



Railway Association
of Canada

Association des chemins
de fer du Canada

Summer / Été 2013



interchange

Canadian Rail Sustainability

**Rail Service Improvements
Dispel Convenient Myths**

**No Relaxation with Safety
Anniversary**

**RAC-FCM Proximity Initiative
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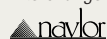
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President's Message | Le message du président



By Michael Bourque

Shipments of crude by rail have risen considerably over the last five years. In 2009, Class I railways moved a minuscule 500 carloads of crude. Fast forward to this year and current estimates are in the range of 130,000-140,000 carloads. With an estimated average of 600 barrels per carload, that amounts to about 230,000 barrels per day.

Growth of similar magnitude is expected over the next few years, driven by a rapid development of non-conventional energy in North America and planned expansions in other energy producing regions, which have outpaced the development of new pipeline infrastructure.

Consequently, railways have become a complementary option for moving crude to refineries located near tide water for access by ocean tankers and are not currently served by pipeline (the Irving refinery in New Brunswick is an example). With a North American footprint that already reaches these coastal refineries, Canadian railways are providing energy producers to use rail to access world prices versus lower inland oil benchmarks (WCS&WTI). Refiners and marketers are also using railways to access lower priced energy.

Furthermore, heavy oil products must be diluted for transport via pipeline. This adds up to a 30 per cent cost factor in transportation. When heavy oil is transported by rail, a reduced amount or no diluent is required.

This 30 per cent difference in load factor is a key element in making rail a competitive option for transporting crude. These factors which are also bolstered by the scalability and optionality of the energy by rail model have positioned Canada's railways as a viable alternative and a significant complement to pipelines for shipping crude to domestic and international markets. Typically, energy companies that use pipelines

par Michael Bourque

Le volume des envois par rail a augmenté considérablement au cours des cinq dernières années. En 2009, les chemins de fer de classe I ne transportaient que 500 wagons complets de pétrole brut, un nombre infime. Cette année, les estimations se situent pour le moment entre 130 000 et 140 000 wagons complets. La moyenne estimative est de 600 barils par wagon complet, soit environ 230 000 barils par jour.

Au cours des prochaines années, on prévoit une croissance tout aussi exponentielle qui sera favorisée par la mise en valeur rapide des sources d'énergie non classiques en Amérique du Nord et des projets d'expansion dans d'autres régions productrices d'énergie, lesquels gagnent de vitesse le développement de la nouvelle infrastructure pipelinère.

Par conséquent, les chemins de fer sont devenus une solution complémentaire pour acheminer le pétrole brut aux raffineries qui se sont établies près des côtes afin de donner un accès aux navires citernes et qui ne sont pas desservies par des pipelines (la raffinerie Irving au Nouveau-Brunswick en est un exemple). Grâce à un réseau nord-américain qui assure déjà un service à ces raffineries côtières, les chemins de fer canadiens permettent aux producteurs d'énergie d'utiliser le transport ferroviaire pour tirer parti des prix sur les marchés internationaux comparativement aux prix de référence plus faibles du pétrole sur le marché intérieur (WCS et WTI). Les raffineurs et les distributeurs se tournent également vers les chemins de fer pour accéder à des ressources énergétiques peu coûteuses.

En outre, le pétrole lourd doit être dilué avant d'être acheminé par pipeline, ce qui ajoute à ce mode de transport un facteur de coût correspondant à 30 %. Lorsque le pétrole lourd est transporté par rail, aucun diluant n'est requis ou la quantité est réduite.

Cet écart de 30 % du facteur de coût représente un élément clé en vue de faire des chemins de fer une option concurrentielle pour le transport du pétrole brut. Ces facteurs, qui bénéficient aussi de l'évolutivité et de l'optionnalité

must enter into long-term take or pay contracts with the pipeline companies. Energy customers appreciate the fact that they don't have to enter into a long-term contract with railways to move their product. At the same time, if they want to add more volume, they can. The energy by rail model is flexible in that it can be tailored to meet the changing needs of the customer in a dynamic marketplace.

Railways also play a key role in transporting input products (e.g. sand, pipe and materials) to support the resurgence of the North American energy market.

Recent media statements calling rail unsafe are simply not true. Transporting dangerous commodities like hydrocarbons is not new to rail. An astounding 99.9977 per cent of all rail dangerous goods shipments reach their destination without a release caused by train accident.

Over the past decade (2002-2012), the estimated spill rate for crude oil moving by rail was 0.38 compared with the estimated pipeline spill rate of 0.88 (measured as gallons spilled per million barrel miles moved). This means that railways have a higher (albeit very low) chance of an incident but a lower magnitude of release than pipelines.

Railways continue to improve safety when it comes to transporting crude oil and other dangerous goods. We also have extensive training and preparedness programs involving specialized safety training for rail personnel, as well as local first responders. In the event of an incident, our first concerns are community and employee safety, closely followed by environmental mitigation and remediation. We also work proactively with emergency responders and communities to prevent, prepare for, respond and recover from incidents.

Railways are very energy efficient. In terms of GHG emissions, work done by the U.S. State Department confirms that rail is more energy efficient than a crude oil pipeline by a factor of 2.7 on a barrel per mile basis. Recent media claims that oil pipelines have less GHG emissions per barrel moved than crude by rail are wrong.

Canada has more oil in known reserves than Russia, Libya and Nigeria combined. Just as no one source of energy can meet demand, no one transport mode can meet all of the demand for Canadian crude oil movements. Oil has always been transported using a variety of modes because the supply chain is continuously evolving. Technology, markets, supply and demand and capacity all play a role in determining which mode is chosen. Currently, there are energy and even pipeline companies that own hundreds of

du modèle de transport ferroviaire de produits énergétiques, ont permis aux chemins de fer canadiens de se positionner comme une solution viable et un complément important aux pipelines pour acheminer le pétrole brut sur les marchés intérieurs et internationaux. En règle générale, les entreprises énergétiques qui utilisent les pipelines doivent conclure des contrats de prise ferme (take-or-pay) à long terme avec les pipeliniers. Les consommateurs d'énergie trouvent satisfaction dans le fait qu'ils ne sont pas obligés de conclure un contrat à long terme avec les compagnies de chemin de fer pour transporter leurs produits. Parallèlement, ils peuvent accroître le volume s'ils le souhaitent. Le modèle de transport ferroviaire de produits énergétiques est souple en raison de son adaptabilité aux besoins évolutifs du client dans un marché dynamique.

De plus, les chemins de fer jouent un rôle de premier plan dans le transport de produits intrants (sable, conduites, fournitures, etc.), contribuant ainsi à la reprise du marché énergétique nord américain.

Récemment, les médias ont relayé des déclarations mettant en doute la sécurité ferroviaire, ce qui est tout simplement faux. Les compagnies de chemin de fer ne sont pas exactement des novices dans le transport de marchandises dangereuses comme les hydrocarbures. Un pourcentage étonnant de 99,9977 % de tous les chargements de marchandises dangereuses transportés par rail se rend à destination sans un déversement causé par un accident de train.

Au cours de la dernière décennie (2002-2012), le taux de déversement estimatif pour le pétrole brut acheminé par rail s'est établi à 0,38 par rapport à 0,88 pour le pétrole brut transporté par pipeline (mesuré selon le nombre de gallons déversés par million de barils-milles acheminés). Cela signifie que la probabilité d'un incident ferroviaire est plus élevée (bien que très faible), mais que le déversement serait toutefois moindre que si un pipeline était en cause.

