



Railway Association of Canada
Association des chemins de fer du Canada

Spring / Printemps 2014

interchange

Guidelines for Success

RAC-FCM Proximity
Guidelines make
their mark

Freight Railways
Announce 2014
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Railway Association of Canada / Association des chemins de fer du Canada

Chairman: Claude Mongeau

President and CEO: Michael Bourque

Vice President, Operations and Regulatory Affairs: Mike Lowenger

Vice President, Public and Corporate Affairs: Gérald Gauthier

Director, Finance and Administration, and Treasurer: Sandra Kazaka

Art Direction and Design Lead: Ivan Novotny (Taylor|Sprules)

Editor-in-chief: Paul Goyette, Director, Public Affairs and Communications

Contributors:
Alex Paterson

Published for
The Railway Association of Canada
99 Bank Street, Suite 901
Ottawa, ON K1P 6B9
Phone: 613.567.8591
Fax: 613.567.6726
www.railcan.ca

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Editor: Rasha Slepov

Group Publisher/Sales Manager:
Bill McDougall

Project Manager: Alana Place

Marketing: Katie Doerksen

Publication Director: Trevor Perrault

Advertising Sales: Bill Biber, Tracy Goltsman,
Ralph Herzberg, Megan Stanley

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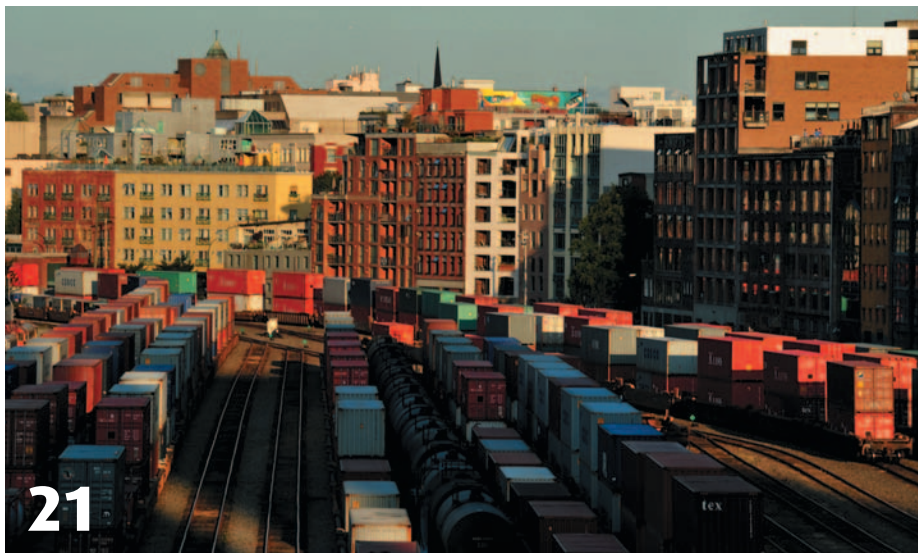
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Canadian Rail is Safe

By Michael Bourque

Canada's railways suffered some high-profile and unfortunate accidents last year, most notably the tragedy in Lac-Mégantic. As a result, Canadians are justifiably concerned with railway safety. Several initiatives to improve safety, transparency and response are underway — many of which pre-date Lac-Mégantic, and other efforts have been accelerated since then.

The railway industry has seen steadily declining accident rates over the past 12 years, thanks to a combination of profitable companies investing in their network; a robust regulatory system; safety management systems (SMS) required by law and the introduction of safety culture. It's unfortunate that, despite a strong overall track record, some critics choose to focus only on high-profile accidents and to draw broad-based conclusions about the industry and the regulatory framework.

One such argument, currently perpetuated by a major labour group, is to portray railway safety in Canada as a case of "self-regulation." This argument has been adopted by some members of Parliament, even though the Railway Safety Act passed unanimously in the House of Commons on May 1, 2012. The act provides for a robust regime of regulatory inspections, oversight, compliance and enforcement actions, including recently-enhanced administrative monetary penalties against companies and individuals for violations of designated provisions of the Act. According to Transport Canada, some 30,000 inspections of railway operations occurred in 2012.

Les chemins de fer canadiens sont sûrs

Par Michael Bourque

L'année dernière, le secteur ferroviaire a connu des accidents regrettables et à grand retentissement, plus particulièrement la tragédie de Lac-Mégantic. Par conséquent, les Canadiens se préoccupent, à juste titre, de la sécurité ferroviaire. De nombreuses initiatives visant à améliorer la sécurité, la transparence et les interventions sont en cours – dont de nombreuses avaient été entreprises avant la tragédie de Lac-Mégantic – et la mise en oeuvre d'autres mesures s'est depuis accélérée.

Au cours des 12 dernières années, le secteur ferroviaire a enregistré une diminution régulière des taux d'accidents grâce à une combinaison d'investissements faits par des entreprises rentables dans leur réseau, d'un système de réglementation robuste, des systèmes de gestion de la sécurité (SGS) exigés par la loi et de l'introduction de la culture de la sécurité. Il est malheureux qu'en dépit d'un solide dossier d'ensemble, certains détracteurs préfèrent mettre l'accent sur les accidents très médiatisés et tirer des conclusions de portée générale au sujet du secteur et du cadre réglementaire.

L'un de ces arguments, actuellement soutenu par un important groupe syndical, présente la sécurité ferroviaire au Canada comme un exemple d'« autoréglementation ». Cet argument a été adopté par certains députés fédéraux, en dépit du fait que la *Loi sur la sécurité ferroviaire* a été adoptée à l'unanimité par la Chambre des communes le 1^{er} mai 2012. Cette loi prévoit un système rigoureux d'inspections réglementaires et de mesures de surveillance, d'assurance

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Railways in Canada must also follow legislation such as the Transportation of Dangerous Goods Act. Railways have to comply with dozens of regulations and hundreds of prescriptive rules. In parallel with this regulatory regime, each company must have its own SMS, with the attendant focus on proactive risk assessment and management, employee involvement, audit and extensive training to promote a sound safety culture. Under a company's SMS, freight railways undertake hundreds of thousands of inspections of their infrastructure and equipment every year.

Labour groups often advocate for policies and approaches that will secure union employment, as they should. But they bristle when railways advocate for approaches that use a combination of technologies and practices within a safety management system if they think it will threaten their jobs. For members of Parliament, it is not about picking sides. Rather, it is about understanding that all such positions must be made within a risk assessment framework and supported by evidence. In the end, the regulator – Transport Canada – has the final say.

The Canadian railway industry has a deeply embedded safety culture where continuous improvement, with as many layers of protection and safeguards as possible, is the goal. For many years, Canada's rail industry had been working collaboratively with stakeholders on outstanding Transportation Safety Board (TSB) Recommendations and Watch List items. The industry's success rate at clearing TSB recommendations stands at 90 per cent. A pretty good record, but we can and must improve further.

The rail industry is responding proactively and responsibly to the Lac-Mégantic accident. This includes reviewing all rule changes; redoubling efforts for emergency preparedness and first responder training; making a commitment to safety culture a requirement for membership in the Railway Association of Canada and working with stakeholders and technology providers to deploy new safety approaches such as in-cab audio and video recording systems.

The federal government acted quickly by issuing new directives and applying new rules specifically related to that accident. In the Speech from the Throne, the government announced it would require shippers and railways to carry additional insurance.

de la conformité et de mise en application, y compris l'imposition de sanctions administratives pécuniaires aux entreprises et aux personnes en cas de contravention à des dispositions précises de la loi. Selon Transports Canada, les activités ferroviaires ont fait l'objet de quelque 30 000 inspections en 2012.

De plus, les chemins de fer du Canada doivent aussi respecter des lois comme la *Loi sur le transport des marchandises dangereuses*. Les entreprises ferroviaires doivent se conformer à des dizaines de règlements et à des centaines de prescriptions réglementaires. Parallèlement à ce régime réglementaire, chaque entreprise doit avoir son propre SGS assorti de dispositions mettant l'accent sur l'évaluation et la gestion proactive des risques, la participation du personnel, les vérifications et la formation poussée visant à promouvoir une saine culture de la sécurité. En vertu de leur SGS, les chemins de fer marchandises effectuent chaque année des centaines de milliers d'inspections de leur infrastructure et de leur matériel.

Comme il se doit, les groupes syndiqués militent souvent en faveur de politiques et d'approches qui permettront d'obtenir des emplois stables pour leurs membres. Cependant, ils s'irritent lorsque les chemins de fer préconisent des approches faisant appel à une combinaison de technologies et de pratiques dans le cadre d'un système de gestion de la sécurité, s'ils soupçonnent que cela menacera leurs emplois. En ce qui a trait aux députés, la question n'est pas de choisir un camp. Il s'agit plutôt de comprendre que toutes ces positions doivent se situer à l'intérieur d'un cadre d'évaluation des risques et s'appuyer sur des faits. Au bout du compte, c'est à l'organisme de réglementation, Transports Canada, que revient la décision finale.

Le secteur ferroviaire canadien possède une culture de la sécurité bien implantée, dont l'objectif est l'amélioration continue et qui comporte le plus grand nombre possible de degrés de protection. Depuis de nombreuses années, le secteur ferroviaire canadien travaille en collaboration avec les intervenants pour l'application des recommandations du Bureau de la sécurité des transports (BST) et des éléments de sa Liste de surveillance. Le taux d'exécution du secteur relativement aux recommandations du BST se situe à 90 %. C'est un très bon bilan, mais nous pouvons nous améliorer encore, et nous le devons.

