ont une énorme portée sur la culture de l'innovation. Si l'avenir du cadre réglementaire demeure incertain, cela amenuisera le désir de tenter quelque chose de nouveau et de différent. Il n'existe pas de « culture » de l'innovation. Le temps est venu de travailler avec les gouvernements et les autres parties prenantes à une vision stratégique fondée sur des pratiques commerciales exemplaires – une vision qui façonnera les 20 prochaines années de notre secteur. ■

Rebounding Economy Boosts Railways

Increases in traffic, revenue a good sign for industry

The global economy roared back to life in 2010, delivering a 13.4 per cent increase in rail traffic and a marked improvement in revenue. The positive trend continued in 2011 with CN and CP respectively reporting 3,927,217 carloads, up 3.4 per cent from the same point last year.

"During 2009, rail operators tackled the problem of having to adjust to reduced business demand, whereas in 2010-11 the industry had to quickly adapt to a completely different but welcomed problem – a remarkable turnaround in growth," said RAC interim President and CEO Bruce Burrows.

Using the industry's most common workload measurement, the railways moved 239.2 rail tonne miles (RTMs) of cargo in 2010 compared to 210.9 billion a year earlier. It was the fourth highest freight volume of the past decade and was also 8.5 per cent larger than the 2001 workload of 220.4 billion RTM.

Put another way, the railways moved 3.9 million carloads of freight, up 14.7 per cent or 500,000 loads over 2009. However, that was 2.5 per cent or 100,000 loads less than in 2000. It means the railways are hauling a bit less freight a lot farther than a decade ago. The average haul has grown by 9.3 per cent from 2001 to 2010.

Industry operating income totalled \$1.6 billion in 2010, up \$349 million or 28 per cent over 2009, which produced the lowest operating income of the past decade because of the recession. Compared to 2001, operating income was \$162 million or 11.3 per cent higher in 2010, Burrows said.

By category, the biggest growth in traffic came in minerals with 183,000 more carloads in 2010 compared to 2009. Next was intermodal with 106,000



2011 Rail Trends



www.railcan.ca

“ During 2009, rail operators tackled the problem of having to adjust to reduced business demand, whereas in 2010-11 the industry had to quickly adapt to a completely different but welcomed problem – a remarkable turnaround in growth. ”

La reprise économique en 2010 a donné de l'allant aux chemins de fer

L'économie mondiale a connu une vigueur soutenue en 2010, ce qui a donné lieu à un accroissement de 13,4 % du trafic ferroviaire et à une progression marquée des produits d'exploitation. La tendance positive s'est poursuivie en 2011, année où le CN et le CP ont enregistré un total de 3 927 217 wagons complets, soit une hausse de 3,4 % par rapport à la même période en 2010.

« En 2009, les exploitants de chemins de fer ont dû s'attaquer au problème de l'adaptation à la demande réduite, tandis qu'en 2010-11, le secteur a dû s'adapter rapidement à un problème tout à fait différent, mais positif : le redressement remarquable de la croissance économique », souligne Bruce Burrows, président-directeur général par intérim de l'ACFC.

Selon la mesure du volume de travail la plus répandue dans le secteur, la tonne-mille commerciale (TMC), les chemins de fer ont transporté 239,2 milliards de TMC de marchandises en 2010 comparativement à 210,9 milliards un an plus tôt. Il s'agit du quatrième plus gros volume de marchandises en importance au cours de la dernière



Tendances ferroviaires 2011



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Rail Safety Record Continues to Improve

Rail also continued to collect dividends on investments made in public safety awareness, crossing closures and technology initiatives. Despite the industry's increased workload, the number of accidents decreased from 2.8 per billion gross ton-miles in 2009 to 2.6 in 2010, while the number of accidents recorded dropped 27.8 per cent over the past five years.

Passenger railways registered 62 train accidents in 2010, five fewer accidents than 2009. The accident rate for passenger railways is determined by calculating the number of accidents per million intercity passengers and rail commuters. The accident rate dropped to 0.85 in 2010 from 0.95 in 2009, a 10.5 per cent decrease. Also noteworthy is the five-year 36.6 per cent reduction in the accident rate from 1.34 in 2005 to 0.85 in 2010.

Canadian Rail is the safest in North America and provides by far the safest means of ground transportation in Canada. There were 12.9 accidents per million train miles in Canada in 2010, down over 80 per cent from the year 2000 (as measured by the Transportation Safety Board of Canada - TSB).

more loads over the previous year with the Port of Metro Vancouver leading the way. Growth in import/export shipments exceeded domestic container shipments. Two commodity groupings, paper products and agriculture, showed slight year-over-year decreases.

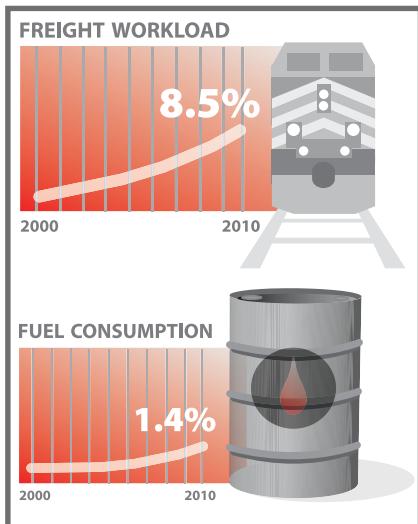
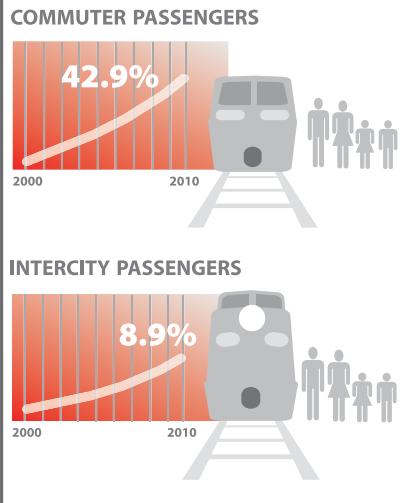
Over the decade, intermodal recorded the biggest increase – 201,000 more carloads in 2010 than 2001. Minerals recorded the second-best improvement during the past decade with an increase of 98,000 carloads. The biggest drop in shipments came in the forest products sector, where soft market demand for lumber helped chop down the forest products category by 193,000 carloads from 2001 to 2010.

The RAC tracks developments on the railways and reports them in comparison with figures from the previous decade in its yearly *Rail Trends* publication.

During 2010, there were 1,170 freight railway-related accidents in Canada, 45 more than in 2009. However, the number of accidents based on the industry's workload, measured in billion gross ton miles (GTMs), actually decreased from 2.8 in 2009 to 2.6 in 2010. This statistic has declined steadily since 2005, when 3.6 accidents per billion GTMs were recorded. "This represents a 27.8 per cent improvement over the past five years," Burrows said.

Going back to 2002, when RAC began collecting provincial data, the accident rate per billion gross ton-miles, fell from 4.3 to 2.6, a remarkable 39.5 per cent improvement.

The accident rate for passenger railways is determined by calculating the number of accidents per million intercity passengers and rail commuters.



The accident rate dropped to 0.85 in 2010 from 0.95 in 2009, a 10.5 per cent decrease. Also noteworthy is the five-year 36.6 per cent reduction in the accident rate from 1.34 in 2005 to 0.85 in 2010.

Passenger revenue, representing revenue generated by intercity, rail

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décennie et d'une hausse de 8,5 % par rapport au volume de 220,4 milliards de TMC transporté en 2001.

En d'autres termes, les chemins de fer ont acheminé 3,9 millions de wagons complets de marchandises, soit 14,7 % ou 500 000 chargements de plus qu'en 2009, mais 2,5 % ou 100 000 chargements de moins qu'en 2000. Cela signifie que les chemins de fer transportent un peu moins de marchandises, mais sur des distances beaucoup plus grandes qu'il y a dix ans. Le parcours moyen a augmenté de 9,3 % de 2001 à 2010.

Le bénéfice d'exploitation a totalisé 1,6 G\$ pour l'ensemble du secteur en 2010, en hausse de 349 M\$ ou de 28 % par rapport à 2009, exercice au cours duquel il a été le plus faible de la dernière décennie en raison de la récession. Comparativement à 2001,

le bénéfice d'exploitation s'est établi à 162 M\$ ou 11,3 % de plus en 2010, précise M. Burrows.