Les compagnies de chemin de fer continuent d'améliorer la sécurité en matière de transport de pétrole brut et d'autres matières dangereuses. Nous offrons également des programmes exhaustifs de formation et de préparation aux urgences, qui incluent une formation spéciale sur la sécurité à l'intention des cheminots et des premiers intervenants locaux. En cas d'accident, nous nous employons d'abord à assurer la protection de la population et du personnel, puis nous prenons sans attendre des mesures d'atténuation et de restauration environnementales. En outre, nous collaborons

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continued from page 8

rail tank cars for transporting crude oil by rail.

Some people have and no doubt will continue to come forward and make erroneous statements about the safety

or environmental performance of railways or pipelines, for that matter, but the facts do not support them. Canada was born on a railroad but it is maturing as a modern, technological society with significant investment and expertise in its transportation network. A society that

owes its prosperity to its wealth of natural resources and its ability to transport them safely and responsibly to domestic and international markets.

Rail is a safe transportation mode for moving people, goods and the economy. ■

suite de la page 8

proactivement avec les intervenants d'urgence et les collectivités pour prévenir les incidents, mais aussi afin de s'y préparer, d'intervenir et de rétablir la situation.

Les chemins de fer sont très éconergétiques. En ce qui concerne les émissions de gaz à effet de serre (GES), les études effectuées par le département d'État américain confirment que le transport ferroviaire a un rendement énergétique supérieur au transport par pipeline, ce qui se traduit par un coefficient de 2,7 par baril-mille. Dernièrement, les médias ont avancé que le transport de pétrole brut par pipeline produit moins d'émissions de GES que le transport par rail, une affirmation erronée.

Le Canada possède plus de réserves pétrolières prouvées que la Russie, la Libye et le Nigeria ensemble. Tout comme une seule source d'énergie ne peut suffire à la demande, aucun mode de transport ne peut satisfaire à toutes les demandes d'envoi de pétrole brut canadien. La chaîne d'approvisionnement étant en constante évolution, le pétrole brut a toujours utilisé divers modes de transport. La technologie, les marchés, l'offre et la demande ainsi que la capacité jouent tous un rôle dans le choix de ce mode. Des entreprises énergétiques et même des pipeliniers sont aujourd'hui propriétaires de centaines de wagons-citernes destinés au transport du pétrole brut.

Certains ont fait et continueront assurément de faire des déclarations erronées à propos de la sécurité ferroviaire ou de la performance environnementale des chemins de fer, et même des pipeliniers, mais les faits ne les servent pas. Le Canada a pris naissance sur un chemin de fer, mais il est devenu une société moderne qui a

investi des sommes importantes dans son réseau de transport et y a apporté toute son expertise. Une société qui doit sa prospérité à sa richesse en ressources naturelles et à sa capacité de les

acheminer de façon sécuritaire vers les marchés intérieurs et internationaux.

Le chemin de fer est un mode de transport sûr pour les gens, les marchandises et l'économie. ■

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Canadian Rail Sustainability

To assess the Canadian rail sector's endurance, consider this: the business is older than the country itself.

So, what's been the secret to its longevity?

A main reason for the sector's success has been its commitment to managing its operations and fuel use wisely and reducing its carbon footprint.

As issues surrounding climate change remain an ongoing priority for transportation sectors, railways have made important investments to maximize their productivity through asset utilization, velocity and efficient operations. Couple those investments with a commitment to strong environmental performance and you have a sector with one of the lowest carbon footprints in the country.

It's no coincidence that the business of rail has never been better. The inverse relationship between rising workloads and reduced environmental impact has transformed rail into a model of greenhouse gas (GHG) emission reduction and sustainability success.

Canada's railways contribute less than 3 per cent of the 20 per cent of GHGs produced by Canada's transportation sector, and less than 1 per cent of the national GHG portfolio. This figure is impressive in its own right, but even more remarkable when you consider that rail moves more than 70 per cent of all surface goods in Canada valued at approximately \$250 billion, or 15 per cent of the country's gross domestic product (GDP).

Canadian rail did not become a strong environmental performer overnight. The nation's railway companies have taken a wide range of approaches to reduce their emissions intensity from operations.

Fleet renewal – replacing older locomotives with more fuel-efficient versions – has been key to the sector's success. But just like being part of a global supply chain, there are a lot of elements that come together in order to hit targets. On top of using the most efficient locomotives, railways have implemented anti-idling technologies and policies created fuel conservation teams and undergone new locomotive design testing.

Canada's largest goods carriers – CN and CP – have been at the forefront of environmental performance efforts. In 2010, CN spent \$225 million on fuel-efficient locomotives and improvements to their existing fleet. In the same year they

created new positions including Chief Safety and Sustainability Officer and Assistant Vice-President of Sustainability.

Like CN, CP follows a list of methods that allows the railway to use fewer railcars and locomotives to ship more goods, which has allowed it to cut its emissions of GHG per unit of revenue tonne-kilometres (RTK) by 25.6 per cent between 1990 and 2011.

Passenger railways have also invested heavily in the purchase of more fuel-efficient locomotives and implementation of new technologies. In 2012, fleet renewal by Via Rail – Canada's only Class 1 passenger railway – led to a 23.5 per cent decrease in fuel consumption and 13.5 per cent fewer GHGs per passenger-kilometre compared to five years earlier.

Commuter rail has taken distinctive approaches to become more resourceful by making innovative modifications to equipment. Metrolinx (GO Transit) – the commuter railway for the Greater Toronto Area – for example, lowered air conditioning costs by retrofitting its coach fleet with reflective windows that reduce solar gain. Ultra-low sulphur diesel fuel is also now standard on all commuter railways.

These types of changes complement the already stellar environmental contributions by commuter railways just in terms of taking cars off the road. One 10-car GO Train carries about as many people as 1,400 cars, and one 12-car train accounts for about 1,670 cars off the road.

*The inverse relationship
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The rail sector's GHG performance has hardly been a solo effort. Locomotive Emissions Monitoring (LEM) initiatives put forth by the Railway Association of Canada (RAC) and the Government of Canada have paved the way for the industry's ongoing environmental success story.

Since 1995, Canada's rail sector has participated in a Memorandum of Understanding (MOU) with the federal government to voluntarily reduce GHGs and criteria air contaminants (CAC). Under this initiative, the sector has committed to GHG and CAC reduction targets for freight, short line, intercity and commuter railways in order to increase the sustainability of the Canadian supply chain.

The MOU encourages the RAC's member railways to measure how many kilograms of GHGs they produce for every tonne of freight they move the distance of one kilometre. The end goal is for the railways to carry more freight over longer distances using less fuel.

The 2010 GHG emissions levels per 1,000 RTK for line-haul freight operations were 16.43 kg for Class I and 15.21 kg for regional and short lines, thus achieving the MOU 2010 target levels of 16.98 kg and 15.38 kg, respectively. Intercity railways were able to meet their targets under the MOU as well.

Commuter rail was the only category that did not reach its goal. The shortfall was mainly due to the introduction of higher-horsepower locomotives required to move longer trains with more commuters.

"Canada's railway sector is reducing emissions while moving more people and goods than ever before," says Michael Bourque, president and CEO of the RAC. "Our Memorandum of Understanding with the government is not only unique in the transportation sector; it is a proven tool for continuously improving our performance."

Under a new agreement that covers the period between 2011 and 2015, the goals have become more ambitious.

The industry has committed to reducing the GHG emission intensity by 6 per cent for Class 1 and intercity carriers and 3 per cent for short line operations. Emission targets will be measured against 2010 industry levels



and achievement of the targets will be determined at the end of 2015.

The various plans and programs put forth by the sector fall in line with the wants and needs of the Canadian public, 84 per cent of whom believe rail is the most environmentally friendly mode of transportation. Rail is also seen to represent the future more than any other means of transportation, and more than eight in 10 Canadians believe that it should be a priority of the federal government to provide financial incentives for businesses to use trains instead of trucks to reduce environmental emissions.