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Together, railways and regulators have taken a comprehensive view on ways to achieve further safety improvements, including train securement practices, information sharing with communities and enhanced emergency response preparedness. Rail industry partners, including producers and transloaders, are also taking steps to ensure safe loading and unloading procedures and to properly identify dangerous goods for risks and hazards.

Rail safety is understandably under intense scrutiny as a result of the Lac-Mégantic accident. Railways are working within a proven, modern regulatory safety framework to improve safety, to communicate risks and prepare for emergencies. Nothing is more important to Canada's railways than operating safely. Why? Three basic reasons: it's the law; it's a moral obligation we have to our employees, the communities through which we operate, our customers and the environment; and, finally, it's the right way to run our business. ■

RSI/CMA 2014 AND THE CANADIAN RAIL SUMMIT

We'll see you in Montréal on Sunday, Sept. 21 through Tuesday, Sept. 23, 2014 for RSI/CMA 2014 and the Canadian Rail Summit. The Railway Supply Institute (RSI) and the Coordinated Mechanical Associations (CMA) are looking forward to joining our Canadian counterparts, the Railway Association of Canada and the Canadian Association of Railway Suppliers.

RSI/CMA 2014 + Canadian Rail Summit will host several events, including more than 120 exhibits displaying new technologies, meals and receptions on the exhibit hall floor, and networking events and educational sessions. Attendee registration and hotel room blocks will open June 2, 2014.

The event will be held at the Palais des congrès de Montréal, located at 1001 Place Jean-Paul-Riopelle, Montréal, QC.

If you have any questions or concerns, please contact Amanda Patrick, RSI Trade Show Manager at patrick@rsiweb.org or 202-347-4664.



Le secteur ferroviaire réagit de façon proactive et responsable à l'accident de Lac-Mégantic. Il a notamment intégré toutes les modifications aux règles, redoublé d'efforts en matière de préparation aux interventions d'urgence et de formation des premiers intervenants, fait de l'engagement à l'égard de la culture de la sécurité une exigence pour l'adhésion à l'Association des chemins de fer du Canada et travaillé avec les intervenants et les fournisseurs de technologie en vue de déployer de nouvelles approches en sécurité, comme les systèmes d'enregistrement vidéo et audio installés dans les cabines des locomotives.

Le gouvernement fédéral a réagi rapidement en émettant de nouvelles directives et en appliquant de nouvelles règles directement liées à cet accident. Dans le discours du Trône, le gouvernement a annoncé qu'il exigerait des expéditeurs et des chemins de fer la souscription d'assurances supplémentaires. Ensemble, les chemins de fer et les organismes de réglementation ont adopté une approche exhaustive quant aux moyens d'améliorer encore davantage la sécurité. Ils se sont penchés notamment sur les méthodes d'immobilisation des trains, sur l'échange de renseignements avec les collectivités et sur l'amélioration de la préparation aux interventions d'urgence. Les partenaires du secteur ferroviaire, y compris les producteurs et les entreprises de transbordement, prennent également des mesures en vue d'assurer la sécurité des méthodes de chargement et de déchargement et de signaler adéquatement les risques et dangers que présentent les marchandises dangereuses.

La sécurité ferroviaire fait naturellement l'objet d'une attention intense en raison de l'accident de Lac-Mégantic. L'exploitation des chemins de fer se déroule dans un cadre réglementaire de sécurité moderne et éprouvé, prévoyant l'amélioration de la sécurité, la communication des risques et la préparation aux situations d'urgence. Rien ne compte davantage pour les chemins de fer canadiens que d'exercer leurs activités de façon sécuritaire. Pourquoi? Pour trois raisons fondamentales : c'est la loi; nous avons une obligation morale à cet égard envers nos employés, les collectivités où nous avons des activités, nos clients et l'environnement; et enfin, c'est la bonne façon d'exploiter une entreprise. ■

*Rien ne compte davantage
pour les chemins de fer
canadiens que d'exercer leurs
activités de façon sécuritaire.*

Guidelines for Success



In its first year, the updated RAC-FCM Proximity Guidelines have made positive inroads at the municipal and federal levels

In August 2013, Montreal city councilor and St.-Laurent borough mayor Alan DeSousa appeared before Montreal city council with a proposal to make communities safer.

The core of his pitch was basic: keep buildings and people away from railways.

At the time, he supported his proposal with the newly updated Guidelines for New Development in Proximity to Railway Operations (Guidelines), a set of recommendations designed to help foster healthy relationships between communities and rail companies.

"We were quick out of the gate," DeSousa says. "We wanted to send a message."

The municipalities got the message, unanimously passing a motion to adopt the Guidelines' recommendations into their respective land use planning programs. The Agglomeration of Montreal – the council that includes Montreal and 15 independent cities on the island of

Montreal – unanimously passed the same resolution proposed by Côte Saint-Luc mayor Anthony Housefather.

It was the first breakthrough for the updated Guidelines, unveiled in May 2013 by the Railway Association of Canada (RAC) and the Federation of Canadian Municipalities (FCM).

In its first year, the Guidelines have made positive inroads from coast to coast, addressing issues concerning noise, vibration and safety around railways.

Already in 2014, Proximity representatives have made submissions to the Alberta government as it opened up its land planning act as part of a larger review of the Municipal Government Act, while developers in New Westminster, BC have been encouraged to consider the proximity guidelines when planning buildings in the city's downtown and waterfront areas.

Lignes directrices du succès



Dès l'année suivant leur mise à jour, les Lignes directrices ACFC-FCM ont fait une importante percée sur les scènes municipale et fédérale

En août 2013, Alan DeSousa, conseiller municipal de Montréal et maire de l'arrondissement de Saint Laurent, a présenté au conseil municipal de Montréal une proposition visant à rendre nos collectivités plus sûres.

L'essentiel de son discours était très simple : s'assurer que les bâtiments et les citoyens restent à bonne distance des voies ferrées.

À l'époque, il appuyait sa proposition sur les *Lignes directrices applicables aux nouveaux aménagements à proximité des activités ferroviaires* (les lignes directrices) récemment mises à jour, qui contiennent une série de recommandations visant à favoriser des relations saines entre les collectivités et les entreprises ferroviaires.

« Nous avons agi rapidement, » dit DeSousa. « Nous voulions envoyer un message clair. »

Les municipalités l'ont compris et ont adopté une motion à l'unanimité afin de mettre en œuvre les recommandations tirées des lignes directrices dans leurs programmes respectifs de planification de l'aménagement du territoire. L'agglomération de Montréal – Conseil comprenant Montréal et 15 villes indépendantes qui se trouvent sur l'île de Montréal – a adopté à l'unanimité la résolution proposée par Anthony Housefather, maire de Côte Saint-Luc.

Il s'agissait de la première percée des nouvelles lignes directrices, qui ont été rendues publiques en mai 2013 par l'Association des chemins de fer du Canada (ACFC) et la Fédération canadienne des municipalités (FCM).

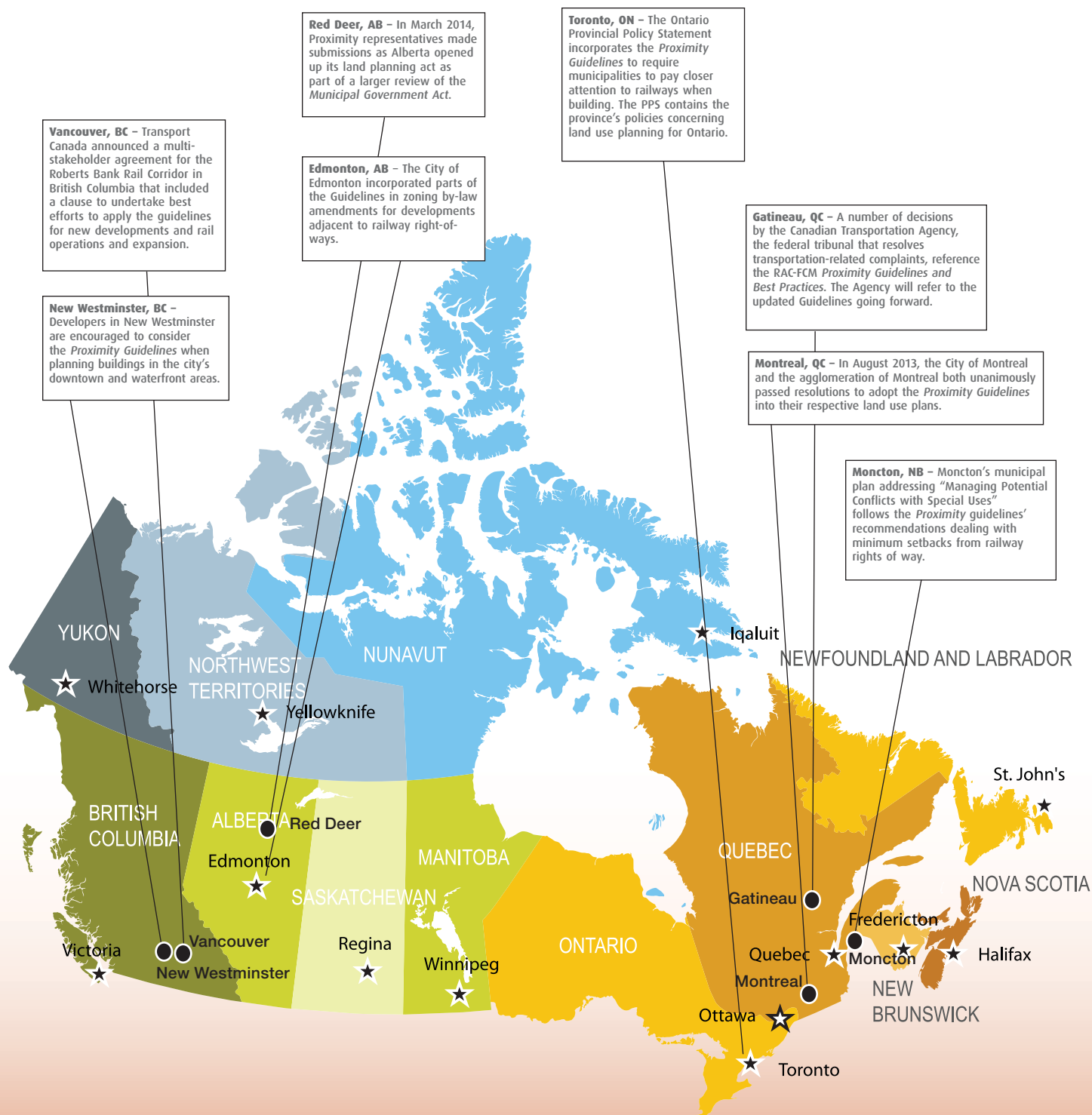
Dès leur première année, les lignes directrices ont eu une grande incidence d'un bout à l'autre du pays, s'attaquant à des problèmes liés au bruit, aux vibrations et à la sécurité près des chemins de fer.