Par catégorie, la plus forte croissance du trafic a été enregistrée dans le groupe des minéraux, où 183 000 wagons complets de plus ont été transportés en 2010 comparativement à 2009. Ce groupe a été suivi de celui de l'intermodal, qui affiche 106 000 wagons complets de plus qu'à l'exercice précédent et pour lequel Port Metro Vancouver a été le chef de file. La croissance a été plus marquée en ce qui a trait aux envois dans des conteneurs d'import/export que dans des conteneurs en service intérieur. Deux groupes de marchandises, les produits du papier et l'agriculture, ont enregistré de légères diminutions d'une année à l'autre.

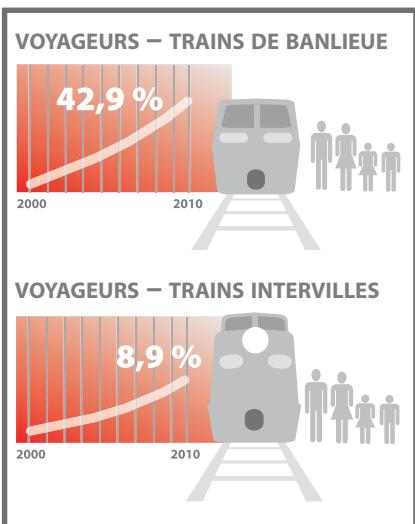
Pour l'ensemble de la décennie, le groupe de l'intermodal a connu

Rail – La fiche de sécurité continue de s'améliorer

Le secteur ferroviaire a aussi continué de récolter les fruits de ses investissements dans les initiatives de sensibilisation à la sécurité ferroviaire, la fermeture de passages à niveau et la technologie. Malgré une activité accrue, le taux d'accidents par rapport au volume de travail du secteur a diminué, passant de 2,8 accidents par milliards de tonnes-miles brutes en 2009, à 2,6 en 2010, tandis que le nombre d'accidents enregistrés a baissé de 27,8 % au cours des cinq dernières années.

Les chemins de fer voyageurs ont enregistré 62 accidents de trains en 2010, cinq de moins qu'en 2009. Le taux d'accidents des chemins de fer voyageurs est établi en calculant le nombre d'accidents par million de voyageurs intervilles et d'utilisateurs de trains de banlieue. Le taux d'accidents a fortement baissé, de 0,95 en 2009 à 0,85 en 2010, soit une diminution de 10,5 %. Est également digne de mention la diminution de 36,6 % du taux d'accidents sur cinq ans, qui est passé de 1,34 en 2005 à 0,85 en 2010.

Les chemins de fer canadiens sont les plus sécuritaires en Amérique du Nord et constituent de loin le moyen de transport de surface le plus sûr. Il y a eu 12,9 accidents par million de trains-milles au Canada en 2010, soit une diminution de 80 % par rapport à 2000 (selon les données recueillies par le Bureau de la sécurité des transports du Canada).

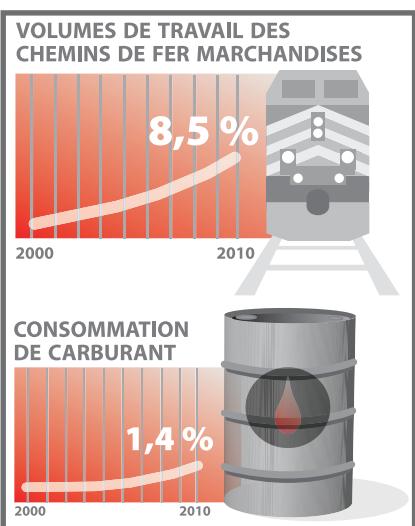


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70 % DES MARCHANDESSES TRANSPORTÉES EN SURFACE, EN TONNES-KILOMÈTRES

70 MILLIONS DE VOYAGEURS CHAQUE ANNÉE

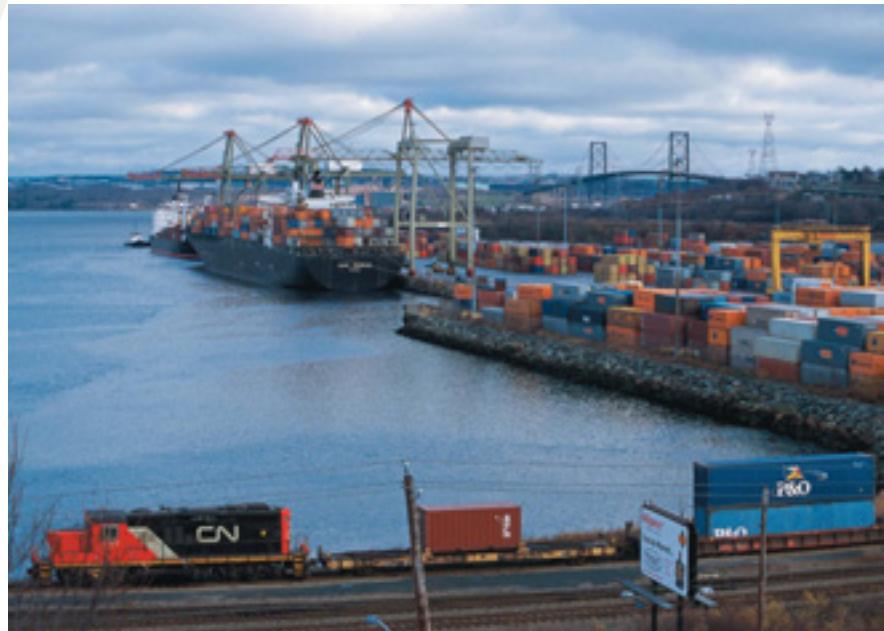
PRODUISENT QUE 3 % DES ÉMISSIONS DE GES ATTRIBUABLES AU SECTEUR DU TRANSPORT AU CANADA.

commuter and tourist trains, totalled \$673 million in 2010 – \$46 million or 7.3 per cent better than a year earlier and a new record-high. Compared to a decade ago, 2010 freight revenue was \$2.3 billion or 32.6 per cent higher, passenger revenue almost doubled and other revenue was \$41 million or 8.2 per cent more than 2001.

The cost of operating the freight railways rose to \$8.1 billion in 2010 from \$6 billion in 2001, a 35 per cent increase. Among the contributing factors were higher workload and a 78.6 per cent hike in diesel fuel prices. “The fuel expense increase could have been more severe if not for improved efficiencies from ongoing fuel-conservation programs, the operation of longer trains by CN and CP and fuel hedging programs,” Burrows said.

It takes a lot of money to keep a railway operating. In 2010, the carriers spent \$1.73 billion in capital expenditures, 58.6 per cent more than in 2001.

“Track and roadway expenditures totalled \$804 million in 2010, almost



half of the annual total additions to property,” Burrows said. “Compared to a year earlier, 2010 track and roadway expenditures were \$98 million or 13.8 per cent higher and 2.5 times larger than 2001 expenditures of \$331 million.

The rolling stock category recorded the second highest expenditures in 2010 with investment totalling \$427 million, \$110 million or 34.7 per cent higher than 2009 and \$112 million or 35.6 per cent more than a decade earlier.” ■

Those Tracks Are Green

Railways can play a big role in enabling Canada to meet commitments to reduce greenhouse gas emissions without sacrificing economic growth.

The railways move more than 70 per cent of the surface freight in Canada on a tonne-kilometer basis while producing only 3 per cent of the GHGs generated by the transportation sector, which is the biggest source of the climate destabilizing pollutant.

Canadian rail is in a unique position to meet the challenges facing communities and industries by offering environmentally sustainable transportation today and into the future.

The rail lines across Canada are small footprints on the landscape, but offer a high-capacity alternative to roads in crowded corridors and in urban areas. They use only one-third the land for the amount of goods and people who move over them compared to roads.

And the steel wheel on steel rail cuts fuel usage. A train can move one tonne of freight 180 kilometres on a single litre of fuel. In all, railways relieve congestion pressure on roads, provide environmentally attractive options and improve transportation safety.

Curbing the growth in GHG emissions and supporting sustainable transportation is important for Canada’s future both environmentally and economically.