The country's Class 1 railways have taken steps to ensure transparency in their initiatives, giving Canadians' peace of mind that their desire for more rail transportation will be met. Both CN and CP participate in the Carbon Disclosure Project (CDP) – an independent not-for-profit organization that works with the world's largest investors, businesses and governments to reduce GHGs and promote sustainable water use.

With these emission reduction initiatives in place, there are no signs of the historic Canadian rail industry slowing down anytime soon. In fact, it is only getting better – and more efficient – with age. ■

Mecfor Innovates with UTV and Creates North American Demand



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

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

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

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

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

Mecfor had previously specialized in customized industrial vehicles and mobile equipment, but the concept for the UTV was unique and the company knew that it had an opportunity to create something truly innovative.

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

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

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

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

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

Part of the customization process was outfitting the first generation UTV with the bells and whistles that would facilitate maintenance work on railways. At 10 feet wide, the vehicle is nearly as broad as it is tall and comes equipped with a manual rotating system which allows it to turn 180 degrees and change direction on the rails.

Accessories including an electrical generator, an air compressor and a hydraulic power unit feed the maintenance tools and a hydraulic crane loads tools from the trailer to the workplace. A

10.3-metre remote-controlled loading mast allows operators to move up to 2340 kg of capacity from inside or outside the railcar's cabin.

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



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

En septembre 2009, des représentants de Mecfor Inc., un fabricant d'équipement lourd établi à Chicoutimi, se sont rendus à Montréal pour rencontrer des gens de Rio Tinto Alcan, rien de plus qu'un rendez-vous de routine avec un partenaire d'affaires. Du moins, c'est ce que les représentants de Mecfor pensaient.

ArcelorMittal leur a présenté une nouvelle idée : un véhicule adapté à ses besoins qui pourrait faciliter un meilleur entretien ferroviaire dans le cadre de ses travaux d'exploitation minière, puis elle a demandé au groupe Mecfor s'il pouvait le construire.

Mecfor a rapidement assemblé une équipe d'ingénieurs pour le projet et un mois plus tard, le contrat était signé pour la livraison du premier modèle de véhicule d'entretien de rails (le « UTV »), un produit qui a modernisé l'entretien des rails au Québec.

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

Jusqu'alors, Mecfor était spécialisé dans les véhicules industriels personnalisés et le matériel mobile, mais le concept de l'UTV était novateur et unique et la compagnie a reconnu qu'elle avait une occasion unique d'innover.

« Nous avons travaillé étroitement avec le client pour concevoir un véhicule répondant aux exigences opérationnelles », déclare l'ingénieur Dario Tremblay, conseiller de produits chez Mecfor, qui ajoute que son équipe ne voulait pas que le produit final ressemble à une autre solution déjà offerte sur le marché. « Nous avons travaillé en étroite collaboration avec le client. »

Le véhicule en acier permet de concilier les besoins travail-vie des techniciens ferroviaires qui travaillent dans des régions éloignées. Le modèle de première génération est entièrement équipé d'un grand nombre d'outils multifonctions

utilisés pour les tâches quotidiennes, mais il comporte aussi un habitacle aménagé en logement qui peut accueillir une équipe de huit personnes.

Une remorque transporte le matériel d'entretien, tels les rails et les traverses, et chacune est adaptée aux besoins du client, ce qui montre l'une des fonctions personnalisables de chaque modèle UTV.

La possibilité de modifier l'UTV selon les besoins d'une entreprise ou d'un secteur a contribué au succès du véhicule dès le départ. Pour le modèle initial, se rappelle Sylvain Giroux, son équipe ne voulait pas fournir au client du matériel courant qu'il serait obligé de modifier et dont il devrait ensuite s'accommoder.

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

Une partie du processus de personnalisation a été d'équiper la première génération d'UTV de toutes les options pouvant simplifier les travaux d'entretien sur les rails. D'une largeur de 10 pieds, le véhicule est presque aussi large que haut et est doté d'un système de rotation manuel qui lui permet de tourner à 180 degrés et de changer de direction sur les rails.

Les accessoires, notamment une génératrice, un compresseur d'air et un groupe hydraulique, alimentent les outils servant à l'entretien et une grue hydraulique décharge les outils sur le lieu de travail. Un mât de chargement télécommandé de 18 mètres permet au conducteur de déplacer une charge pouvant atteindre 4 000 kg depuis l'intérieur ou l'extérieur de la cabine.

Une fois les accessoires et particularités sont finalisés, le véhicule est prêt à être mis sur les rails.



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

Technical Director Sylvain Giroux says Mecfor has made and sold seven units to different mining companies with their own railways, including Iron Ore Company of Canada, and adds that no two units are identical.

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

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

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

About Mecfor

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

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

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



Moins d'un an après que Rio Tinto ait lancé son idée, Mecfor a livré son premier UTV à son client et, depuis, la popularité du véhicule s'est répandue dans la province.

Le directeur technique, Sylvain Giroux, précise que Mecfor a construit et vendu sept unités à différentes sociétés minières, notamment ArcelorMittal Mines Canada et la Compagnie minière IOC, et affirme qu'il n'y en a pas deux qui sont pareilles.

Au Québec, les chemins de fer secondaires sont les seules entreprises qui utilisent un UTV, mais Mecfor, qui élargit son bassin de clientèle en Amérique du Nord, a des visées commerciales sur divers clients et secteurs.

Les clients saisissent l'occasion de faire des commentaires sur le produit qu'ils achètent, et M. Giroux est d'avis que cet argument pourrait permettre à l'UTV de trouver un créneau dans d'autres compagnies de chemin de fer, entreprises et secteurs.

« Les clients peuvent décider des dimensions de la cabine, de la taille des commandes, de l'emplacement du panneau de commande, et c'est important pour eux, soutient-il. Après coup, il leur est difficile de dire "je ne suis pas satisfait", parce qu'ils ont participé au processus. En fait, ils sont très satisfaits, puisqu'ils ont obtenu tout ce qu'ils voulaient. » ■

À propos de Mecfor

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

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

En 2010, Mecfor a commencé à collaborer avec les chemins de fer et, en 2012, elle employait 85 personnes et desservait cinq secteurs, notamment ceux de l'exploitation minière et des aciéries. ■

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

The Canadian Railway Hall of Fame Announces Inductees



Brockville's Mayor David Henderson accepted the plaque from Canadian Railway Hall of Fame committee member Doug Smith.

The Canadian Railway Hall of Fame (CRHF) revealed its latest inductees in three categories, in recognition of each honouree's profound efforts and contributions to the growth of Canada's railway sector.

Leaders

This year's inductee is Paul Côté, former president of VIA Rail Canada, the nation's only Class 1 passenger rail service. He was appointed head of the Crown Corporation in March 2005, following his period as the company's Chief Operating Officer. Côté got his start in the rail industry with Canadian National (CN) in 1972. Six years later, he embarked on his career with VIA, where he steadily mastered his knowledge of passenger trains.

During his 32 years with the Crown Corporation, he managed a range of different departments, including Marketing, Human Resources and Government Affairs, to name a few.

Throughout his 38-year career, Côté was devoted to the passenger rail sector. At VIA, he became known for his management philosophy which put a clear emphasis on customer service and employee equality. He was the driving force behind VIA's renaissance in the 1990's, which was founded on improved customer satisfaction.

"Mr. Côté's customer-focused management style motivated and empowered every VIA employee," said Gérald Gauthier, Chairman and President of CRHOF. "When we think of Paul Côté, we think of honesty, integrity and respect."

A year before retiring from VIA in March 2010, he secured \$900 million from the federal government to invest in rail infrastructure and equipment. The improvement and modernization of passenger trains is a testament to the customer service and rider experience that Côté prioritized throughout his career.