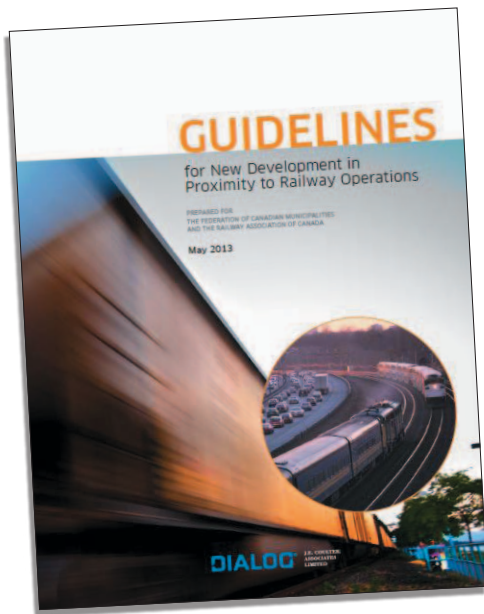
Depuis le début de 2014, des représentants de l'Initiative sur les questions de voisinage entre les chemins de fer et les municipalités font des présentations au gouvernement de l'Alberta, qui a rouvert sa loi sur l'aménagement du territoire dans le cadre d'une évaluation plus vaste de la Loi sur l'administration municipale, cependant que les promoteurs de New Westminster, en Colombie Britannique, ont été encouragés à tenir compte des principes de voisinage lors de la planification de projets immobiliers au centre-ville et dans le secteur riverain.

L'initiative doit son succès en grande partie aux efforts de communication du gouvernement, ainsi qu'à un plus grand nombre que par le passé de présentations en personne et de participations à des tables rondes.

Coast to coast

Since 2004, municipalities and provincial governments, municipal staff, railways, developers and property owners have adopted or referred to the RAC-FCM Proximity Guidelines to alleviate rail-community proximity issues across Canada.





The initiative's success has been due, in large part, to government outreach, as well as more face-to-face presentations and panel participation than in the past.

In the second half of the year alone, Proximity representatives are set to appear at conferences held by the FCM, the Canadian Association of Municipal Administrators, the Canadian Institute of Planners, as well as nine other provincial municipal associations. They will also present at four university urban planning seminars in addition to a February appearance at McGill University in Montreal.

The committee behind the initiative is also developing targeted training packages for acoustical engineers and urban planners, respectively. Under the plan, representatives would get people together and give a course on the Guidelines.

From a dispute resolution standpoint, the Guidelines' profile has gained exposure at the federal level, specifically from the Canadian Transportation Agency (Agency), the federal tribunal that resolves transportation-related complaints. The quasi-judicial body requires complainants to prove that they have talked and dealt with the railways before accepting a complaint.

A number of CTA decisions reference the RAC-FCM's Proximity Guidelines and Best Practices, and the Agency will refer to the updated document moving forward.

A recent string of proximity-related Agency decisions has set a positive precedent, says Proximity Initiative Steering Committee member Mike Lowenger. Along with the CTA decisions, which Lowenger says are the "wave of the future," face-to-face interaction with municipal

Pendant le deuxième semestre de 2014 seulement, il est prévu que les représentants de l'Initiative sur les questions de voisinage participent à des conférences tenues par la FCM, l'Association canadienne des administrateurs municipaux, l'Institut canadien des urbanistes et neuf autres associations provinciales-municipales. Ils feront également des présentations lors de quatre conférences universitaires sur la planification urbaine en plus de celle effectuée en février à l'Université McGill, à Montréal.

Le comité à l'origine de cette initiative élabore également des programmes de formation ciblés à l'intention respectivement des ingénieurs acousticiens et des urbanistes. Les représentants du comité peuvent ainsi réunir des gens et offrir un cours sur les lignes directrices.

Sur le plan de la résolution des différends, les lignes directrices se sont fait connaître à l'échelle fédérale, en particulier par l'Office des transports du Canada (l'Office), tribunal fédéral qui traite les plaintes liées au transport.

Le site Web de l'Office permet d'accéder directement aux lignes directrices, ce qui encourage les municipalités et les chemins de fer à consulter ce document pour s'assurer de faire preuve de diligence raisonnable. Avant d'accepter une plainte, le tribunal quasi-judiciaire doit obtenir la preuve que les plaignants ont discuté avec les chemins de fer.

Les décisions prises récemment par l'Office ont créé un précédent positif, assure Mike Lowenger, membre du Comité directeur de l'Initiative sur les questions de voisinage entre les chemins de fer et les municipalités. De même que les décisions de l'Office, dont M. Lowenger affirme qu'elles sont la voie de l'avenir, les interactions en personne avec les gouvernements municipaux ont, selon lui, amélioré les communications relatives à ce que sont les lignes directrices et à leur utilisation.

« Nous avons participé à des conférences accueillant des associations municipales et nous allons à présent rencontrer des groupes de planification et des gouvernements, » explique M. Lowenger. « Nous avons accentué nos efforts et nous communiquons avec des intervenants qui peuvent vraiment changer les choses. »

Même si les lignes directrices ont été mises de l'avant en août à Montréal, les questions de voisinage avaient pris de l'importance deux mois plus tôt, à la suite du tragique déraillement survenu à Lac Mégantic, au Québec.

Selon M. Lowenger, un ex-cheminot, maintenant à l'emploi de l'ACFC, en abordant les questions de bruit et de qualité de vie, les lignes



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governments has improved communication of what the Guidelines are and how they should be used, he says.

"We've gone to conferences that involved municipal associations, now we're going to planning groups and governments," says Lowenger. "We've stepped up our game and are reaching out to stakeholders that can really make a difference."

While the Guidelines made their breakthrough in Montreal in August, proximity issues had become big news two months earlier after the tragic derailment in Lac-Mégantic, Quebec.

By addressing noise and quality of life issues, the Guidelines indirectly improve railway-community safety as well, says Lowenger, a former railroader now with the RAC.

"There are many elements within the Guidelines that, with the proper setback and so on, safety is enhanced," he says.

Railway tracks may be an afterthought for residents in fully developed urban areas. But Proximity Initiative co-chair and Southwest Middlesex, Ont. mayor Doug Reycraft says he's noticed that municipalities across Canada have generally become more aware of rail safety since the accident.

"When people talk to me about things that can be done to improve rail safety, I usually try to take advantage of those opportunities to say 'there are

directrices améliorent indirectement aussi la sécurité des chemins de fer et des communautés.

«Les lignes directrices comprennent de nombreux éléments qui, avec un recul approprié, permettent d'améliorer la sécurité » dit-il.

Les voies ferrées peuvent représenter un élément secondaire pour les résidents dans les zones urbaines entièrement aménagées, mais Doug Reycraft, coprésident de l'Initiative sur les questions de voisinage et maire de Southwest Middlesex, en Ontario, déclare avoir remarqué que les municipalités canadiennes sont, règle générale, plus sensibles désormais à la sécurité ferroviaire depuis l'accident.

« Lorsque les gens me parlent de ce qui peut être fait pour améliorer la sécurité ferroviaire, j'essaie habituellement de tirer parti de ces occasions pour leur répondre qu'il existe des façons de réduire aussi les risques touchant au développement résidentiel en adoptant ces lignes directrices afin de ne plus permettre les développements résidentiels près des chemins de fer, » note M. Reycraft.

M. Reycraft déclare que la sensibilisation est « une action qui doit continuer pour faire avancer la question, en particulier auprès des ministères responsables des administrations municipales dans les provinces. »

M. DeSousa a adopté cette approche concernant cette proposition.

In its first year, the Guidelines have made positive inroads from coast to coast, addressing issues concerning noise, vibration and safety around railways.

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Dès leur première année, les lignes directrices ont eu une grande incidence d'un bout à l'autre du pays, s'attaquant à des problèmes liés au bruit, aux vibrations et à la sécurité près des chemins de fer.

ways to reduce risk to residential development too by adopting these Guidelines so that we don't continue to allow residential developments to occur close to railways," says Reycraft.

Reycraft says that building awareness is "a matter of continuing to push the issue, particularly with the ministries that are responsible for municipal government in the various provinces."

DeSousa took that approach with his proposal.

"The fact that I brought this forward in the wake of the Lac-Mégantic tragedy focused people's minds on the whole issue of public security and measures that municipalities can take in regards to land use planning, particularly in proximity to railway activities," he says.