For real progress to be made in reducing transportation’s effects on climate change and air quality, more traffic must be

shifted to freight and passenger rail and road/rail intermodal combinations that optimize the environmental and energy efficiency of each route or journey. The shared responsibility for transportation among Canada’s three levels of government requires a coordinated effort.

Overall federal leadership in coordinating efforts to reduce emissions associated with transportation activity is essential to achieving national environmental objectives.

Rail has demonstrated its commitment to improving fuel efficiency and reducing air pollution through its participation in a Memorandum of Understanding (MOU) between RAC and Environment Canada and Transport Canada on cutting locomotive emissions.

The co-operative initiative, which began in 1995, has allowed railways to manage their fleets to meet operational and customer needs while sharply reducing workload emissions.

The industry sets annual performance objectives to reduce GHG and air containments and issues public reports on the results and efforts to modernize the locomotive fleet.

The railways have undertaken other emission-lowering initiatives such as track lubrication and friction modifiers, better training of staff to promote fuel efficiency, reduction in idling time in rail yards and co-production agreements with other railways to ensure the most efficient train movements possible.

la plus forte augmentation, soit 201 000 wagons complets de plus en 2010 qu'en 2001. Il est suivi du groupe des minéraux qui affiche une hausse de 98 000 wagons complets. La plus forte baisse quant au nombre d'envois a été enregistrée dans le groupe des produits forestiers, où la faiblesse de la demande pour le bois d'œuvre a contribué à la réduction de 193 000 wagons complets de 2001 à 2010.

Dans sa publication annuelle *Tendances ferroviaires*, l'ACFC fait un suivi de la situation dans les chemins de fer et rend compte des résultats en les comparant avec ceux de la décennie écoulée.

En 2010, on a dénombré 1 170 accidents liés aux chemins de fer marchandises au Canada, soit 45 de plus qu'en 2009. Toutefois, le nombre

d'accidents par rapport au volume de travail, ou le taux d'accidents par milliard de tonnes-milles brutes (TMB), a en fait diminué, passant de 2,8 en 2009 à 2,6 en 2010. Cette statistique indique une diminution constante depuis 2005, année où l'on avait enregistré 3,6 accidents par milliard de TMB. Cela représente une amélioration de 27,8 % au cours des cinq dernières années, souligne M. Burrows.

Si l'on remonte à 2002, lorsque l'ACFC a commencé à recueillir les données provinciales, on constate que le taux d'accidents par milliard de TMB est passé de 4,3 à 2,6, soit une amélioration remarquable de 39,5 %.

Dans le segment des chemins de fer voyageurs, le taux d'accidents est établi en calculant le nombre d'accidents par million de voyageurs intervilles et d'utilisateurs de trains de banlieue. Le

taux d'accidents a fortement baissé, passant de 0,95 en 2009 à 0,85 en 2010, soit une diminution de 10,5 %. Est également digne de mention la diminution de 36,6 % du taux d'accidents sur cinq ans, qui est passé de 1,34 en 2005 à 0,85 en 2010.

En 2010, les produits voyageurs, qui représentent les produits tirés des services de trains intervilles, de banlieue et touristiques, ont atteint un niveau record, totalisant 673 M\$, soit une augmentation de 46 M\$ ou de 7,3 % par rapport à l'exercice précédent. Par rapport à la décennie précédente, en 2010, les produits marchandises ont augmenté de 32,6 % pour s'établir à 2,3 G\$, les produits voyageurs ont presque doublé et les autres produits se sont chiffrés à 41 M\$, soit 8,2 % de plus qu'en 2001.

Ces voies sont écologiques

Les chemins de fer peuvent jouer un rôle important en aidant le Canada à respecter ses engagements visant à réduire les émissions de gaz à effet de serre (GES) sans y sacrifier la croissance économique.

Les chemins de fer acheminent en tonne-kilomètres plus de 70 % des marchandises transportées par voie terrestre au Canada, mais ne produisent que 3 % des GES du secteur du transport, qui est la plus grande source de pollution ayant un effet déstabilisateur sur le climat.

Le chemin de fer canadien offre un mode de transport écologiquement viable, aujourd'hui et pour l'avenir, et constitue un atout unique en son genre pour résoudre les problèmes auxquels font face les collectivités et les entreprises canadiennes.

Les lignes ferroviaires sillonnant le Canada laissent une faible empreinte écologique, mais fournissent une grande capacité de transport et une solution de remplacement aux routes dans les grandes agglomérations et les axes très fréquentés. Par rapport au réseau routier, elles n'utilisent qu'un tiers de la superficie nécessaire pour transporter des marchandises et des voyageurs.

De plus, les roues et les rails d'acier réduisent l'utilisation de carburant. Un train peut transporter une tonne métrique de marchandises sur une distance de 180 kilomètres avec un seul litre de carburant. En résumé, le rail allège l'engorgement du réseau routier, offre des solutions écologiques avantageuses et améliore la sécurité des transports.

Il est important pour l'avenir environnemental et économique du Canada de freiner la croissance des émissions de GES et d'appuyer le transport durable.

Pour faire de réels progrès dans la réduction des effets du transport sur les changements climatiques et la qualité de l'air,

il faut détourner un volume plus important de trafic vers le transport par rail de marchandises et de voyageurs ou vers des options intermodales, qui optimisent le rendement énergétique de chaque segment de parcours. La responsabilité du secteur du transport, partagée par les trois ordres de gouvernement au Canada, nécessite une coordination des efforts.

Il est essentiel que la coordination des efforts pour la réduction des émissions causées par le transport se fasse sous la conduite du gouvernement fédéral si l'on veut atteindre les objectifs environnementaux nationaux.

Par sa participation à un protocole d'entente entre l'ACFC, Environnement Canada et Transports Canada, qui vise à réduire les émissions des locomotives, le secteur ferroviaire a prouvé que l'amélioration de l'efficacité énergétique et la réduction de la pollution atmosphérique lui tenaient à cœur.

Lancé en 1995, le programme de coopération a permis aux chemins de fer de gérer leur parc de matériel et leur mode de fonctionnement de façon à satisfaire les besoins de leur clientèle et de leurs propres activités tout en réduisant considérablement les émissions dues à l'exploitation ferroviaire.

Ce programme établit les objectifs de performance annuels visant la réduction des émissions de GES et des contaminants atmosphériques et publie des rapports sur les résultats et les efforts pour moderniser le parc de locomotives.

Les chemins de fer ont entrepris d'autres programmes de réduction des émissions, comme le graissage de la voie et l'application de produits modifiant le degré de frottement, la formation améliorée du personnel afin de promouvoir l'efficacité énergétique, la réduction du temps de marche au ralenti dans les triages et l'établissement d'ententes de coproduction avec d'autres chemins de fer pour optimiser les mouvements.

Small, But Not Insignificant

The more than 40 short lines and regional railways in Canada are often overlooked because the size of their operations is dwarfed by CN and CP, but they have played a vital role in the industry for the last quarter-century.

They pick up or deliver about 25 per cent of the freight traffic and ensure rail service in areas where it wouldn't have otherwise survived, according to the Railway Association of Canada. "Short lines provide a direct link to North American rail networks for customers located on branch lines," said RAC Interim President and CEO Bruce Burrows.

But their size and small workforce means federal safety regulations can become overwhelming, especially for the provincially-registered companies.

At the same time, they don't have the ability to train new employees as CN and CP can, which makes them dependent on college training programs, RAC said.

Short lines have benefited from technology that reduces fuel consumption in locomotives. However, future standards may require the companies to acquire more locomotives than they actually need because of regulations setting out extra maintenance.

As well, the often discussed introduction of Positive Train Control could saddle short lines with major cost increases and capital investments that won't improve their operations.

Although they have already adopted operating practices similar to those applicable to Class 1 railways, short lines don't necessarily have the financial and human resources required to develop and implement safety management systems and other related risk management tools of the complexity of those expected by Transport Canada.

Provincial governments have different safety regimes and that leaves short lines trying to comply with both federal and provincial rules. Ottawa should work toward a standard system for small railways.

A 2008 study calculated a \$1.2 billion economic benefit for Ontario from the operation of short lines in the province. Approximately 400 employees work for the short lines in Ontario. They earn \$20 million in wages annually and contribute \$7 million in federal and provincial taxes. The short lines support local industries whose total revenue is estimated at \$4 billion annually.