Le Temple de la renommée des chemins de fer du Canada annonce les intronisations de 2011

Le Temple de la renommée des chemins de fer du Canada, a dévoilé les intronisations de 2011 et efforts exceptionnels de chaque lauréat des trois catégories ont eu une grande incidence sur le secteur ferroviaire canadien et contribueront à son essor pendant des années.

Leaders

Les leaders sont des personnes qui ont eu une grande influence dans la construction, le développement ou la promotion des chemins de fer au Canada.

Le lauréat de cette année est Paul Côté, ancien président de VIA Rail Canada, le seul chemin de fer voyageurs de classe 1 au pays. Il a été nommé à la tête de la société d'État en mars 2005, après y avoir occupé le poste de chef de l'exploitation. M. Côté a fait ses débuts dans le secteur ferroviaire au Canadien National (CN) en 1972. Six ans plus tard, il a amorcé sa carrière chez VIA, où il n'a cessé de parfaire ses connaissances sur les trains voyageurs. Au cours des 32 années passées à la société d'État, il a dirigé divers services, notamment le Marketing, les Ressources humaines et les Affaires gouvernementales.

M. Côté a consacré toute sa carrière de 38 ans au secteur ferroviaire voyageurs. Chez VIA, il était reconnu pour sa philosophie de gestion résolument axée sur le service à la clientèle et l'égalité en matière d'emploi. Durant les années 1990, il a joué un rôle déterminant dans la renaissance de VIA fondée sur l'amélioration de la satisfaction de la clientèle.

« Le style de gestion de M. Côté centré sur le client a motivé et responsabilisé tous les membres du personnel de VIA », a déclaré Gerald Gauthier, président du conseil et président du Temple de la renommée des chemins de fer du Canada. « Honnêteté, intégrité et respect sont les mots qui nous viennent à l'esprit quand on pense à Paul Côté. »

Un an avant de prendre sa retraite de VIA, en mars 2010, il a obtenu 900M\$ du gouvernement fédéral aux fins d'investissements dans l'infrastructure et le matériel ferroviaire.



Paul Côté

L'amélioration et la modernisation des trains voyageurs témoignent de l'importance prioritaire que M. Côté accordait au service et à l'expérience client.

Héros

Les héros sont des explorateurs, des pionniers et d'autres personnes qui participent aux activités quotidiennes touchant le service, l'exploitation et l'entretien des chemins de fer canadiens. Le lauréat 2011 dans la catégorie des héros est Cliff Mackay, ancien président directeur général de l'Association des chemins de fer du Canada, groupe qui se consacre à la sécurité, à la viabilité et à la croissance du secteur ferroviaire au Canada.

Pendant qu'il était à la tête de l'ACFC, M. Mackay a travaillé de concert avec divers organismes gouvernementaux et de réglementation afin d'améliorer la sécurité du secteur. L'une de ses principales réalisations a consisté à passer en revue les travaux du Comité d'examen de la Loi sur la sécurité ferroviaire, lesquels ont donné lieu à la publication d'un important rapport sur la façon d'améliorer la sécurité ferroviaire au Canada. L'ACFC a collaboré avec Transports Canada à la mise en œuvre de plus d'une trentaine des recommandations en matière de sécurité que renfermait ce rapport, y compris celles qui se rapportaient aux systèmes de gestion de la sécurité, à la collecte des données sur la sécurité, ainsi qu'à la recherche et à l'innovation.

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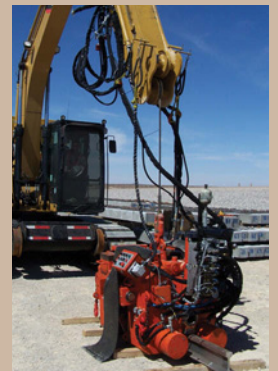
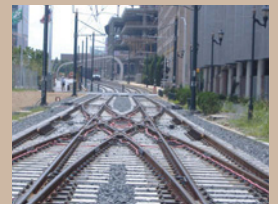
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Heroes

The Heroes category celebrates explorers, pathfinders and individuals involved in the day-to-day delivery of service, operations and maintenance of Canadian railways.

The 2011 inductee into the Heroes category is Cliff Mackay, former President and Chief Executive Officer of the Railway Association of Canada, the organization that promotes the safety, viability and development of the railway industry within Canada.

While at the helm of the RAC, Mackay worked collaboratively with various government and regulatory agencies to improve safety in the industry. One of Mackay's most impactful efforts was his review of the Railway Safety Act Review Panel work, which resulted in a valuable report on how to improve rail safety in Canada. The association collaborated with Transport Canada to implement more than 30 safety recommendations contained in this report, including those dealing with Safety Management Systems, safety data collection and research and innovation.

A staunch advocate of freight and passenger rail, Mackay spent the twilight of his career ensuring that Canadian regulatory agencies, as well as elected and non-elected officials, gained a better understanding of the strategic economic role railways play in Canada.

Mackay's decades of experience and contributions improved the rail sector and Canada's transportation industry as a whole.

"Cliff Mackay dedicated his career to transportation in Canada," said Gauthier. "His experience and passion for the development of the sector within Canada was unmatched and his legacy will undoubtedly live on."

Communities

This category honours communities across Canada that have current or historical significance to the railway system, or the related individuals associated with the railway industry who have been instrumental in building communities. Few Canadian communities have a richer rail history than this year's inductee and one of the country's oldest railway centres: Brockville.

When the Grand Trunk Railway decided to route its Montreal-Toronto main line along the St. Lawrence River, it made Brockville its first division point west of Montreal. Couple this milestone with the northward Brockville & Ottawa Railway which was already underway, and Brockville became one of eastern Canada's busiest rail hubs midway through the 19th century.

The community is also home to the first railway tunnel to be built in Canada, a 1,700-foot tunnel completed in 1860. ■



Cliff Mackay

Ardent défenseur du transport ferroviaire marchandises et voyageurs, M. Mackay a veillé durant les dernières années de sa carrière à ce que les organismes de réglementation canadiens, de même que les représentants élus et non élus, aient une meilleure compréhension du rôle économique stratégique des chemins de fer au Canada.

Durant des décennies, l'expérience et les apports de M. Mackay ont contribué à améliorer le secteur ferroviaire et l'ensemble du secteur du transport au Canada.

« Cliff Mackay a voué sa carrière au transport au Canada, a déclaré M.

Gauthier. Son expérience et sa passion pour le développement du secteur au Canada étaient sans égales; nul doute que son héritage se perpétuera. »

Collectivités

Cette catégorie met en valeur des collectivités de partout au Canada qui jouent ou ont joué un rôle important pour le réseau ferroviaire, ou honore les personnes associées à ce secteur qui ont grandement contribué à l'établissement des collectivités.

Peu de collectivités canadiennes ont une histoire ferroviaire plus riche que la lauréate de cette année, qui est aussi l'un des plus vieux centres ferroviaires au pays, à savoir: Brockville.

Lorsque le Grand Trunk Railway a décidé que sa voie principale reliant Montréal et Toronto longerait le fleuve Saint-Laurent, il a fait de Brockville le premier emplacement de cette division à l'ouest de Montréal. En outre, avec la construction vers le nord du Brockville & Ottawa Railway déjà en cours, Brockville est devenue l'une des plus importantes plaques tournantes du transport ferroviaire au Canada, du milieu à la fin du 19^e siècle.

C'est également dans cette collectivité qu'on a construit le premier tunnel ferroviaire du Canada, un ouvrage de 1 700 pieds terminé en 1860. ■

2013 Public-Rail Safety Week Becomes Social Success!

"This year's edition of Public-Rail Safety Week was a huge success and our partners and stakeholders did a fantastic job of raising awareness of rail safety." – Mike Regimbal, national director of Operation Lifesaver

Building on encouraging rail safety statistics for the first quarter of 2013, Operation Lifesaver (OL), Canada's national public-rail safety program, completed its 11th annual Public-Rail Safety Week (PRSW), a successful nationwide outreach aimed at raising awareness among Canadians of the safety implications around railway lines.