"If we're able to [implement the Guidelines] in a realistic, practical way, I think it would send a very good signal to other communities across the country." ■

PROXIMITY HISTORY

The Proximity Initiative started in 2003 when the RAC and FCM signed a Memorandum of Understanding to build awareness and provide dispute resolution. From the outset, the initiative has helped governments create and update railway-community policies and regulations that reflect the RAC-FCM land use guideline principles. Municipalities can update their policies and learn about collaboration opportunities, while development property owners can gain a better understanding of process and expedite the development in proximity to rail corridors.

« Le fait que j'ai choisi cette approche à la suite de la tragédie de Lac-Mégantic a amené les gens à se concentrer sur l'ensemble de la question entourant la sécurité publique et les mesures que les municipalités peuvent prendre relativement à la planification de l'aménagement du territoire, en particulier près des voies ferrées », dit-il.

« Si nous pouvons [mettre en œuvre les lignes directrices] de façon réaliste et pratique, je pense que cela enverra un message très positif aux autres collectivités de partout au pays. » ■

HISTORIQUE DE L'INITIATIVE SUR LES QUESTIONS DE VOISINAGE

L'Initiative sur les questions de voisinage entre les chemins de fer et les municipalités a été lancée en 2003, lorsque l'ACFC et de la FCM ont signé un Protocole d'entente visant à sensibiliser les gens et à régler les différends. Depuis le début, l'initiative a aidé les gouvernements à créer et à mettre à jour les politiques et les règlements touchant les relations entre les chemins de fer et les collectivités et qui reflètent les lignes directrices de l'ACFC et de la FCM portant sur l'aménagement du territoire. Les municipalités peuvent mettre à jour leurs politiques et en apprendre davantage sur les possibilités de collaboration, tandis que les propriétaires immobiliers et les promoteurs peuvent mieux comprendre le processus et accélérer le développement près des corridors ferroviaires.



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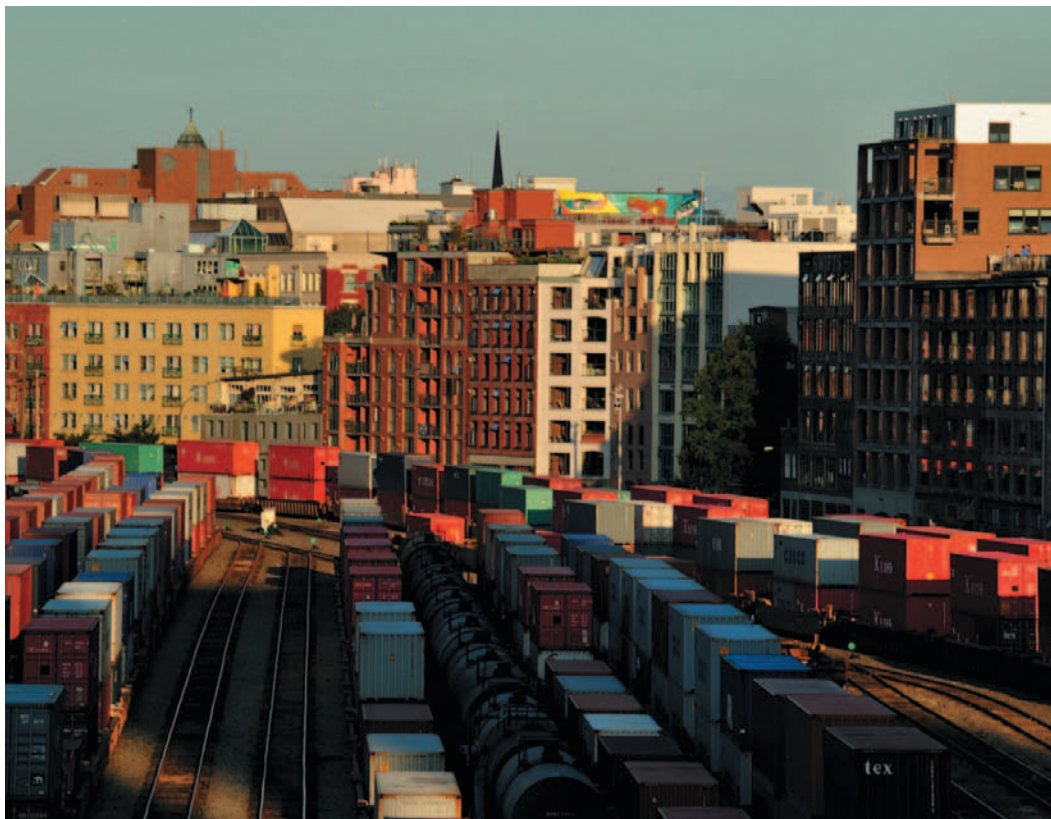
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Active Investing

Canadian, North American freight railways announce
2014 investment plans aimed at improving safety



CN and CP plan to spend more than \$3 billion during 2014 on new equipment and projects to improve the safety and efficiency of their operations.

CN President Claude Mongeau said in a February news release that his railway has targeted \$2.1 billion in 2014 capital expenditures, up \$100 million from the previous year. CP has forecast capital expenditure plans of \$1.2 billion, but has not released details of its spending.

Infrastructure investments are critical to continued improvements in safety performance, as well as to “driving improvements in customer service and taking advantage of freight opportunities to grow the business at low incremental cost,” said Mongeau.

In addition to capital expenditures to ensure the integrity of its rail infrastructure, CN is allocating funds to enhance its system-wide

flaw detection capabilities. CN will also complete the construction in 2014 of two state-of-the-art training facilities – one in Winnipeg, the other in suburban Chicago – that will help strengthen CN’s safety culture and prepare a new generation of safety-conscious railroaders.

Mongeau said CN is aiming to improve its operational and service excellence with investments in its “network and distribution capability, the acquisition of new locomotives and equipment and the enhancement of information systems and technology.”

The railway has set its sights on becoming a true supply chain enabler by helping its customers compete better in their markets, Mongeau said.

About half of CN’s spending will be on improvements to its track infrastructure to improve the safety, productivity and fluidity of

The \$3.3 billion in investments between the two railways rivals what the federal government is expected to contribute to national infrastructure programs during year.

the network. The company will invest to replace rail, ties and other track material, improve bridges, as well as upgrade various branch-lines.

The envelope will also include funds for strategic initiatives and additional improvements to track infrastructure in western and eastern Canada as well as in the United States, the company said.

Last year, CN invested roughly \$100 million in its Edmonton-Winnipeg corridor to increase rail capacity and support greater volumes of grain and other commodities.

CN's equipment capital expenditures in 2014 are projected to reach approximately C\$300 million.

In 2013, CN acquired 44 new and 37 second-hand high-horsepower locomotives to accommodate increased traffic and improve efficiency, and is set to buy an additional 45 new locomotives in 2014. By the end of 2014, CN will have acquired 763 high-horsepower locomotives over a 10-year period, representing more than half of CN's high-horsepower mainline fleet.

CN also expects to spend approximately C\$600 million in 2014 on facilities, including transloading terminals, distribution centers and the completion of its Calgary Logistics Park project.

In 2013, CN's capital investment program totalled approximately C\$2.0 billion.

The \$3.3 billion in investments between the two railways rivals what the federal government is expected to contribute to national infrastructure programs during year.

Canadian railways aren't the only North American operations investing in their networks. American rail carriers have forecast investment plans in the range of a record US\$26 billion to build, maintain and upgrade their network in response to a growing demands for freight transportation, says the Association of American Railroads.

In February, BNSF Railway announced a new single-year record capital commitment plan of \$5 billion for 2014, up roughly \$1 billion from 2013.

The largest component of the capital plan is \$2.3 billion for the railroad's core network and related assets. In addition, approximately \$1.6 billion has been allocated for locomotive, freight car and other equipment acquisitions; \$200 million for continued installation of positive train control (PTC); approximately \$900 million for terminal, line, and intermodal expansion and efficiency projects; and more than \$900 million for expansion and maintenance in BNSF's Northern Corridor.

Edward Hamberger, AAR President and CEO, said in a release that the expenditures by U.S. railroads this year continue "a decades-long trend of private railroad dollars that sustain America's freight rail network, so taxpayer's don't have to."