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Le coût de l'exploitation des chemins de fer marchandises s'est élevé à 8,1 G\$ en 2010, soit une hausse de 35 % par rapport au coût de 6 G\$ en 2001. Parmi les éléments ayant contribué à cette hausse, notons l'augmentation du volume de travail et la montée de 78,6 % des prix du carburant diesel. « L'augmentation des charges au titre du carburant aurait pu être plus considérable, n'eût été les gains d'efficience obtenus grâce aux programmes continus d'économie de carburant, à l'exploitation de trains plus longs par le CN et le CP et aux programmes de couverture visant le carburant. »

Maintenir un chemin de fer en activité nécessite beaucoup d'argent. En 2010, les transporteurs ont affecté 1,73 G\$ à des dépenses en immobilisations, soit 58,6 % de plus qu'en 2001. « Les investissements dans la voie et l'emprise ont totalisé 804 M\$ en 2010, soit près de la moitié du total annuel des ajouts aux immobilisations corporelles. Comparativement à l'exercice précédent, les investissements dans la voie et



l'emprise ont été de 98 M\$ ou de 13,8 % supérieurs en 2010, et ils ont été deux fois et demie plus importants que ceux de 331 M\$ effectués en 2001. En 2010, la deuxième catégorie en importance sur le plan des dépenses en immobilisations

a été celle du matériel roulant, dans laquelle les investissements ont totalisé 427 M\$, soit 110 M\$ ou 34,7 % de plus qu'en 2009 et 112 M\$ ou 35,6 % de plus qu'une décennie plus tôt », souligne M. Burrows. ■

Petits, mais bien présents

On fait souvent peu de cas des quelque 40 chemins de fer régionaux et d'intérêt local au Canada, parce qu'ils semblent minuscules en comparaison du CN et du CP; toutefois, ils ont joué un rôle essentiel dans le secteur au cours du dernier quart de siècle.

Ils effectuent le ramassage ou la livraison d'environ 25 % des marchandises et assurent le service ferroviaire dans des régions où, sinon, il aurait disparu, affirme l'Association des chemins de fer du Canada (ACFC). « Les chemins de fer d'intérêt local (CFIL) fournissent aux clients établis le long de lignes secondaires un lien direct avec les réseaux ferroviaires nord-américains. »

Cependant, en raison de leur taille et de leur effectif limité, la réglementation fédérale sur la sécurité ferroviaire peut devenir écrasante, surtout dans le cas des entreprises sous réglementation provinciale.

De plus, ils n'ont pas la même capacité que le CN et le CP pour former de nouveaux employés, ce qui les rend dépendants à l'égard des programmes de formation collégiale, fait remarquer l'ACFC.

Les CFIL ont profité de la technologie qui réduit la consommation de carburant dans les locomotives. Toutefois, les futures normes pourraient forcer les entreprises ferroviaires à acquérir un plus grand nombre de locomotives que leurs besoins réels, en raison des travaux d'entretien

supplémentaires s'inscrivant dans la réglementation, souligne l'ACFC.

En outre, la mise en œuvre souvent abordée de la commande intégrale des trains pourrait imposer aux CFIL des augmentations de coût et des dépenses en immobilisations importantes qui n'amélioreront pas leurs activités.

Bien qu'ils aient déjà adopté des pratiques d'exploitation semblables à celles des chemins de fer de classe 1, les CFIL n'ont pas nécessairement les ressources financières et humaines indispensables pour développer et implanter des systèmes de gestion de la sécurité et d'autres outils de gestion du risque connexes aussi complexes que le demande Transports Canada.

De plus, les gouvernements provinciaux ont des systèmes de sécurité différents, ce qui signifie que les CFIL essaient de se conformer à la fois à la réglementation fédérale et provinciale. Ottawa devrait élaborer un système normalisé à l'intention des petits chemins de fer.

Selon une étude menée en 2008, l'exploitation des CFIL représente un avantage économique de 1,2 G\$ pour l'économie de l'Ontario. Les CFIL ontariens fournissent du travail à environ 400 personnes. Cette main-d'œuvre touche 20 M\$ en salaires annuellement et verse 7 M\$ en taxes et impôts aux gouvernements fédéral et provincial. Les CFIL desservent les industries locales dont les revenus totaux annuels sont estimés à 4 milliards de dollars.

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Foreign Trade Zones

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Foreign trade zones (FTZ) have existed worldwide for many years as an integrated piece of the global logistics chain. Major international centres of commerce rely on the advantages provided by FTZs to attract leading firms and high paying jobs to their shores. For a country focused on efforts to increase international trade, particularly through free trade agreements and the gateway concept, it is surprising Canada remains the only G8 nation that does not use the FTZ model to attract international business and create domestic employment.

The modern FTZ is a designated area considered outside the national customs territory. Goods can be brought into a FTZ without going through the normal customs procedure. Duties and excise taxes are deferred until finished goods enter the domestic market. If finished goods are re-exported to a foreign market, duties and taxes are not paid. Typically FTZ activities include manufacturing, assembly, testing and processing.

In 2010 the FTZ Coalition, a group of major transportation organizations from across the country, was formed to advocate for the

Major transportation players have not always been successful at putting forward a consensus view on major issues.





creation of internationally competitive FTZs in Canada. Though many have pushed governments to pursue the FTZ model in the past, this is the first time that a coordinated effort of major transportation players has come together. Both CN and CP are leading members of the Coalition, eyeing the benefits to the rail sector of increased

economic activity through the use of FTZs in Canada.

The federal government has developed what they call FTZ-like policies and programs, and tout all of Canada as a FTZ based on these policies and programs. But major transportation organizations – those on the front lines of the global logistics business – don't

believe that Canada's efforts are enough to compete for international investment. International customers understand and recognize the international FTZ model and are not buying into Canada's offering. In their view, the federal government's policies and programs should be enhanced in order to compete internationally.

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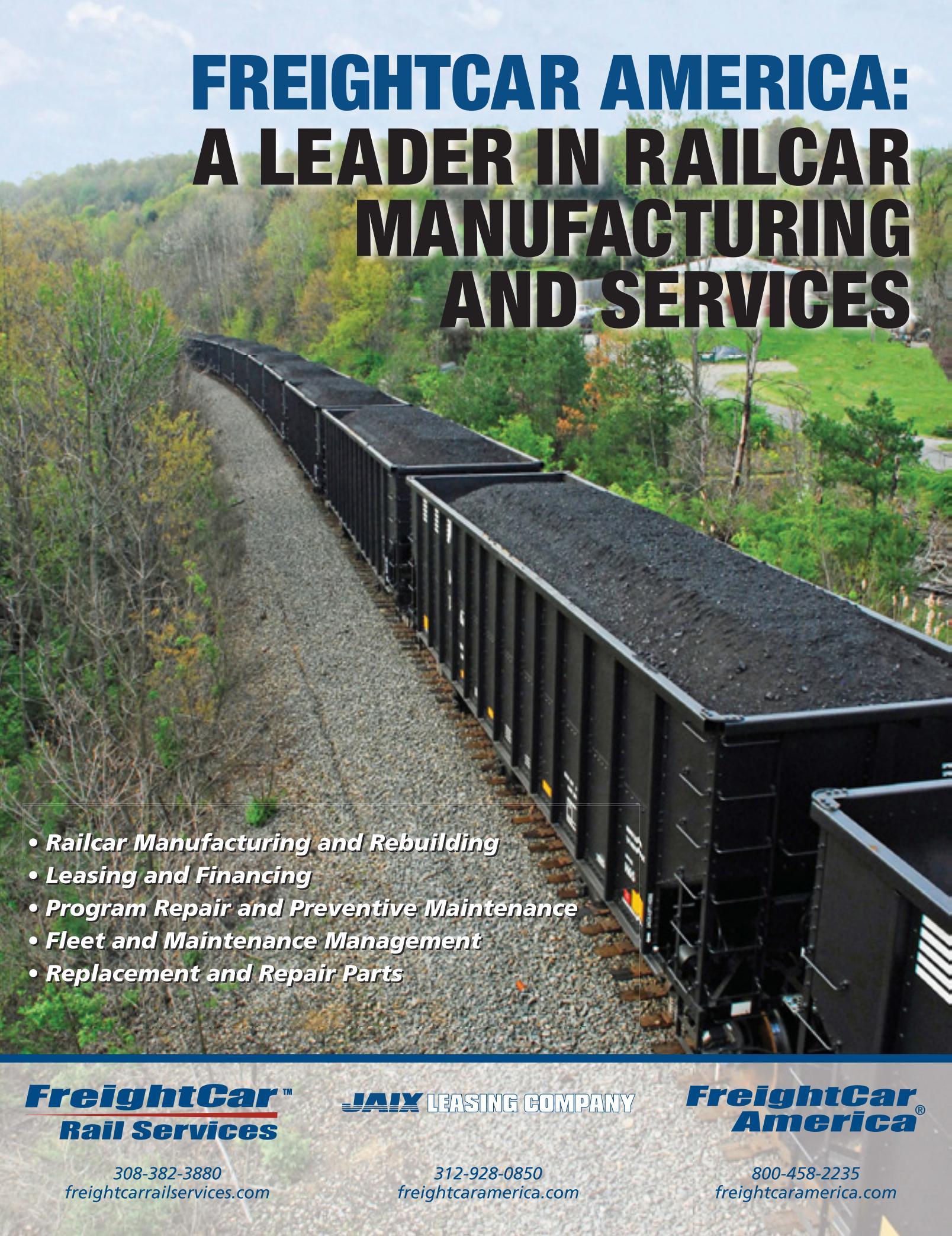
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Foreign Trade Zones