The week-long initiative took place between April 29 and May 5 and employed the theme of *A Shared Responsibility*, emphasizing that Canadians play an important role in rail safety and maintaining Canada's reputation as having one of the safest rail networks in the world.

OL partners and volunteers conducted more than 300 community-level events and local activities including school presentations, crossing blitzes and mock collisions in an effort to educate people young and old about the issue and highlight the fact that every incident is completely preventable. Social media took on its most prominent role yet, as OL's Twitter and Facebook pages helped drive outreach efforts and connect with untapped audiences. With traditional media coverage generating 88 hits, radio newscasts picked up by 37 French and 131 English stations across Canada, and some 20 media interviews, the OL



From left, Mike Regimbal, OL Canada; Michael Bourque, RAC; Steven Fletcher, Minister of State for Transport; and Jean Tierney, Senior Director, Safety, Security and Risk Management.

La Semaine de sensibilisation à la sécurité ferroviaire 2013 est une réussite sociale!

Dynamisé par les statistiques encourageantes sur la sécurité ferroviaire du premier trimestre de 2013, Opération Gareautrain (OG), le programme national de prévention des accidents du Canada, a mené à bonne fin sa 11e Semaine de sensibilisation à la sécurité ferroviaire (SSSF), heureuse initiative pancanadienne annuelle visant à sensibiliser les Canadiens sur les dangers qui existent le long des corridors ferroviaires.

La SSSF, qui a eu lieu du 29 avril au 5 mai sur le thème *Une responsabilité partagée*, a fait valoir le rôle important que les Canadiens jouent en matière de sécurité ferroviaire et le maintien de la réputation du Canada qui est reconnu pour avoir l'un des réseaux ferroviaires les plus sécuritaires au monde.

Les partenaires et les bénévoles d'OG ont participé à plus de 300 événements communautaires et activités sociales, notamment des présentations dans les écoles, des campagnes éclair aux passages à niveau et des simulations de collisions, afin de sensibiliser les gens, jeunes et vieux, à la question de la sécurité et de souligner que chaque incident est entièrement évitable. Les médias sociaux ont joué un rôle extrêmement important; en effet, les pages Twitter et Facebook d'OG ont permis de multiplier les efforts de sensibilisation et d'atteindre de nouveaux publics cibles. Le message de sécurité d'OG a été délivré à un auditoire potentiel de quelque 6,5 millions de Canadiens, puisqu'il a été mentionné 88 fois dans les médias traditionnels, présenté dans des bulletins de nouvelles diffusés par 37 stations de radio francophones et 131 stations anglophones partout au Canada et fait l'objet d'une vingtaine d'entrevues avec les médias.

« La SSSF de cette année a eu un franc succès et nos partenaires ainsi que nos intervenants ont accompli un travail fantastique et suscité un intérêt accru envers la sécurité ferroviaire », a déclaré Mike Regimbal, directeur national d'Opération Gareautrain. Pendant toute la semaine, l'engagement communautaire a été extraordinaire et je pense que les gens ont

vraiment compris que les incidents aux passages à niveau et liés aux intrusions sont évitables. »

Mike Regimbal et Michael Bourque, président-directeur général de l'Association des chemins de fer du Canada (ACFC), se sont joints au ministre d'État (Transports) Steven Fletcher à la gare de VIA Rail d'Ottawa et ont donné le coup d'envoi à la SSSF en annonçant des améliorations visant à accroître la sécurité aux passages à niveau.

« Un réseau de transport ferroviaire sûr et sécuritaire est important pour les collectivités locales et pour la santé de l'économie canadienne, a déclaré M. Fletcher. Le Canada bénéficie de l'un des réseaux ferroviaires les plus sûrs au monde, mais il reste que des améliorations peuvent encore être apportées. »

L'investissement de nouveaux fonds « améliorera la sécurité pour les piétons et les automobilistes à 523 endroits partout au pays et contribuera à sauver des vies », a ajouté M. Fletcher.



« La SSSF de cette année a eu un franc succès et nos partenaires ainsi que nos intervenants ont accompli un travail fantastique et suscité un intérêt accru envers la sécurité ferroviaire. »

*Mike Regimbal,
directeur national
d'Opération Gareautrain.*

Le Président-directeur général de l'ACFC, Michael Bourque, lors du lancement de la Semaine de sensibilisation à la sécurité ferroviaire.

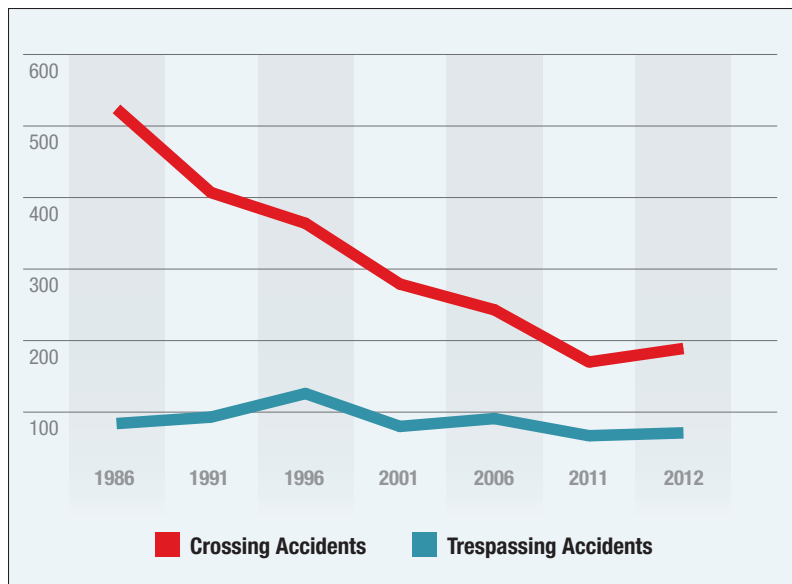
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rail safety message was exposed to a potential audience of some 6.5 million Canadians.

"This year's edition of Public-Rail Safety Week was a huge success and our partners and stakeholders did a fantastic job of raising awareness of rail safety," said Mike Regimbal, national director of Operation Lifesaver. "The community involvement was tremendous all week and I think we really got the message across that all crossing and trespassing incidents are avoidable."

The week kicked off with Regimbal and Michael Bourque, President and CEO of the Railway Association of Canada, joining Minister of State for Transport Steven Fletcher at Ottawa's VIA Rail station to announce new funding for railway crossing improvements.

"A safe and secure national rail transportation system is important to local communities and to Canada's economic well-being," said Fletcher. "While Canada has one of the safest rail systems in the world, improvements can still be made."

The investment of new funding would "enhance safety for pedestrians and motorists at 523 locations across the country, and help to save lives," added Fletcher.

As a PRSW tradition, OL also announced the winner of its Roger Cyr award, a joint initiative between OL, the Railway Association of Canada and Transport Canada that recognizes partners and volunteers who undertake efforts to improve railway safety. Mike Cormier of Halifax won for his railway safety efforts that have helped diminish crossing and trespassing incidents in the Maritimes and Nova Scotia in particular.