"The rail industry is committed to safety and we're investing record amounts to implement safety enhancing technology across the network," Hamberger said. "Railroads are working to deliver a safe, modern and efficient rail network that can reliably serve our customers and communities." ■



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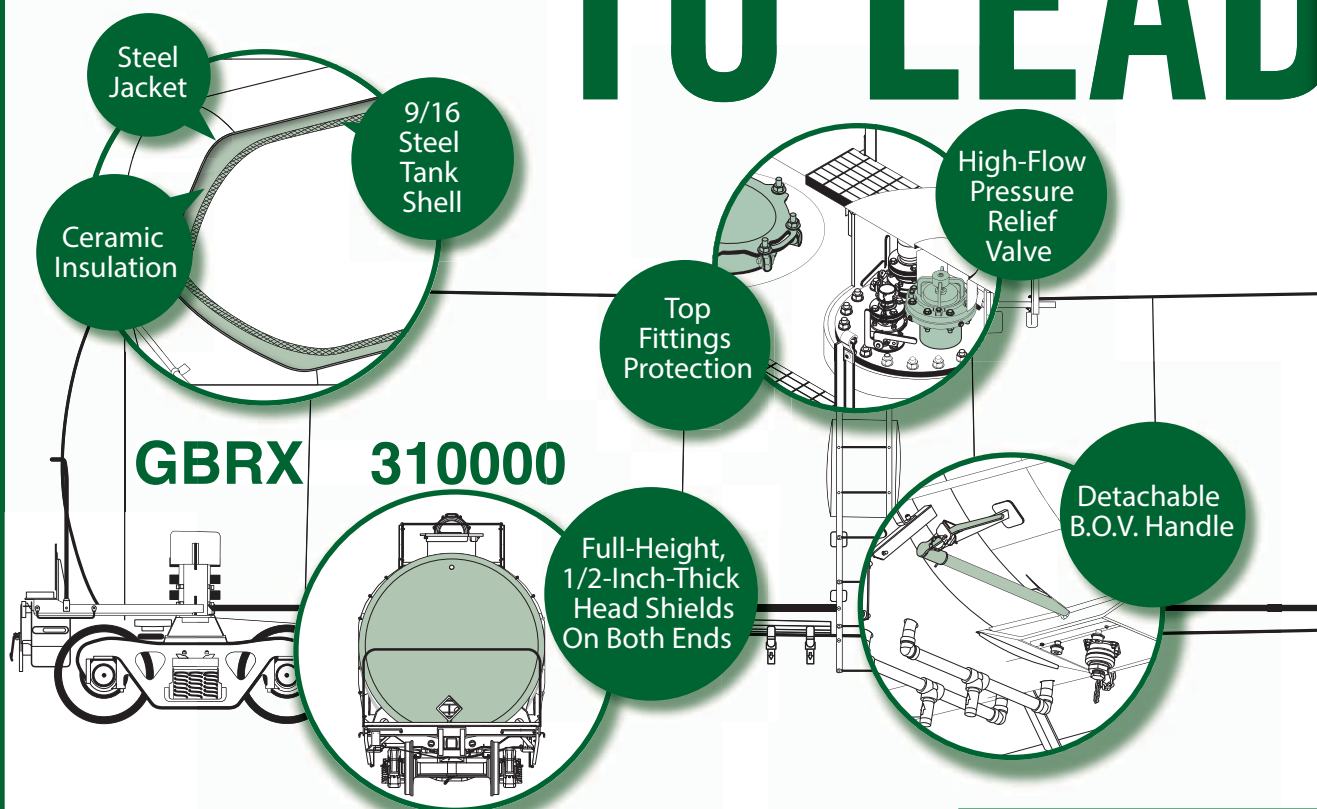


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*AAR, Crude by Rail Facts, 3/10/2014



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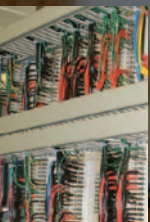
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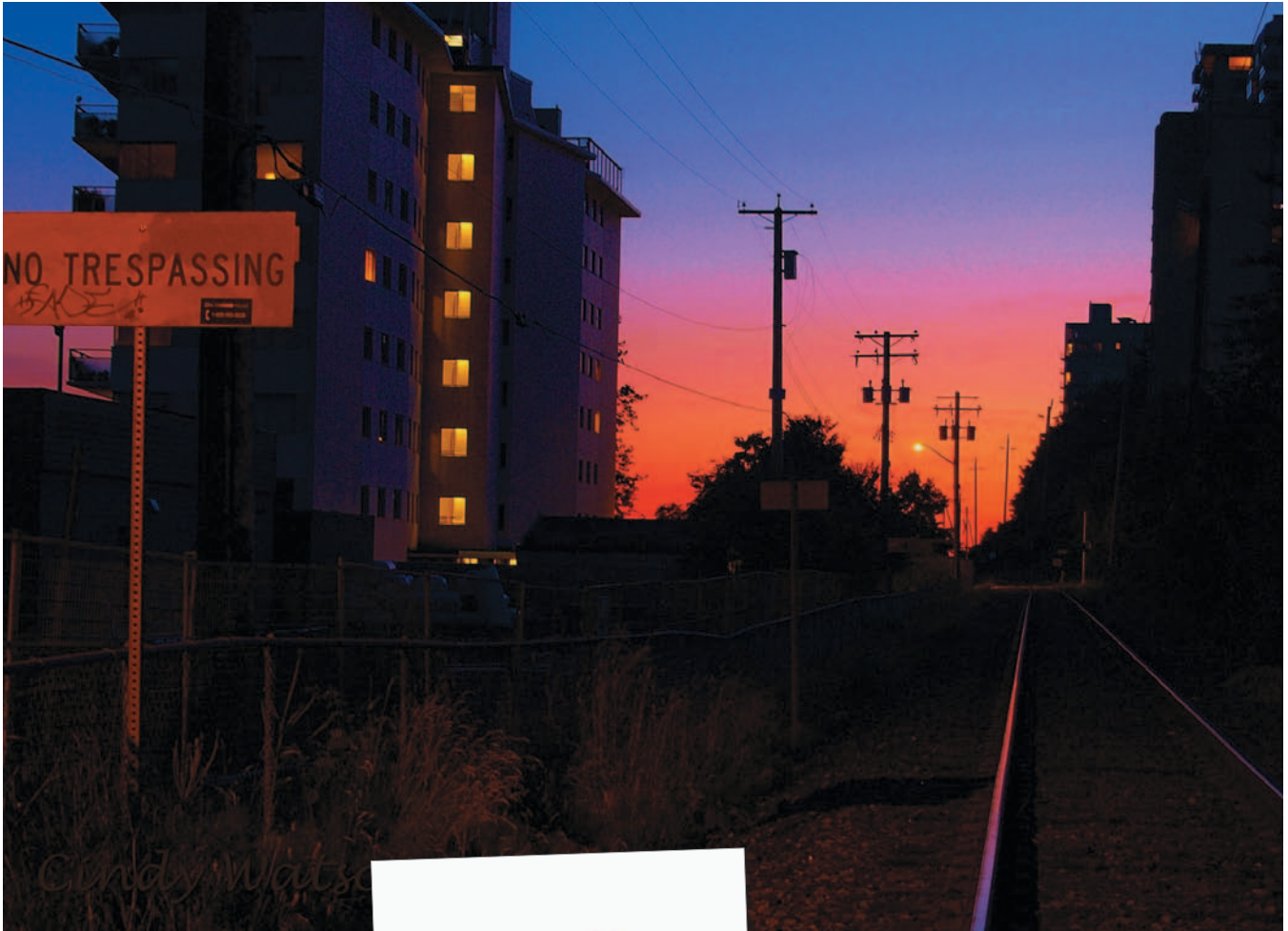
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Five More Years

Operation Lifesaver strategic plan takes digital approach to public-rail safety



Operation Lifesaver is taking its “look, listen and live” public-rail safety motto online.

That’s the idea behind the 2013-2018 Operation Lifesaver Strategic Plan, the roadmap that will guide OL programs for the next five years.

The organization’s goal has not changed – prevent highway-railway collisions and trespassing incidents through public education – but it wants to show greater flexibility in how it delivers its message. “We want to reach more people, more efficiently,” says Mike Regimbal, OL’s national director.



Operation Lifesaver
Opération Gareautrain

“In years past, the traditional approach was to have volunteers and stakeholders out in the field delivering the message and material in schools and at community events. Face-to-face was the primary approach back then.”

As OL is experiencing a reduction of volunteers in the classroom, Regimbal hopes to connect on screen instead of in schools. In sticking with its

Four strategic priorities – centered on grade 7 and 8 students, commercial drivers, new drivers and volunteers – are the pillars of the strategic plan.

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strategy, the organization plans to leverage new and existing online material to connect to commercial drivers and new drivers.

Four strategic priorities – centered on grade 7 and 8 students, commercial drivers, new drivers and volunteers – are the pillars of the strategic plan. Each program is targeted at its respective audience with key public safety messages and material specifically designed for that group.

As always, students are the target audience, given that they are young and comprise the next crop of new drivers. They also spend the most time online among the key groups, which is why OL structured its plan around a generation who is constantly plugged in.

“Social media and Web-based approaches are a lot broader and you can still target your message to different age groups,” says Regimbal.

OL’s web success led the organization to go in a different direction. The OL National Advisory Committee – comprised of representatives from the RAC, TC, rail

companies, labour, law enforcement and other stakeholder groups – developed the strategic plan internally to reflect changing resources and direction.

Besides increasing its reach, OL plans to benefit from increased measurement capacity by moving its message online. Using social media

metrics and website hits, the organization will gain a better understanding of who it is reaching and identify areas of improvement.

Since its inception, OL has largely gauged its effectiveness from the monthly Transportation Safety Board (TSB) rail crossing and trespasser statistics. But those numbers don’t tell the whole story, says Regimbal. For example, it’s difficult to know if a decline in accidents is the result of increased outreach or other factors.

“Those are our hard numbers, and that’s one way we measure how we’re doing,” he says. “But you can have improvements related to other, less controlled circumstances. There’s no real strategic value other than you know the annual statistic. Through social media,

you're able to measure what kind of outreach you get."

That level of information is invaluable for an organization built on public outreach, especially if OL is able to zone in on geographic regions where more resources may be needed.

"Through social media and the website, I think we have the ability to target on a regional basis. If there are certain areas of the country that have a higher trespass issue or crossing accident issue, we can target that better as well."

On social media, the ball is already rolling. As of March, OL had more than 1,600 Twitter followers and 1,400 Facebook fans, resulting in nearly 30,000 interactions. Stakeholders have been encouraged by the fact that OL's Facebook page is having its most success reaching its 13- to 17-year-old target audience.

Before the strategic plan was in place, blogging and social media activity had already boosted Operation Lifesaver's presence on the web. Traffic to the OL website increased nearly 20 per cent from 2012 to 2013. Visitors to the site viewed 4.23 pages per visit, compared to the Internet average of two pages per visit.