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The FTZ Coalition has pressed the Harper Government for the following changes to Canada's policies and programs:

Amend Canada's FTZ-like programs to:

- Restructure and integrate the current federal programs to simplify access to them, and provide a single federal point of contact for potential users;
- Reduce or remove the restrictions on added value;
- Allow companies that sell a significant proportion of their production within Canada to participate; and
- Allow the deferral of GST/HST until the product departs the FTZ to the Canadian market.
- Create the opportunity for private sector agencies and regional entities to define local marketing zones linked to major gateways or corridors to promote and market these areas and Canada's FTZ-like programs effectively in domestic and foreign markets; and
- Establish a federal umbrella program to provide modest financial support for locally based zones and marketing, subject to matching provincial and local financial support, and provide direct liaison between related federal agencies and local marketing zones.

In the 2011 federal budget, the Minister of Finance committed the Government to "an examination of Canada's current foreign trade zone-like policies and programs. Specifically, the Government will concentrate on ensuring that these policies and programs are internationally competitive, effectively marketed and administratively efficient".

This was welcome news to the FTZ Coalition and led directly to the Government's announcement on December 28, 2011 that they have initiated consultations on Canada's FTZ-like policies and programs, and have now accepted submissions. Led by the Department of Finance, major transportation companies are hopeful that this consultation will lead to Canada adopting a more internationally recognized and competitive FTZ model.

Too often railways are pitted against their customers on issues of public policy. That natural tension has existed since the advent of rail and likely always will in some form. The FTZ Coalition represents an opportunity for railways to work alongside their customers and partners in the supply chain to advance public policy in Canada beneficial to the transportation system and the Canadian economy as a whole.

Governments react well to consensus. Industry sectors are more successful advocating for change if they can speak to government with a unified voice. Major transportation players have not always been successful at putting forward a consensus view on issues and a common view is necessary if they expect government to act in their interest on issues such as FTZ.

The Asia-Pacific Gateway and Corridor Initiative is likely the most successful transportation related government policy in many years. It was successful for two reasons. First, there existed a clear objective to increase traffic volumes to and from Asian economies. Second, Canadian industry worked together to develop consensus on what was required from all parties to meet that objective. Government invested and progress was made.

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The continued development of Canada's transportation system is critical to the country's economic future – this we know. And it is the responsibility of governments to create the environment that will allow our transportation system to continue to drive our economy. But government requires help. It is incumbent on players in the transportation sector to work together when possible to develop consensus and bring forward workable recommendations.

The FTZ Coalition is the most recent example of cooperation taking place. The Coalition has to this point been successful in its efforts, finding political champions attracted both to the message and just as importantly the unified group delivering that message.

Enhancements to Canada's FTZ-like policies and programs will represent one of many opportunities to improve our transportation and logistics system and deliver economic growth. Identifying and developing further opportunities where consensus exists will significantly enhance the chance of successful outcomes for both business and government. ■



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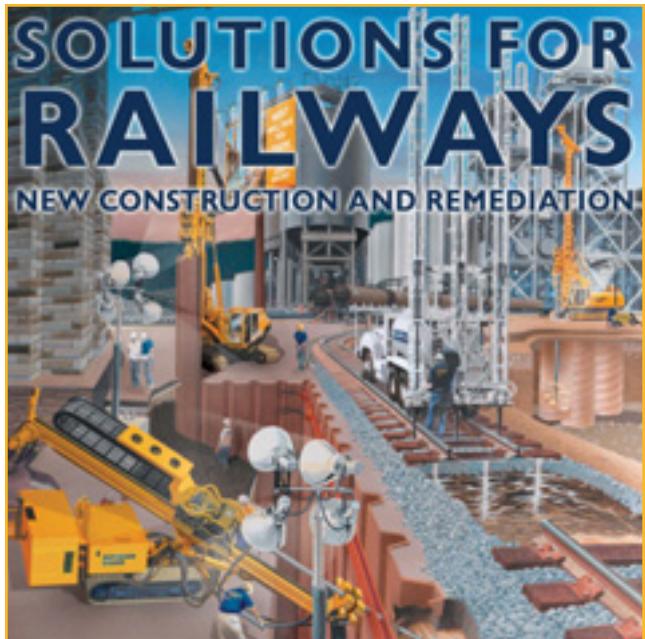


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"Supply chain planning requires information exchange among the participants to prevent congestion. Railways are working collaboratively with their customers and other industry partners to meet their needs and drive further efficiency into the Canadian grain supply chain."



With the Canadian Wheat Board monopoly on wheat and barley sales ending in August, lots of questions are being asked about the impact the change will have on grain transportation.

There's been plenty of speculation that it could mean more grain moving through certain west coast or St. Lawrence Seaway ports and less through others.

The railways are ready to respond to what grain companies and the new look Canadian Wheat Board want in terms of grain deliveries to export terminals.

However, imposing a heavy regulatory burden on the carriers in response to shipper complaints won't improve the system, said RAC Interim President and CEO Bruce Burrows. Speaking to the annual meeting of the Western Canadian Wheat





PHOTO CREDIT: CP

Growers Association in Moose Jaw, Burrows said the grain transportation system needs stability and predictability.

"The railways cannot be looked at in isolation. They are one link in a large and integrated chain," he said. "What's needed is a regulatory framework that balances the interests of all the participants. The balance between

farmers and the government is getting better. We're positive that saner heads will prevail."

In an address to the joint Canada Grains Council-Grain Growers of Canada conference in Ottawa in November, the RAC said tougher regulations on the railways would be a bad idea and unnecessary.

Railways are improving service, do not have undue market power as portrayed by the Rail Freight Service Review report and do not need new government pressure to improve service.

"I think going that route is a disincentive to where you want to go, not an incentive," Burrows said.

CN and CP move more than 440,000 carloads of grain and other agri-food products annually. That represents 14 per cent of their annual traffic. They negotiate commercial contracts with shippers that set out service provisions, freight rates and dispute resolution provisions. This commercial environment drives market solutions and encourages investment and innovation.

In 2011, the railways spent more than \$2.7 billion on infrastructure, rolling stock and technologies that are critical to safe and effective transportation of freight. They have assisted grain companies in making rail siding infrastructure improvements. "Despite uncertain economic times, Rail is maintaining capital expenditures

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Rail Service

...continued from page 26

in an effort to increase supply chain performance," Burrows said.

The railways are introducing service-based collaborative agreements with all major supply chain partners such as ports and terminal and operators.

Both CN and CP have launched new service initiatives to help the Prairie grain industry get its product to market. CN brought in a scheduled service plan while CP has launched a Grain Hub System with additional locomotives and crews to serve grain companies. Both companies have also focused on improving their first mile/last mile services to speed the pickup and delivery of freight cars.

Grain unloads at the Port of Metro Vancouver during the 2010/11 crop year were the highest in 20 years while the volume through Prince Rupert was close to the record. "Grain now moves faster through country elevators and rail system," Burrows said. The result is the elevators can turn over their inventory faster, which increases their annual throughput.