Operation Lifesaver built on the momentum of its successful week by joining more than 40 countries for the fifth installment of International Level Crossing Awareness Day (ILCAD) on May 6, the day

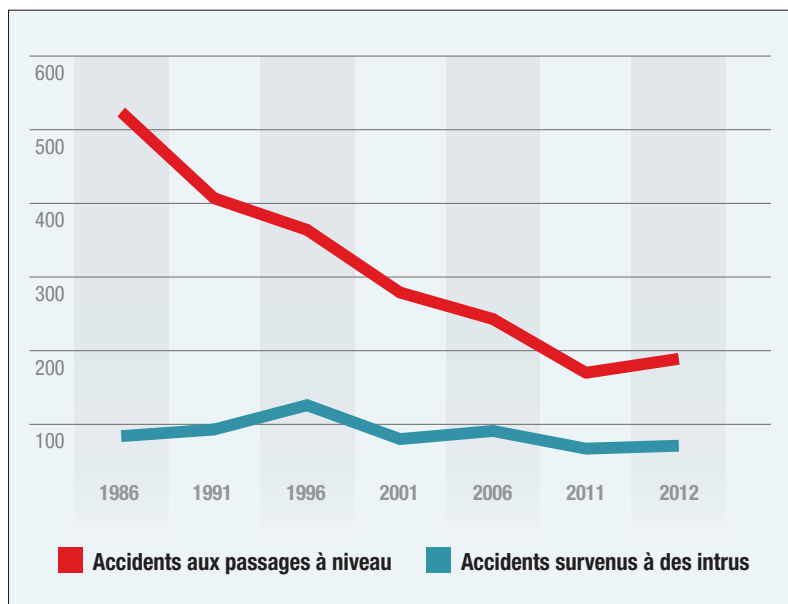
Suivant la tradition de la SSSF, l'OG a aussi annoncé le lauréat du prix Roger Cyr, une initiative conjointe d'OG, de l'ACFC et de Transports Canada qui souligne les efforts des partenaires et des bénévoles pour améliorer la sécurité ferroviaire. C'est Mike Cormier de Halifax qui a reçu le prix pour ses efforts en matière de sécurité ferroviaire

With traditional media coverage generating 88 hits, radio newscasts picked up by 37 French and 131 English stations across Canada, and some 20 media interviews, the OL rail safety message was exposed to a potential audience of some 6.5 million Canadians.

qui ont contribué à la diminution du nombre d'incidents aux passages à niveau et liés aux intrusions dans les Maritimes, particulièrement en Nouvelle-Écosse.

OG a profité de l'élan donné par cette semaine réussie pour participer avec plus de 40 pays à la cinquième édition de la Journée internationale de sensibilisation aux passages à niveau qui a eu lieu le 6 mai, le jour suivant la fin de la SSSF. Cette initiative mondiale, qui promeut un comportement sécuritaire aux abords des passages à niveau, s'est tenue parallèlement à la deuxième Semaine mondiale des Nations Unies pour la sécurité routière.

Au premier trimestre de 2013, les statistiques sur la sécurité ferroviaire ont indiqué que tous les types d'incidents aux passages à niveau et liés à des intrusions ont diminué ou sont



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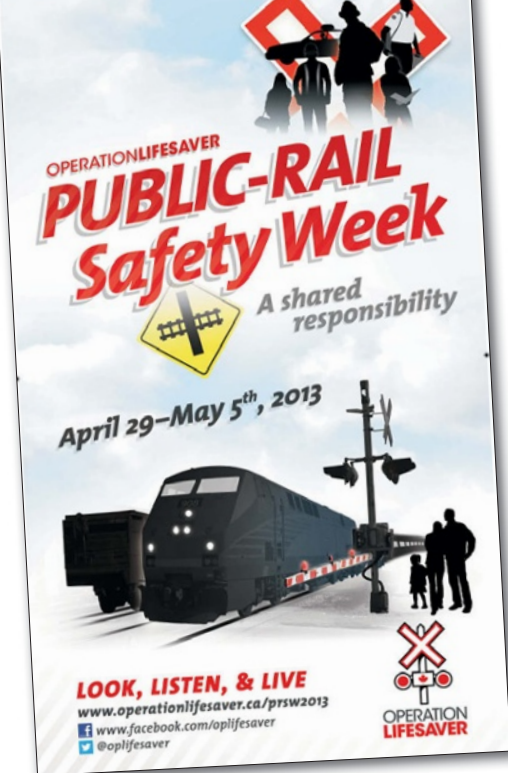
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after PRSW's conclusion. The worldwide initiative promotes safe behavior at and around level crossings and was held concurrently with the Second United Nations Global Road Safety Week.

Rail safety statistics for the first quarter of 2013 have indicated that all types of crossing and trespassing incidents declined or remained flat compared to the first quarter of 2012.

According to polling conducted by Leger Marketing for the Railway Association of Canada in March 2012, the vast majority (83 per cent) of Canadians perceive railway transportation, including freight and passenger transportation, as the safest means of transportation and best for society overall compared to trucks, buses and cars.

While these positive results reflect the rail sector's enviable safety record, crossing and trespassing incidents across the country were on the rise in last year. In 2012, there were 261 railway crossing and trespasser accidents in Canada, including 78 fatalities and 53 serious injuries. Year-over-year, accidents increased by 10 per cent, fatalities by 11 per cent and serious injuries by 23 per cent.

There are some 37,000 public, private and pedestrian highway/railway crossings in Canada and most collisions occur within 40 km of the person's home.

Operation Lifesaver spreads its motto of "Look, Listen and Live" through its many year-long initiatives that complement PRSW, including interactive kids websites, online new and professional driver education modules, and social media outreach on Twitter and Facebook. Additionally, OL's network of volunteers conducts more than 500 rail safety presentations and activities across Canada each year. ■

demeurés stables par rapport au premier trimestre de 2012.

Selon un sondage réalisé par Léger Marketing pour l'ACFC en mars 2012, la grande majorité (83 %) des Canadiens considèrent le transport ferroviaire, y compris les services marchandises et les services voyageurs, comme le moyen de transport le plus sûr et le meilleur pour la société en général, comparativement aux camions, autobus et voitures.

Ces résultats positifs reflètent la fiche sécurité enviable du secteur du rail, cependant le nombre d'accidents aux passages à niveau et liés aux intrusions a augmenté au pays l'an dernier. En 2012, il y a eu 261 accidents aux passages à niveau ou résultant d'intrusions dans la propriété des chemins de fer au Canada, y compris 78 décès et 53 blessures graves. Par rapport à l'année précédente, le nombre d'accidents a augmenté de 10 %, les décès, de 11 % et les blessures graves, de 23 %.

On dénombre quelque 37 000 passages à niveau publics, privés ou pour piétons au Canada,



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Mike Cormier Awarded 2013 Roger Cyr Award for Outstanding Contribution to Rail Safety

As part of its 11th annual Public-Rail Safety Week (PRSW), Operation Lifesaver (OL), Canada's national public rail safety program, awarded Mike Cormier of Halifax the Roger Cyr award for his railway safety efforts that have helped reduce crossing and trespassing incidents in the Maritimes and Nova Scotia in particular.

Mr. Cormier has promoted the public's awareness of rail safety through his work as an active member of the Nova Scotia Operation Lifesaver (NSOL) committee since 2008. On top of presenting to schools and community groups, he participates by conducting crossing blitzes and mock scenarios, engaging local media and serving as the committee's secretary and treasurer.

"Mr. Cormier's background, knowledge and experience make him a very deserving winner of this year's Roger Cyr award," said Mike Regimbal, national director of Operation Lifesaver. "He understands that all rail crossing and trespassing incidents are avoidable, and his record as a volunteer speaks volumes about his desire to educate people, prevent needless occurrences and save lives."

Mr. Cormier's value as a volunteer in Nova Scotia is backed by a long career in the rail sector, mainly as a locomotive engineer with CN Rail and as an active member on its safety committee.

Nova Scotia boasts one of the best rail safety records in the country. According to the Transportation Safety Board, the province was incident-free in the first quarter of 2013. Additionally, there was only one crossing accident in 2012 and there has not been a fatality or serious injury in the province since 2010.