The numbers are encouraging, but there is still plenty of room for growth. Polling conducted by the Railway Association of Canada (RAC) in 2012 revealed that only 15 per cent of Canadians report having seen, heard or read anything done by the railway sector to promote rail safety.

Regimbal hopes the new strategic plan results in a big uptick in online traffic, especially during Public-Rail Safety Week (PRSW), when OL's volunteers engage in local events and activities across Canada, including crossing blitzes, mock collision scenarios and public service announcements. Only 5 per cent of Canadians say they have seen, heard or read anything about the annual event.

Since the implementation of OL, collisions and casualties at highway/railway crossings have fallen by more than 60 per cent, despite a nationwide increase in train and vehicle traffic, the organization says. In 2013, there were 58 trespasser accidents, down from 74 in 2002 and down from the 2008-2012 average of 73 fatalities. In the same year, there were 188 crossing accidents, in line with the previous year and the five-year average. ■


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Our Mandate

The mandate of CERCA is "to provide and promote a network of sound environmental emergency response service providers in Canada." To fulfill this mandate, the current objective is to:

- Maintain standards for and conduct assessments of On-Scene Emergency Service Provider (ESP) locations on a 2-year cycle.
- Publish the results of the assessments in French and English on the CERCA website (available at www.cerca-aceiu.ca).
- Communicate CERCA activities to all stakeholders in emergency response involving dangerous goods and non-dangerous goods.
- Promote the advantages of CERCA membership to carriers, manufacturers, distributors, industry associations and government agencies.

The CERCA Operating Committee meets bi-annually to ensure its objectives are being met and to discuss important issues related to emergency response in Canada.

CERCA advances the role of emergency response service providers by advocating for the highest possible standards, the proper recognition of emergency response training and accreditation, fair and practical business regulations, and the benefits of using verified contractors and other member service providers.

Contractors, consultants, suppliers, and other industry stakeholders from across Canada are invited to join and partake in CERCA activities.



Our Mission

"To provide and promote a network of sound environmental emergency response service providers in Canada."



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Making the Grade

Railways reviewing proposed level crossing regulations



Canada's rail sector is reviewing proposed new safety regulations for level crossings that have been issued by Transport Canada.

"Railway crossing safety has been a key focus for rail over the past 30 years and we will continue to work with governments on reducing fatalities and injuries, particularly at grade crossings," the Railway Association of Canada said in a release after the proposed regulations were published in *Canada Gazette* for public comment. The RAC will use the 90-day review period to respond with recommendations it hopes will "reduce the incidence of deaths, injuries, property damage and environmental damage" while still ensuring a workable regulation.

As currently written, the regulations will mainly impose new requirements on railways and municipalities that are intended to reduce collisions between trains and vehicles.

Transport Minister Lisa Raitt said the proposed regulations would bring in new

safety standards for grade crossings and clarify the roles and responsibilities of railways, municipalities and provinces. The railways and road authorities would also be required to share safety information on measures to make crossings safer.

Transport Canada will consider comments before the regulations are finalized and published in *Canada Gazette*, Part II.

"A safe and secure national rail transportation system is important to local communities and to Canada's economic well-being," said Raitt in a release. "While Canada has one of the safest rail systems in the world, we can do better. These proposed regulations will make grade crossings safer and save lives."

Under the proposed regulations, railway companies and road authorities would be required to meet improved and enforceable safety standards for existing grade crossings and when building or altering grade crossings,

Transport Minister Lisa Raitt said the proposed regulations would bring in new safety standards for grade crossings and clarify the roles and responsibilities of railways, municipalities and provinces.

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such as the introduction of signs and warning systems.

The regulations also define who is responsible for design, construction, maintenance and inspection of the crossing surface, signage, and warning systems.

They also include specifications on what critical safety information must be shared between railway companies and road authorities. The improved exchange of information would promote a collaborative relationship between the two responsible authorities, Transport Canada said.

Between 2006 and 2010, collisions involving railway equipment at both public and private crossings resulted in an average of 27 serious injuries and 25 fatalities annually. During that period, on average, there was one fatality for every nine collisions at grade crossings, and one serious injury for every seven collisions.

The RAC says that every year in Canada approximately 300 collisions and trespassing incidents occur at grade crossings and along railway tracks resulting in the death or serious injury of nearly 130 people, and virtually all these incidents are avoidable.

The rail group is a partner with Transport Canada in Operation Lifesaver, which conducts education campaigns across the country for



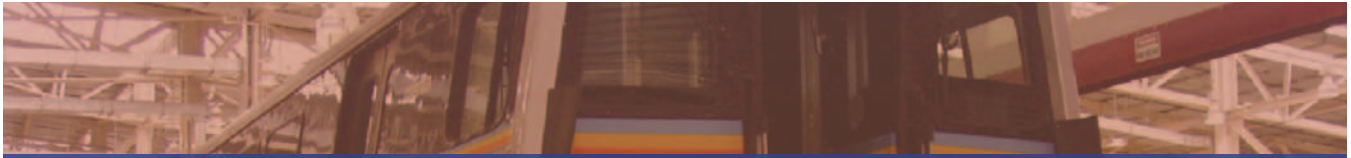
motorists and pedestrians about basic safety at level crossings and near railway tracks.

Transport Canada says there are about 14,000 public and 9,000 private grade crossings along 42,650 kilometres of federally regulated railway tracks in Canada. Responsibility for them falls to 1,460 municipal and provincial road authorities, 95 aboriginal bands, 32 railway companies, and many individual private authorities.

In 2013, 18 per cent of rail accidents involved vehicles or pedestrians at rail crossings, unchanged from the previous five years.



As of June 2012, CN has upgraded the warning systems on 31 public crossings and 24 private crossings in the Quebec City-Windsor corridor.



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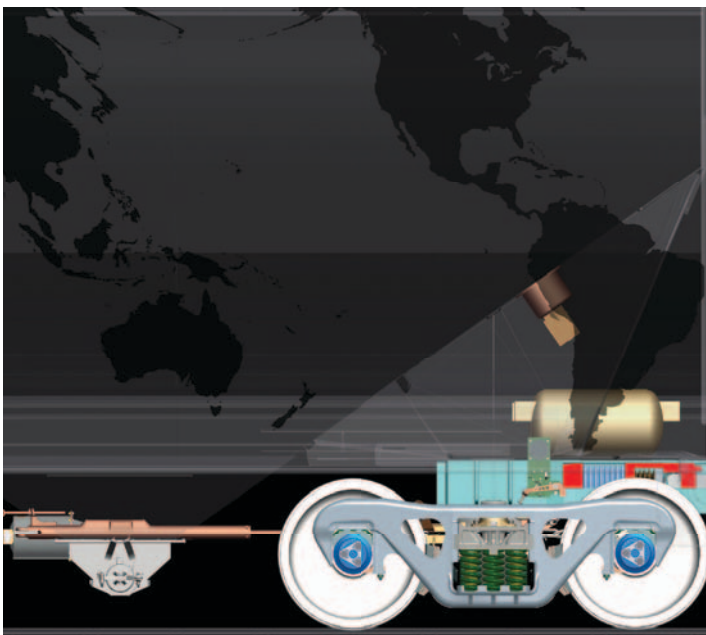
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"The safe interaction between railway operations and the public has been the subject of numerous TSB investigations and continues to present opportunities for safety improvements through the identification and elimination of risks," a February TSB report noted.

The Board has recommended Transport Canada implement "new grade crossing regulations, develop enhanced standards or guidelines for certain types of crossing signs, and continue its leadership role in crossing safety assessments. A comprehensive solution must also include further improving public awareness of the dangers at railway crossings."

Even at crossings equipped with gates and/or flashing lights and bells, accidents continue to occur, the TSB said.

As of June 2012, CN has upgraded the warning systems on 31 public crossings and 24 private crossings in the Quebec City-Windsor corridor. CN also closed 21 crossings in this corridor, and has scheduled 3 additional crossing closures.

Raith noted that since August 2010, the Transportation Safety Board of Canada has pointed out the "risk of passenger trains colliding with vehicles remains too high in busy rail corridors."

In the Quebec City-Windsor corridor, all crossings where train speeds exceed 80 miles an hour are equipped with warning systems with gates. ■



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Tank Car

Between tank car phase-outs and to new operating practices, Canadian Class I railways continue to improve oil-by-rail safety with latest initiatives

Canada's two Class I railways are phasing out or retrofitting their small fleets of DOT-111 tank cars as part of a move to improve safety performance.

Canadian National (CN) plans to spend \$7 million to replace its 40 tank cars with cars built to the latest standards by the end of 2014. It will also gradually replace its 143 other cars as their

leases expire. Canadian Pacific (CP), meanwhile, is in the midst of retrofitting its fleet of roughly 200 tank cars.

The moves add to a growing list of initiatives that Canada's two largest railways have undertaken in recent months to improve the safety of their networks.

Safety Update



Both CN and CP addressed tank car safety in February when they slapped surcharges on customers who carried crude oil in older DOT-111 tank cars.

In late February, both companies supported an Association of American Railroads (AAR) safety initiative involving voluntary operating practices for moving crude oil by rail in North America.

CN and CP, who are members of the AAR, consulted with other freight railways, the U.S. Department of Transportation (DOT), the Federal Railroad Administration (FRA) and the Pipeline and Hazardous Materials Safety Administration (PHMSA) to come up with the voluntary steps, which cover everything from equipment inspections and technology implementation to proximity issues and training.

Both rail companies said they would implement the new operating practices, and aim to apply the same, or similar, processes in Canada to enhance crude-by-rail safety.