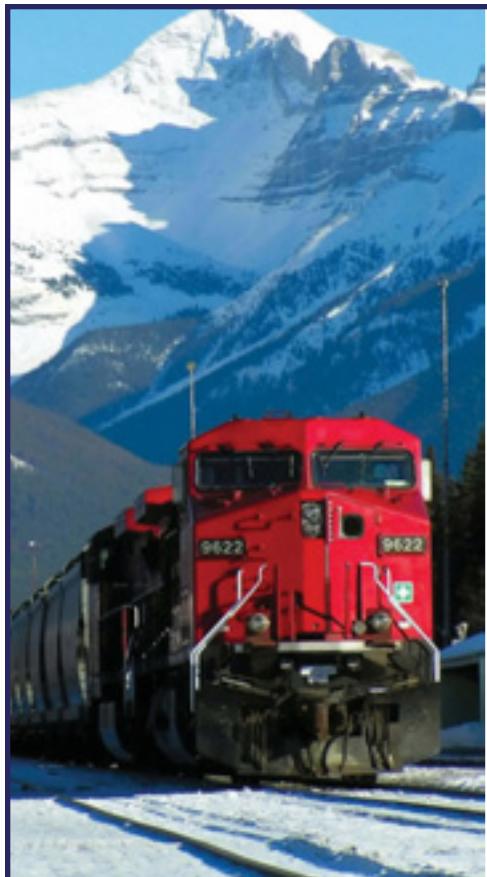
PHOTO CREDIT: CN

A Conference Board of Canada report noted, "The logistics of handling and shipping Western Canadian grain has improved over the past decade."

Any discussion on improving grain movements has to acknowledge the impact of winter and weather events on the grain elevators and the rail system, Burrows said. Other influences are grain buying patterns, unpredictable vessel arrivals, increasingly diversified products that

have to be handled separately and port terminal capacity.

"Supply chain planning requires information exchange among the participants to prevent congestion. Railways are working collaboratively with their customers and other industry partners to meet their needs and drive further efficiency into the Canadian grain supply chain. Commercial solutions, as opposed to regulatory intervention, will allow for increased efficiency," he said. ■



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Marketing Award 2012



*The RAC Marketing Award
is a powerful communication
tool to demonstrate
best practices and
showcase the innovative
problem solving abilities
of railway leaders.*

*- Lee Jebb,
Central Manitoba Railway*

OBJECTIVES

The Marketing Award officially recognizes the rail industry's abilities to identify innovative ways to address rail transportation logistical problems and successfully improve customer service or expand customer bases.

ELIGIBILITY

An eligible marketing initiative is a marketing idea, a service delivery method, a communication tool or any other marketing initiative that has enhanced customer service or proven to be profitable to a RAC member railway, its employees, customers or suppliers.

CATEGORIES

All RAC non-Class 1 members can submit initiatives. Each RAC non-Class 1 member may present more than one initiative. Each entry will be assessed individually.

NOMINATIONS

Nominations should be submitted in the form of an executive summary or letter not exceeding two pages in length describing the initiative in sufficient details to allow anyone to understand and assess the essential elements of the submitted initiative, and explaining why it should be selected. You are invited to use the official electronic nomination form, and to attach pictures, videos and other relevant material that might facilitate understanding the full impact of nomination. Material submitted will not be returned and will become the property of the RAC.

SELECTION

The RAC CEO, upon recommendation from a selection committee, will select the Marketing Initiative of the year in each category, based on the award criteria.

The winner will receive a commemorative plaque and public/industry recognition.

SELECTION CRITERIA

The criteria are intended to be fair, thus they do not take into account the size or resources of the company submitting the initiative. To this effect, Class 1 railways are not competing with non-Class 1 railways. The initiative should demonstrate the following criteria.

Innovation and growth oriented

Initiative should stand out as innovative and creative, and have the potential to lead to business growth.

Partnership focus

Initiative should facilitate the movement of goods and growth in the rail sector, the whole in the respect of economic partners, i.e., Class 1 railways and/or suppliers.

Community oriented

Initiative should have a positive impact on the community, either on the economic or environmental front or simply in terms of improved relationships.

Customer oriented

Initiative should bring value to customers, respect their needs, and anticipate market conditions.

Success

The initiative has demonstrated positive results that could translate into gains for the railway or its customers.

The Marketing Award launching will be completed in January 2012 when the nomination form will be made available.



Prix d'excellence en marketing 2012



Le Prix d'excellence en marketing de l'ACFC est un formidable moyen de mettre en lumière les pratiques exemplaires et les solutions ingénieuses des leaders ferroviaires.

*- Lee Jebb,
Central Manitoba Railway*

OBJECTIFS

Le Prix d'excellence en marketing souligne officiellement l'aptitude du secteur ferroviaire à trouver des solutions ingénieuses aux problèmes logistiques dans le transport ferroviaire et à améliorer le service-client ou à élargir les clientèles.

ADMISSIBILITÉ

Une initiative en matière de marketing (idée de marketing, méthode de prestation des services, outil de communication, etc.) est admissible si elle a permis d'améliorer le service client ou s'est avérée rentable pour un chemin de fer membre de l'ACFC, son personnel, ses clients ou ses fournisseurs.

CATÉGORIES

Tous les chemins de fer autres que de classe 1 qui sont membres de l'ACFC peuvent soumettre une ou plusieurs initiatives. Chaque candidature est évaluée séparément.

PRÉSENTATION DES CANDIDATURES

Les candidatures doivent être présentées sous forme de sommaire ou de lettre ne dépassant pas deux pages. On doit y décrire l'initiative de façon suffisamment détaillée pour permettre aux lecteurs d'en comprendre et d'en évaluer les éléments essentiels. On doit aussi expliquer pourquoi l'initiative devrait être sélectionnée. Vous êtes invités à utiliser le formulaire électronique officiel de présentation des candidatures et à y joindre des photos, des vidéos ou d'autres documents qui permettent de comprendre les pleines retombées de l'initiative. Les documents présentés ne seront pas retournés et deviendront la propriété de l'ACFC.

SÉLECTION

Sur la recommandation d'un comité de sélection, le chef de la direction de l'ACFC choisira l'initiative de marketing de l'année dans chaque catégorie, selon les critères de sélection.

Le gagnant recevra une plaque commémorative et bénéficiera d'une grande visibilité dans le public et dans le secteur.

CRITÈRES DE SÉLECTION

Les critères se voulant justes, ils ne tiennent pas compte de la taille ou des ressources de l'entreprise qui présente son initiative. C'est pourquoi les chemins de fer de classe 1 ne sont pas en concurrence avec les chemins de fer autres que de classe 1. L'initiative doit satisfaire aux critères suivants :

Innovation et potentiel de croissance

L'initiative doit se démarquer par son caractère innovant et créatif et sa capacité à soutenir la croissance de l'entreprise.

Esprit de partenariat

L'initiative doit faciliter la circulation des biens et la croissance du secteur ferroviaire, le tout dans le respect des partenaires économiques, soit les chemins de fer de classe 1 et les fournisseurs.

Orientation communautaire

L'initiative doit avoir une incidence positive sur la collectivité, que ce soit sur le plan économique ou environnemental ou simplement sur le plan des relations.

Orientation clients

L'initiative doit offrir une plus-value aux clients, aller au-delà de leurs besoins et prévoir l'évolution du marché.

Réussite

L'initiative doit avoir donné des résultats positifs qui pourraient se traduire en gains pour le chemin de fer ou ses clients.

Le lancement du Prix d'excellence en marketing sera complété au début de 2012, lorsque le formulaire de présentation des candidatures sera mis en ligne.



Innovation Rides the Rails

Culture that embraces change yields productivity

“Over the past 20 years – and in the 20 years to come – we've seen and will see some game-changing innovations. But perhaps more important are the incremental innovations that are taken, step-by-step, and over time add up to big changes. **”**



By embracing all kinds of technologies, railways are able to haul more freight and passengers in a safer and more environmentally friendly manner than ever before.

And they can use technology to do far more in the future, an RAC executive told a packed audience at the Railway Club in Toronto.

"Few people outside the industry understand just how much has changed," said RAC Interim President and CEO Bruce Burrows. "They still picture the locomotive engineer at the throttle, amid over-sized dials and big brass handles. But we have certainly adapted to the computer age, and we innovate in applying myriad technologies in every aspect of our business."