Named after the founder of Operation Lifesaver in Canada, the Roger Cyr Award for Public-Rail Safety began in 1981. The award is open to all active Operation Lifesaver partners and volunteers who undertook efforts to improve railway safety and encouraged others to follow suit throughout 2012. ■

et la majorité des collisions se produisent dans un rayon de 40 km de la résidence des personnes en cause.

Outre la SSSF, l'Opération Gareautrain transmet son message « Regardez, écoutez et restez en vie » durant toute l'année dans le cadre de nombreuses initiatives comme des sites Web interactifs destinés aux enfants, des modules éducatifs à l'intention des nouveaux conducteurs et professionnels et les médias sociaux Twitter et Facebook. De plus, les bénévoles du réseau OG animent plus de 500 présentations et activités dans l'ensemble du Canada chaque année. ■

Mike Cormier reçoit le prix Roger Cyr 2013 pour sa contribution exceptionnelle à la sécurité ferroviaire

Opération Gareautrain (OG) a présenté le prix Roger Cyr à Mike Cormier, de Halifax, pour ses efforts en matière de sécurité ferroviaire qui ont contribué à la diminution du nombre d'incidents aux passages à niveau et liés aux intrusions dans les provinces Maritimes, particulièrement en Nouvelle-Écosse.

M. Cormier a su sensibiliser le public à la sécurité ferroviaire grâce à son travail en tant que membre actif au sein du comité Opération Gareautrain de la Nouvelle-Écosse depuis 2008. En plus de faire des présentations dans les écoles et devant des groupes communautaires, il a participé à des campagnes éclair aux passages à niveau et à des simulations, a obtenu l'adhésion des médias locaux et a été secrétaire et trésorier du comité.

« Grâce à ses antécédents, à ses connaissances et à son expérience, M. Cormier mérite pleinement le prix Roger Cyr cette année », déclare Mike Regimbal, directeur national d'Opération Gareautrain. « Il comprend que tous les incidents aux passages à niveau et liés aux intrusions peuvent être évités et son parcours en tant que bénévole en dit long sur son désir d'éduquer les gens, de prévenir les événements évitables et de sauver des vies. »

L'efficacité de M. Cormier en tant que bénévole en Nouvelle-Écosse s'appuie sur une longue carrière dans le secteur ferroviaire, principalement comme mécanicien de locomotive au CN et membre actif de son comité de sécurité.

La Nouvelle-Écosse détient l'une de meilleures fiches de sécurité ferroviaire au pays. Selon le Bureau de la sécurité des transports, il n'y a eu aucun accident dans la province pendant le premier trimestre de 2013. De plus, il n'y a eu qu'un seul accident à un passage à niveau en 2012 et aucun décès ou blessure grave dans la province depuis 2010.

Le nombre d'incidents aux passages à niveau et liés aux intrusions est resté stable ou a diminué dans les Maritimes en 2012.

Le prix Roger Cyr pour la sécurité ferroviaire, qui tient son nom du fondateur d'Opération Gareautrain au Canada, a été lancé en 1981. Tous les partenaires et bénévoles actifs d'Opération Gareautrain qui ont fait des efforts pour promouvoir la sécurité ferroviaire et encourager les autres en ce sens au cours de l'année 2012 étaient admissibles à ce prix. ■

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Rail Service Improvements Dispel Convenient Myths

As an industry that contributes mightily to Canada's annual GDP, it's no wonder the Canadian rail sector is a model of how to deliver goods and services.

While the delivery of goods speaks for itself — the sector moves nearly 75 per cent of Canada's surface goods each year, facilitating more than \$87 billion in trade in 2011 — the industry's service record is also impressive.

In fact, service has never been better.

A recent survey by Supply Chain Surveys, Inc. stated that 73 per cent of shippers reported 95 per cent or better on-time departures and on-time arrivals performance from their carriers.

But despite recent improvements in service and service quality, there are myths that Canada's railways have failed their customers in these domains, and that regulation is required to get their service up to snuff.

In mid-April, RAC President Michael Bourque was welcomed as a guest speaker to the Canadian Railway Club's spring luncheon, where he dispelled some of the myths that have been perpetuated in some circles about the sector's service record.

He emphasized that, in Canada, rail is the backbone of an advanced, integrated supply chain infrastructure. On the back of a reputation for high productivity, low costs and transparency, Canada's freight railways are known as some of the most efficient in the world, which speaks to their commitment to service.

"Today, Canada's railways sign service-level agreements with customers and collaboration

agreements with logistics partners," said Bourque. "We measure performance and share those metrics with stakeholders. Together we find ways to improve service still further."

Bourque recognized that the rail sector had a reputation for poor service as recently as 2007, when unhappy shippers demanded more regulation of railways, which led to the Rail Freight Service Review in 2008.

Canada's rail sector responded. According to the Canadian Industrial Transportation

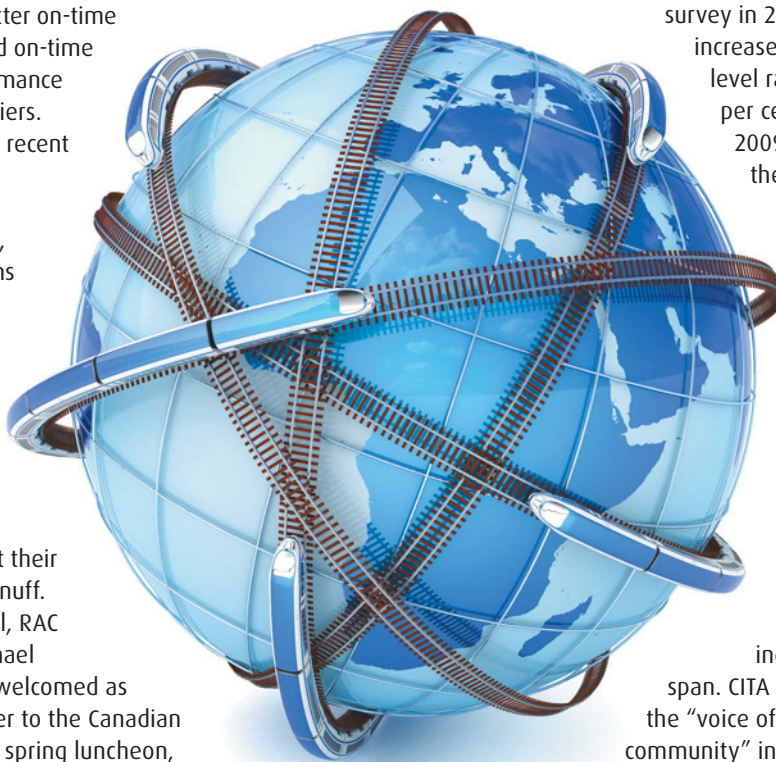
Association (CITA) Shippers' Pulse

survey in 2011, rail increased its service level rating by 45 per cent from 2009. This was the largest two-year gain

among all transportation services, not to mention that the sector also improved its service quality during the same span. CITA claims to be the "voice of the shipper community" in this country. The majority of rail customers noticed a difference.

Bourque suggested that this improvement partly corresponded with the negotiation and fulfillment of CN's service agreements with shippers and other stakeholders. In CN's case, it was forced to make difficult decisions, but ones that controlled costs and implemented precision service that benefitted the organization and its customers.

"It was an extraordinary transition for our industry, and for our customers," said Bourque, "And it happened very fast."



The efforts to improve service have resulted in a high-performance supply chain, characterized by increased collaboration, efficient service and rail rates that are the lowest in the world.

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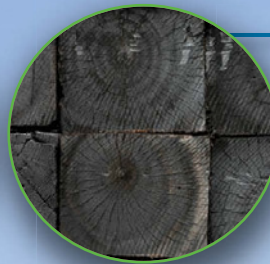
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"CP and CN and the short line industry will attest; all this was accomplished on the strength of commercial agreements. It did not require government intervention. It did not need further regulation. It was a tremendous success story built on the acknowledgement that, by working together, we can all win more business in a global economy."