"CN is committed to making its record of transporting 99.998 per cent of dangerous goods to destination without a release caused by accident even better, and has already taken clear action to prevent and mitigate dangerous goods accidents through targeted corridor risk assessments that focus on enhancing train operating practices and flaw detection capability," said CN spokesman Mark Hallman.



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"CN has in place comprehensive emergency response plans and resources, and it will continue to work with other stakeholders on developing stronger emergency response capabilities."

The rail companies believe the recommendations will add to an already robust safety regime in Canada by ensuring consistent standards for moving essential dangerous across North America.

CP, for example, has developed practices with other stakeholders to make railways even safer.

"The voluntary operating practices that CP is implementing are in addition to a comprehensive company-wide regiment that includes strengthened operating rules, emergency preparedness planning with local communities, increased track and train inspections and record investments in network rail infrastructure," said Ed Greenberg, spokesman for CP.

"CP continues to urge for an immediate and meaningful increase in federal tank car safety

standards as this is the single most important step to improving rail transport of dangerous goods."

The AAR said in its release that its members would continue to work with the FRA to address other key shared safety responsibilities, including federal tank car standards and proper shipper classification and labeling of oil moving by rail.

Both CN and CP addressed tank car safety earlier in February when they slapped surcharges on customers who carried crude oil in older DOT-111 tank cars.

CN structured its rates – which are confidential between the railway and its customers – to create an economic incentive for customers to gradually acquire more robust tank cars that meet the higher safety standard of the more recent CPC 1232 design.

The CPC 1232 design refers to a circular issued by the Association of American Railroads requiring all crude- and ethanol-carrying cars ordered after October 2011 to have enhanced safety



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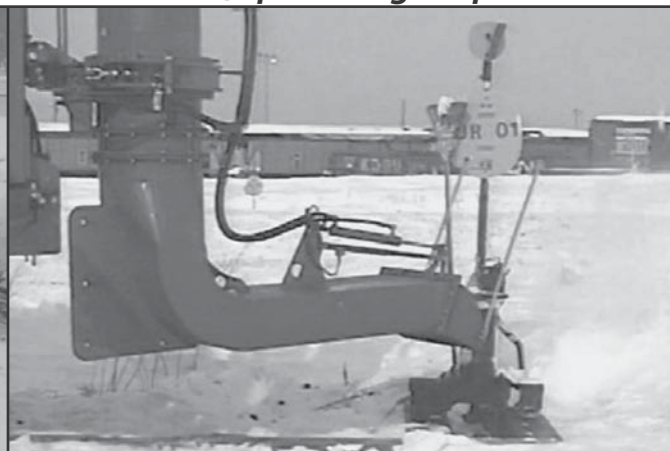
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CP also announced it would also charge shippers on each tank car carrying crude oil that wasn't a CPC 1232 model, adding that an immediate increase in federal tank car safety standards is the single most important step to improving rail transport of dangerous goods.

"CP believes upgraded tank cars are the best investments to enhance safety and is encouraging the shipping industry, which supplies the cars, to adopt safer tank car technologies as quickly as possible and phase out the less-safe cars," said Greenberg.

"Canadian Pacific will continue to work directly with shippers, the rail industry, regulators and other stakeholders on any additional measures to make our industry even safer."

Hallman says the question of tank car robustness is also central for CN. The railway fully supports all AAR recommendations calling for the retrofitting or phase-out of the old DOT-111 cars and reinforced standards for newer tank cars.

"For CN, tank car design is one of the most important systemic issues arising from the Lac-Mégantic rail accident last summer," according to Hallman.

Rail customers – not railways – generally own or lease tank cars built to suit the products they need to transport.

Roughly 26,000 of the 92,000 DOT-111 tank cars used to move flammable liquids are built to the latest industry safety standards, leaving roughly three quarters of the fleet requiring an upgrade.

Timing and cost are the largest barriers to a swift turnover.

The average safety enhancement costs vary from car to car, but a full top fitting protection upgrade – including a new nozzle, jacket and full head shield – could cost at least \$63,500 and put a car out of service for 12 weeks, according to the Railway Supply Institute. Other modifications range from \$600 to \$24,500.

A Railway Supply Institute Committee on Tank Cars in February proposed additional safety requirements on newly manufactured railway tank cars. The committee also recommended halting the addition of more legacy tank cars into service and prioritizing modifications to existing tankers.

The Canadian rail sector has supported upgrades to the aging fleet of tank cars as it has increased the number of rail cars devoted to oil. Of crude oil shipments that originated in North America, CN and CP hauled 529 carloads in 2009 and 160,000 carloads in 2013. ■

UNDER THE AAR'S VOLUNTARY EFFORTS, RAILROADS WILL TAKE THE FOLLOWING STEPS:

Increased Track Inspections –

Effective March 25, railroads will perform at least one additional internal-rail inspection each year above those required by new FRA regulations on main line routes over which trains moving 20 or more carloads of crude oil travel. Railroads will also conduct at least two high-tech track geometry inspections each year on main line routes over which trains with 20 or more loaded cars of crude oil are moving. Current federal regulations do not require comprehensive track geometry inspections.

Braking Systems – No later than April 1, railroads will equip all trains with 20 or more carloads of crude oil with either distributed power or two-way telemetry end-of-train devices. These technologies allow train crews to apply emergency brakes from both ends of the train in order to stop the train faster.

Use of Rail Traffic Routing

Technology – No later than July 1, railroads will begin using the Rail Corridor Risk Management System (RCRMS) to aid in the determination of the safest and most secure rail routes for trains with 20 or more cars of crude oil. RCRMS is a sophisticated analytical tool, developed in coordination with the federal government, including the U.S. Department of Homeland Security (DHS), PHMSA and FRA. Railroads currently use RCRMS in the routing of security sensitive materials. This tool takes into account 27 risk factors – including volume of commodity, trip length, population density along the route, local emergency response capability, track quality and signal systems – to assess the safety and security of rail routes.

Lower Speeds – No later than July 1, railroads will operate trains with 20 or more tank cars carrying crude oil that include at least one older DOT-111 car no faster than 40 miles-per-hour in the federally designated 46 high-threat-urban areas (HTUA) as established by DHS regulations. In the meantime, railroads will continue to operate trains

with 20 or more carloads of hazardous materials, including crude oil, at the industry self-imposed speed limit of 50 miles per hour.

Community Relations – Railroads will continue to work with communities through which crude oil trains move to address location-specific concerns that communities may have.

Increased Trackside Safety

Technology – No later than July 1, railroads will begin installing additional wayside wheel bearing detectors if they are not already in place every 40 miles along tracks with trains carrying 20 or more crude oil cars, as other safety factors allow.

Increased Emergency Response

Training and Tuition Assistance – Railroads have committed by July 1 to provide \$5 million to develop specialized crude by rail training and tuition assistance program for local first responders. One part of the curriculum will be designed to be provided to local emergency responders in the field, as well as comprehensive training will designed to be conducted at the Transportation Technology Center, Inc. (TTCI) facility in Pueblo, Colo. The funding will provide program development as well as tuition assistance for an estimated 1500 first responders in 2014.

Emergency Response Capability

Planning – Railroads will by July 1 develop an inventory of emergency response resources for responding to the release of large amounts of crude oil along routes over which trains with 20 or more cars of crude oil operate. This inventory will include locations for the staging of emergency response equipment and, where appropriate, contacts for the notification of communities. When the inventory is completed, railroads will provide DOT with information on the deployment of the resources and make the information available upon request to appropriate emergency responders.

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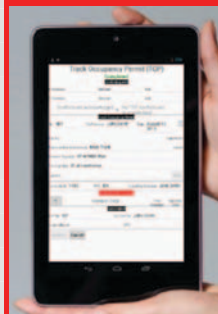
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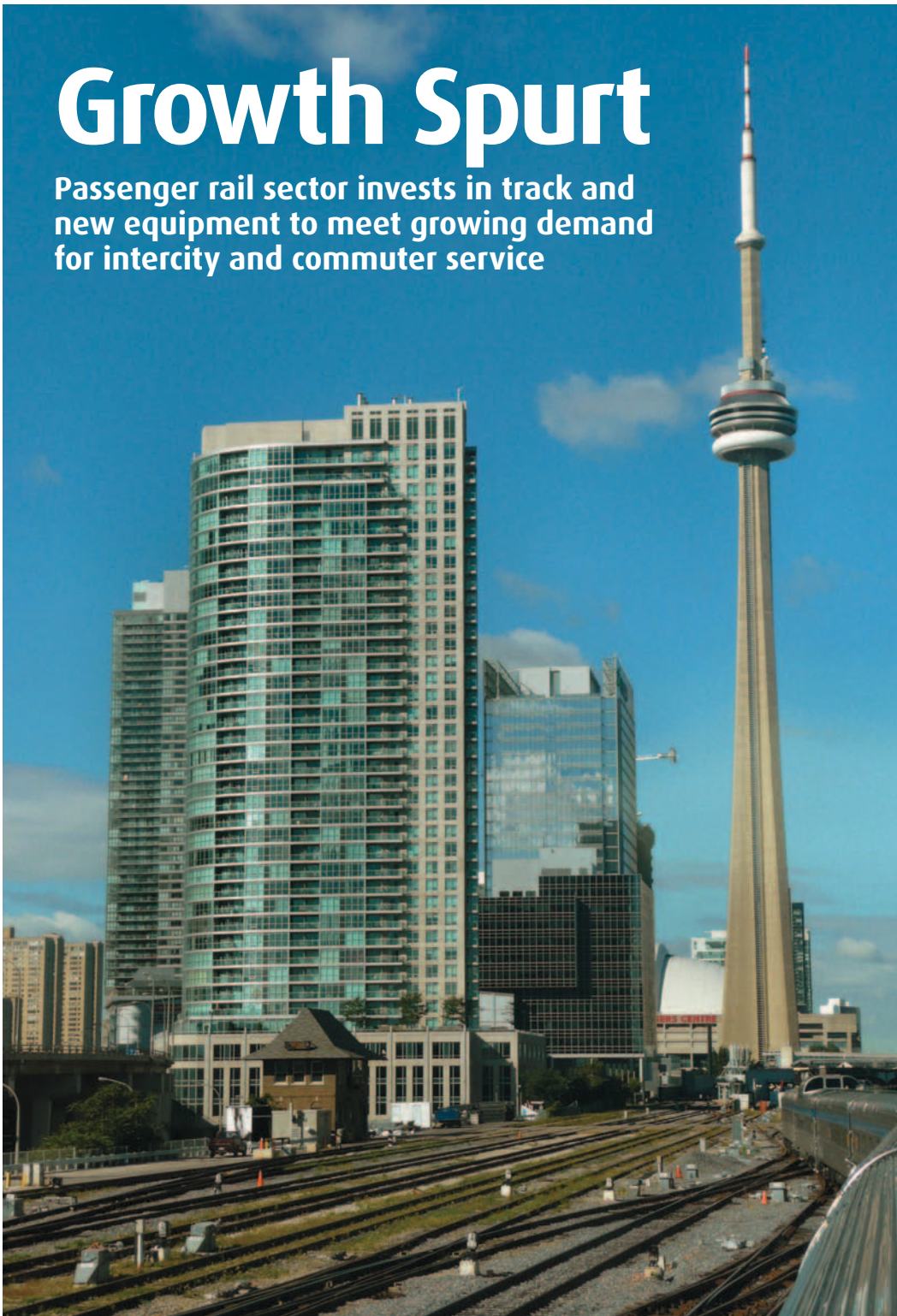
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Growth Spurt