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"Over the past 20 years – and in the 20 years to come – we've seen and will see some game-changing innovations. But perhaps more important are the incremental innovations that are taken, step-by-step, and over time add up to big changes."

"Railroaders, shippers, policy makers and regulators all recognize that innovation creates jobs and maximize economic and social benefits. We're a highly innovative industry, and we are going to reap big advantages as a result."

Railways have been driven by innovation since the first steam locomotive in Canada huffed and puffed over the Champlain and St. Lawrence on squared logs topped by iron strips in 1836.

"Today, computer-laden trains travel over high-density tracks equipped with automatic lubrication systems and sensors that detect defects before they become problems. Innovation has been a key to making rail such a safe mode of transportation," Burrows said.

"Technological innovation helps with our environmental performance as well. Not just the energy-efficient locomotives or the light-weight cars, but the information technology that

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Railways invest in new and emerging technologies to attract customers and grow business, he said. "By distributing remote-controlled engines in different positions on a train, we improve the efficiency, cost-effectiveness and safety of the train.

"By committing with fellow stakeholders in the logistics chain to operating protocols with specific and measurable targets, the railway improves the efficiency of the entire system," Burrows said. "It makes Canadian products more competitive around the world."

Passenger trains equipped with WiFi allow business people to work and communicate throughout an intercity trip. "Young people who can't go for a few hours without their text messages appreciate the WiFi advantage too," he said.

While recognizing all that's been accomplished, it's time to take the rail industry to the level by unlocking



the potential of Canada's freight and passenger rail system.

"Our industry has enormous potential for Canada's economy and society," Burrows said. "Not just through the \$9.6

billion in revenue we generate. Not just through the 35,000 railway jobs and the 50,000 jobs created by our suppliers. But through our capacity to innovate and remain ahead of the curve in keeping

A photograph of a GATX employee wearing a blue hard hat and a dark jacket. He is standing next to a large black railcar, holding a clipboard and looking down at it. In the background, several other railcars are lined up on the tracks. The GATX logo is prominently displayed in large white letters at the bottom right of the image.

KNOWLEDGE

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Canada's economy competitive in a global marketplace.

"Innovation isn't easy. Most of us are more comfortable keeping things the way they are, but in the midst of the big changes in the transportation sector, staying the same is not an option. We need to support the culture of innovation."

The government must ensure its policies and regulations don't weaken the appetite for doing things differently that is so important to innovation.

Ottawa's decision two decades ago to ease back on its regulation of railways led to an unprecedented era of innovation. Many high-impact accomplishments came as a result of commercial agreements between railways or between railways and their customers and partners in the logistics chain. Now there is a risk of entering a period of re-regulation and uncertainty. This will stifle innovation.

"The time has come to work with governments and other stakeholders on a strategic vision that will help shape the growth of the industry for the next 20 years," Burrows said. "We don't know which way the economic winds will blow, but we should be able to come to a mutual understanding as to the factors at play."

If all parties work together on a vision for 2030, "we can reduce the amount of uncertainty in public policy, and create an environment of mutual trust and respect," he said.

The vision should aim for freight and passenger traffic growth year after year, no matter where we are in the economic cycle. It's a vision where all modes and all levels of government work together to plan an integrated system – in fact, the planning is done on a North American level.

The railways would be empowered to make agreements with customers and partners in the logistics system and know they have the operational flexibility to do what they need to do to meet their commitments. They and their partners would have the confidence to "invest heavily in the research and development that will advance technologies, and make safe and efficient networks even safer and more efficient," he said. ■

SRY Rail Link

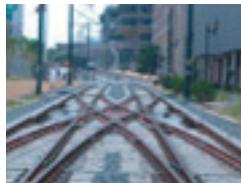
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Rail Renaissance Creates Necessity

FCM/RAC Proximity Initiative on track with vibration study

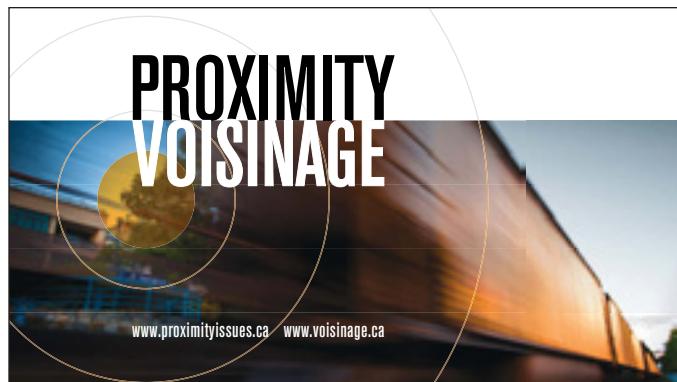
Freight and passenger railways often receive complaints from private citizens living in proximity to rail operations regarding noise and vibration derived from day-to-day railway operations. Railways have collaborated with municipal governments and community associations to establish guidelines and best practices that should be incorporated into new residential developments in proximity to railway operations. The FCM/RAC Proximity Initiative published Guidelines and Best Practices for New Residential Developments in 2004.

Mitigation measures recommended in these Guidelines have included setback of dwellings, constructing physical barriers, acoustic design of building components and engineered ground borne vibration isolation., all implemented at the time of construction, and designed to reduce the level of noise and vibration associated with normal railway operations.

The current renaissance in goods and people movement by rail is likely to exacerbate the volume of complaints related to noise and vibration. Of particular concern are existing residential developments that have been built near rail operations over the years without appropriate mitigation.

While retrofit solutions for mitigating noise, such as barriers, improved windows and air conditioning are fairly well established and available for consideration by the various stakeholders, the tool box of retrofit solutions for ground borne vibration, whether at the track bed, building foundation or somewhere in between, is empty.

Recognizing the need to investigate possible solutions to vibration issues and the cost/benefits of these solutions, the FCM/RAC Proximity Initiative, issued an RFP in October for a Vibration Reduction Study. The objective of the project is to compile a depository of information on research and best



“We see this study as an important first step to augment our knowledge of mitigation measures involving rail-oriented vibration as we work towards finding viable and financially feasible solutions.”

practices that have been undertaken or implemented to reduce vibration associated with railway operations at various locations from source to receiver, specifically for retrofit situations. The study will include international research of new and existing practices in Europe, Australia and North America on railway vibration mitigation methods including a selection of case histories, successful or otherwise.

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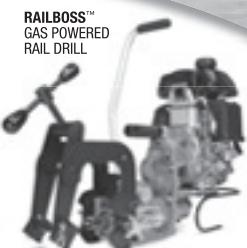


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There will be an analysis of the research findings, breaking down the methodologies suitable for retrofits, by mitigation location (source, receiver, property line) costs of application, constraints of application in Canada (climate, North American infrastructure and equipment) and expected level of vibration attenuation. A working group comprised of both rail operator and municipal members and chaired by Adam Snow, Transportation Planner, Metrolinx, will co-ordinate the study and report to the FCM/RAC Proximity Steering Committee.

"We see this study as an important first step to augment our knowledge of mitigation measures involving rail-oriented vibration as we work towards finding viable and financially feasible solutions," Snow said.

The contract was awarded to Howe Gastmeier Chapnik Limited (HGC Engineering) in November with the final report to be published this spring.

"HGC Engineering has routinely addressed vibration mitigation for new structures, but retrofit mitigation has only been considered in a few special instances and it has proven more difficult to achieve a meaningful improvement," said Brian Howe, president of HGC Engineering. "Increased awareness amongst planners and policy makers regarding international efforts and what can feasibly be achieved in the Canadian context is a good step forward."

A similar project, but with a much larger scope, is being undertaken by the International Union of Railways (UIC). The Railway Induced Vibration Abatement Solutions (RIVAS) is a two year project (January 2011 to December 2013) that "aims to reduce the environmental impact of ground-borne vibration while safeguarding the commercial competitiveness of the railway sector". The European Rail Research Advisory Council (ERRAC) also has a schedule for research and development for ground borne vibration induced noise that continues through to 2030. ■

NOTE: Cynthia Lulham, project manager of the FCM/RAC Proximity Initiative, is participating via the RIVAS "User-Interest Group." Information on all the studies can be found on the FCM/RAC Proximity web site at www.proximityissues.ca.

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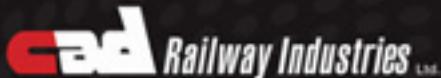


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Industry Briefs

CP Joins Lord Strathcona's Horse Regimental Society

The **Regimental Society** has finalized a partnership with Canadian Pacific and rekindled a relationship that started over a hundred and eleven years ago. The underlining theme of this partnership is our common 'grandfather' - Donald Smith.

The news of this partnership was initially announced to the soldiers by Mr. Fred Green, CEO of Canadian Pacific and the Colonel of the Regiment, MGen (ret'd) Cam Ross during a visit to the Regiment deployed in Wainwright in late September. Subsequently, a formal public announcement was made on October 14th at the Canadian Pacific rail yards in south Edmonton, where a new locomotive was unveiled with the crossed lances of the Regiment prominently displayed on the cab.

The event brought together all ele-

ments of the Regiment with Canadian Pacific personnel, with the immaculate new locomotive serving as the backdrop for the ceremony. Included in the ceremony were the Mounted Troop, with one of the riders in Boer War uniform, a Sherman from Historical Vehicle Troop, a piper and a Leopard C2, as well as soldiers from the Regiment.

The partnership includes the following:

- Funding. Canadian Pacific will augment Society funding for an initial period of three years, with an option to extend.
- Scholarship 1. A \$5k scholarship for post-secondary education to the child of a Strathcona.
- Scholarship 2. A \$5k scholarship for a soldier leaving the CF for 'transitional training'.

- Post-Release employment. For those who have completed their service, employment opportunities for those suitable will create a bridge to civilian life. For those who wish to serve in the Primary reserves after Regular Force Service, CP guarantees jobs for those serving in the Reserves.
- Technical exchanges. We will highlight the abilities of our maintainers and soldiers by demonstrating a powerpack change at one of Canadian Pacific's maintenance facilities, where our soldiers will get exposure to the railway's maintenance procedures and methods.
- Hockey. An annual hockey tournament will be conducted between soldiers and railroaders.
- Pictures of the ceremony can be seen on the Regimental website, www.strathconas.ca

Canadian Pacific Announces 2012 Capital Plan

Canadian Pacific will invest between \$1.1 billion and \$1.2 billion for infrastructure renewal, network enhancements and expansion projects in 2012. The 2012 Capital Plan will focus on strategic and targeted investments to improve service and increase network

capacity while funding business development and initiatives with rapid return on investment.

- Major investment categories include the following approximate amounts:
- \$800 million to preserve existing capacities through replacement or

- renewal of depleted assets;
- \$275 million for network capacity expansions, business development projects and productivity initiatives; and
- \$50 million to address capital regulated by governments, principally train control. ■



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Canadian Pacific builds on the shared success; announces five-year contract with Canadian Tire

Canadian Pacific signed a five-year agreement that awards the railway with the vast majority of Canadian Tire's domestic container traffic. Recent rail network enhancements completed at CP, and the work already underway to further maximize efficiencies through a facility co-location strategy, allow the companies to continue to develop and deliver supply chain solutions for Canadian Tire's growing retail business. ■

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CN receives Toyota Canada's Carrier of the Year Award for 2011

CN received **Toyota Canada's** Carrier of the Year Award for 2011. Toyota presents the award annually to the railway or truck carrier that has exhibited the best performance for the automaker in the key performance areas of transit time, quality and customer service. ■

Canadian Pacific and CN sign 10-year agreements with Canpotex Limited

Canadian Pacific Railway Limited and CN announced 10-year agreements with Canpotex Limited. CP will transport a large majority of potash shipments to Canpo-

tex's main terminal in Vancouver, British Columbia and, in conjunction with Union Pacific, CP will transport all Canpotex potash shipments to Portland, Oregon. CN

will haul via its southern British Columbia (B.C.) line a portion of what Canpotex exports through CN-served Neptune Terminals in North Vancouver. ■

Calls for Nominations – 2010 Roger Cyr Public-Rail Safety Award

Operation Lifesaver is now accepting nominations for the 2010 Roger Cyr Award, a celebration of outstanding achievements made by Canada's public-rail safety community in the

promotion of public-rail and road safety. Its goal is to bring public recognition to excellence, dedication and initiative in the field of public-rail safety across Canada. Nominations

will be accepted to March 31, 2011. The required nomination forms and guidelines for the process are available for download from www.operationlifesaver.ca/. ■

CN's newest intermodal terminal opens in Chippewa Falls, Wis.

CN opened its newest intermodal terminal at Chippewa Falls, located only 100 miles east of Minneapolis/St. Paul. The terminal offers Wisconsin and Minnesota customers new supply chain options to ship and receive goods in containers. Located on 8.5 acres of land at CN's Chippewa

Falls Yard, the terminal features a 2,500-foot-long intermodal loading and unloading track plus an onsite grain transfer facility. ■

The Canadian Railway Hall of Fame seeking nominations for 2011

The Canadian Railway Hall of Fame (CRHF) is accepting nominations to recognize individuals, communities and technologies that have been

instrumental in building the freight and passenger infrastructure that plays such a vital role in Canada's economy. Nominations may be submitted through the CRHF website at:

http://www.railfame.ca/sec_nom/en_nominationForm.asp. ■

VIA Rail schedules: More departures – More passengers

In response to customer demand, VIA Rail Canada introduced new schedules in the Montreal-Ottawa-Toronto triangle, effective January 24, 2012. The changes are expected to attract some 100,000 new passengers annually. The increased ridership will lead to an increase in revenues of several million dollars per year.

Passengers on VIA's new Ottawa-Toronto express trains will make the non-stop journey in just three hours and 57 minutes. These new trains will operate every day except Saturday, leaving Toronto and Ottawa in late afternoon.

Customers will also have the option of a new late evening departure from Ottawa for Montreal (Sunday through

Friday), allowing them to extend their stay in Ottawa beyond the dinner hour. Ottawa-bound travellers from Montreal will also have more end-of-day choices.

Passengers travelling from Montreal to Toronto will be offered two new trains, bringing the total number of weekday departures to Toronto to ten. ■



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May 14, 2012
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North American Rail Summit 2012 (AGM)

October 14-16, 2012
Montréal, Québec

Courses:

Business of Rail

January, 2012

Railway Operations Live 2012

August 20-21, 2012 OR August 22-23, 2012 OR
September 12-13, 2012
Ottawa/Gatineau, Canada

Railway Emergency Response Course

June 11-15, 2012 OR October 1-5, 2012
Justice Institute of British Columbia
Maple Ridge, British Columbia



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Événements

Journée du rail sur la colline

22 mars 2012
Colline du Parlement

Conférence sur le commerce international

14 mai 2012
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Ottawa, Ontario

Échanges rail-gouvernement 2012

15 mai 2012
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sur les trains
14-16 octobre 2012
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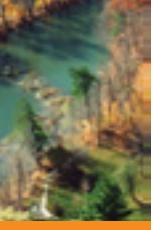

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- » The AESS is an interactive, real-time locomotive system for operators to control, monitor, and remotely set boundaries for their engines. The new feature is part of Lat-Lon's existing Locomotive Monitoring Unit (LMU) and offers a solution to maintain ideal temperatures and eliminate wasted fuel from idling.

» Logical, Easy To Operate : No conversion charts, no data tables required.

- » Remote: Make changes anytime from your computer, IPAD, or interactive device, anywhere

UNIT FEATURES

Base Unit: GPS, Impact Sensor, Run Status & Hobbs Hours

ADD DIGITAL SENSORS:

- » Temperature Switches (multiple uses)
- » Man Down Belt Emergency
- » Forward/Reverse
- » Throttle Position
- » Remote Control
- » Train-line Alarm
- » Emergency Fuel Cutoff Circuit
- » Fire Alarm Switch
- » Oil Level
- » Plus More



Locomotive
Monitoring Unit
(LMU)

flexible solutions
for your needs

Kean Burenga of Black River & Western Rail Road said
"We save 60% on fuel with
an engine control system,
but an additional 15% with
Lat-Lon AECC."



SAVE HUNDREDS A DAY IN idling FUEL

Lat-lon, LLC 2300 South Iason Street Denver, CO 80223
877.300.6566 fax.303.531.5754 sales: sales@lat-lon.com

LOGICAL, REMOTE, UNIFIED

Lat-Lon

Save over \$1,750 /wk