Passenger rail sector invests in track and new equipment to meet growing demand for intercity and commuter service



While TransLink began to refurbish its fleet in 2013, VIA Rail is nearing the conclusion of a \$1 billion equipment, station and track upgrade that has focused on environmental and efficiency improvements, increased accessibility and improved safety and security.

Propelled by growing ridership, Canada's intercity and commuter rail operators are taking control of lines and adding new equipment.

In a move to transport more people, Montreal's Agence métropolitaine de transport (AMT) has acquired the 21-mile rail line between

suburban Deux-Montagnes and Central Station in downtown Montreal from CN for \$92 million. The provincial Crown agency also acquired the Mount Royal tunnel in the deal.

In addition to testing the line for use of double-decker passenger cars, AMT plans to

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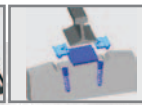
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double the track section between Bois-Franc and Roxboro-Pierrefonds stations, a project that will cost \$53 million.

Before the acquisition, AMT was paying \$5.2 million in annual track fees to CN, who will adjust its freight operating rights to serve customers on the line.

AMT CEO Nicolas Girard said owning the line will reduce the costs associated with upgrading the track for passenger trains.

Commuters have complained about overcrowded rush hour trains on the line, which carries about 45 per cent of AMT's riders.

The acquisition will enable the AMT to eventually increase the number of daily departures on the crowded line although it has no immediate plans to do so, said Girard.

The line is fully powered by electricity and AMT aims to have 95 per cent of its trains electrified by 2030, Girard noted.

In 2012 – the most recent year available – the Canadian passenger rail sector spent \$184 million on additions to property such as equipment or buildings.

Unlike AMT, Ontario's Metrolinx and British Columbia's TransLink have opted to invest in trains rather than track.

In January, Metrolinx placed an order with Bombardier for 65 new GO Train (bi-level)

coaches to enable continued growth and increased ridership across its entire commuter system. The total investment for the order, including two options for an additional 75 coaches, is worth \$481 million.

"Metrolinx continues to expand transit to provide more people with the opportunity to get to their destinations more efficiently and more comfortably," said Bruce McCuaig, Metrolinx President and CEO, in a release. The purchases are aimed at improving transportation throughout the Greater Toronto and Hamilton Area.

"More and more people are using GO Transit and that trend has grown consistently over the last several years," added GO President Greg Percy. "These new coaches will allow us to continue meeting our growth needs and support our plans for eventual two-way, all-day service on all of our rail lines."

The first of the new cars are to be delivered in June 2016 and once they are all in service, GO "will have a total of 743 coaches in service allowing GO the capacity and flexibility to add or enhance service across our busiest routes," Percy noted.

GO acquired its first bi-level coaches from Bombardier in 1978 and they "have demonstrated great reliability and comfort for GO

In a move to transport more people, Montreal's Agence métropolitaine de transport (AMT) has acquired the 21-mile rail line between suburban Deux-Montagnes and Central Station in downtown Montreal from CN for \$92 million.



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Transit customers over their lifetime,” he said.

In the Vancouver region, TransLink used the federal Gas Tax Fund to refurbish its SkyTrain vehicles and get them back in service rather than retire them.

TransLink, which operates the West Coast Express commuter train, serves an area about twice the size of Toronto.

The 114 Mark I SkyTrain vehicles being refurbished have been in service since 1986 and have reached their design life of 25 years. To extend the lives of these trains, work will include upgrading the electrical system, expanding the interior passenger capacity, refurbishing passenger doors, replacing interior amenities and repainting the vehicles exterior. This will extend each vehicle’s lifespan by 15 years. All SkyTrain vehicles will be fully revamped by December 2016.

TransLink is extending the life of these existing vehicles at a cost of \$37.9 million, with \$28.5 million from the federal Gas Tax Fund, and the balance through TransLink’s capital budget. New SkyTrain vehicles of the same capacity would have cost an estimated \$262 million.

“These upgrades to our older cars will improve our customers’ experience by making them more comfortable, maintaining service levels and promoting system reliability,” said Fred Cummings, President of British Columbia Rapid Transit Company in a release.

“Restoring these trains shows TransLink’s commitment to keeping the system in a state of good repair while providing our customers with a transit system that is dependable.”

While TransLink began to refurbish its fleet in 2013, VIA Rail is nearing the conclusion of a \$1 billion equipment, station and track upgrade that has focused on environmental and efficiency improvements, increased accessibility and improved safety and security.

In October, VIA Rail awarded contracts to upgrade Winnipeg’s Union Station as well as components for its Light, Rapid, Comfortable (LRC)

Business Class cars which are used in the Quebec City-Windsor corridor.

VIA plans to spend \$6.5 million on renovations to the Winnipeg station “to improve waiting areas, electrical and security systems, accessibility and the exterior of the Heritage building. The washrooms will also undergo a major renovation to make them more accessible and spacious, and some repairs and restoration will be done to the Rotunda – one of the most distinctive features of the station.”

Since 2007, the federal government has invested nearly \$1 billion that allowed VIA to refurbish locomotives and passenger cars, upgrade stations and add tracks in the busy Montreal-Toronto corridor. VIA says the upgrades have increased “overall safety and security, reduced travel time and allowed for more daily departures in some areas of the VIA Rail network. Equipment and facilities have become more reliable, efficient and environmentally friendly.” ■



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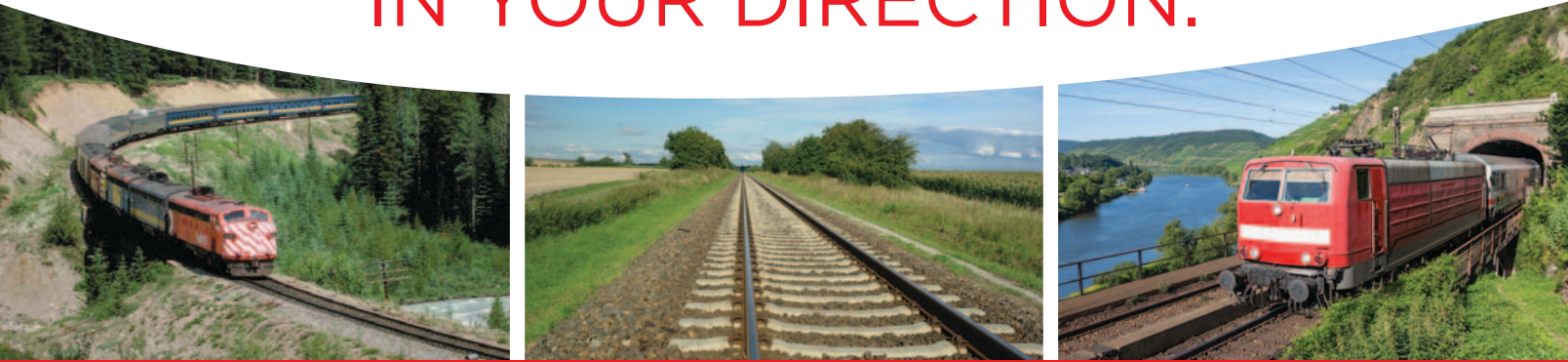
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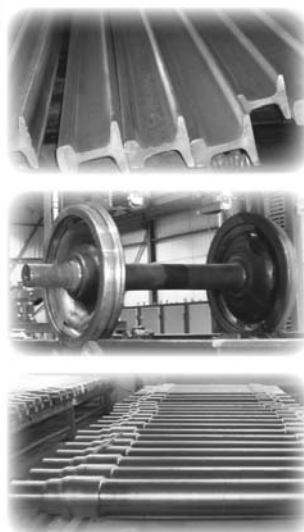
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