The efforts to improve service have resulted in a high-performance supply chain, characterized by increased collaboration, efficient service and rail rates that are the lowest in the world. Freight volumes have shifted to Canadian shores and, as commodity prices have risen, freight rates have remained flat.

Yet, shippers have argued that the Canadian rail sector has too much market power, even though Canada's Class 1 freight railways compete fiercely with each other and various other modes of surface transportation.

Rail customers also have access to provisions under the Canada Transportation Act designed to give customers competitive options and ultimately impose regulatory outcomes on the railways, if necessary.

In recent years, customers have expected more leverage in shipper-carrier relationships, despite the fact that, according to the 2013 North American Railroad Shipper Survey released by RBC Capital Markets, 69 per cent of rail customers rated rail service as being "good" or "excellent," compared to 58 per cent the previous year.

There are customers who have argued that, without regulation, railways will rescind to their old ways of abusing market power. But the service track record of the Canadian rail business has been on the rise since 2007 and the industry's performance is stronger than ever. The rail supply chain sector in Canada would hurt service rather than help it.

Bourque hopes that regulation doesn't hurt an industry with a business model that has enabled its customers to remain globally competitive thanks to the lowest freight rates among the world's leading economies.

"Commercial contracts and market-based solutions have helped create one of the best rail systems in the world." ■

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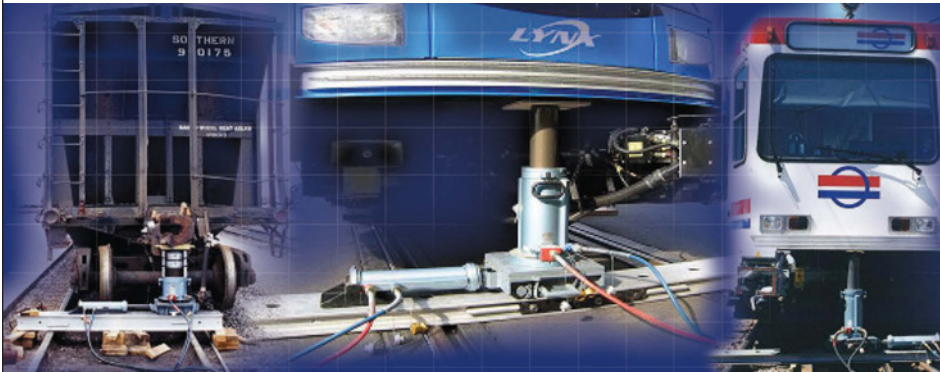


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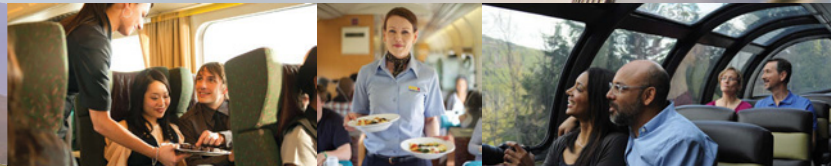
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A Decade Strong, RAC-FCM Proximity Initiative Unveils Makeover



In late May, the Railway Association of Canada (RAC) and Federation of Canadian Municipalities (FCM) unveiled brand new land use guidelines and a website intended to promote best practices and awareness about the issues associated with developments near railway operations.

The two associations launched Guidelines for New Development in Proximity to Railway Operations as part of the FCM's annual conference in Vancouver that brought together 2,000 municipal leaders from across Canada.

Building on the guidelines first launched in 2004 and using input from various stakeholders, the updated document addresses issues concerning noise, vibration and safety and focuses on the increasing challenges associated with new residential development.

"We hope the new guidelines will help governments to create or update their policies, regulations and standards for new residential development in proximity to rail operations in order to apply best practices and create consistency across the country," says FCM/RAC Proximity Initiative Co-chair and Southwest Middlesex, ON Mayor Doug Reycraft.

The document's unveiling comes at an opportune time as many older 20th century commercial and industrial properties are increasingly being converted to residential uses, making proximity issues top of mind. The new report outlines common issues that can arise when communities and railways are in close proximity and indicates mitigation guidelines and implementation mechanisms for new developments.

PROXIMITY

Using input from urban planners and municipal administrators, the new document builds on the guidelines developed in 2004 concerning issues like noise, vibration and safety.



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But the new resources aren't exclusively geared at builders and planners. Rather, the document and website serve as a valuable reference tools for any Canadian who has ever seen or heard a train in their community.

"Issues like noise, safety and vibration – these are what we call 'proximity' issues – impact municipalities all across Canada," says Michael Bourque, President and CEO of the RAC. "The updated guidelines, along with our new website, will help strengthen the essential dialogue between railways and communities in close proximity to one another."

The document represents a valuable step in ensuring that proximity issues are address and awareness is heightened, says Sean Finn, FCM/RAC Proximity Co-Chair and Executive Vice-President of Corporate Services and Chief Legal Officer at CN.

"The railway industry aims to be a good neighbour," says Finn. "As residential development continues to grow around rail operations, it is essential that municipalities across the country are aware of best practices pertaining to the intersection of property development and rail operations."

The updated Proximity Issues website will do just that by using a fresh colour scheme and user-friendly layout which have increased functionality. It also includes updated issues lists and definitions and a complete reference section.

The guidelines and best practices were developed by the FCM/RAC Proximity Initiative with the help and participation of stakeholders from all levels of government, railway operators, municipal urban planners, the FCM and the RAC, and while the updates to the guidelines are new, the relationship between the two organizations goes back a decade.

May's unveiling marked the 10-year milestone of the joint Memorandum of Understanding (MOU) between the two associations that has built "common approaches to the prevention and resolution of issues when people live and work in close proximity to railway operations."

Supported by the Canadian Association of Municipal Administrators (CAMA), the parties have jointly worked

under the MOU to develop and implement strategies with the help of community advisory panels. By adopting the best practices outlined in the document, communities have alleviated issues and improved relationships with railways, leading to some noteworthy success stories.

In 2007, Transport Canada announced a multi-stakeholder agreement for the Roberts Bank Rail Corridor in British Columbia that included a clause to carry out best efforts to apply the guidelines for new developments and rail

operations and expansion. More recently, the City of Edmonton incorporated part of the original Guidelines document in zoning by-law amendments for developments adjacent to railway right-of-way, marking another win for the initiative.

By keeping the proximity guidelines up-to-date and providing online resources, the two parties have taken a proactive approach to identifying and planning for potential conflicts, which has been an important step in improving the railway-community relationship – and Canadians' quality of life. ■

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No Relaxation with Safety Anniversary

The **Dangerous Goods** team at the Railway Association of Canada will celebrate its 15th anniversary next year but don't expect Director Andy Ash and his two associates to spend much time patting each other on the back.

"We can't put our feet up and say that was a job well done," he explains in an interview. "Things keep changing out there and we have to keep up with them."

The number of railway dangerous goods accidents and incidents has declined to the level that shipments arrive at their destination 99.98% of the time without a problem.

So how do Ash, Jean-Pierre Couture in Montreal and Curtis Myson in Edmonton raise

the bar to get the accident and incident rate ever lower?

Lacking magic wands, they have to keep training railway and shipper employees while looking for any weak links in the supply chain that can be corrected, Ash says. With their industry partners, they also have to prepare the men and women who respond to mishaps to make sure any spills are contained and damage is limited to protect the environment and the safety of nearby residents.

On top of all this, they are on-call 24/7 to provide advice on any incidents involving dangerous goods. It's not surprising that in 2011, the team was awarded the Chemistry Industry Association of Canada's Award of Merit.

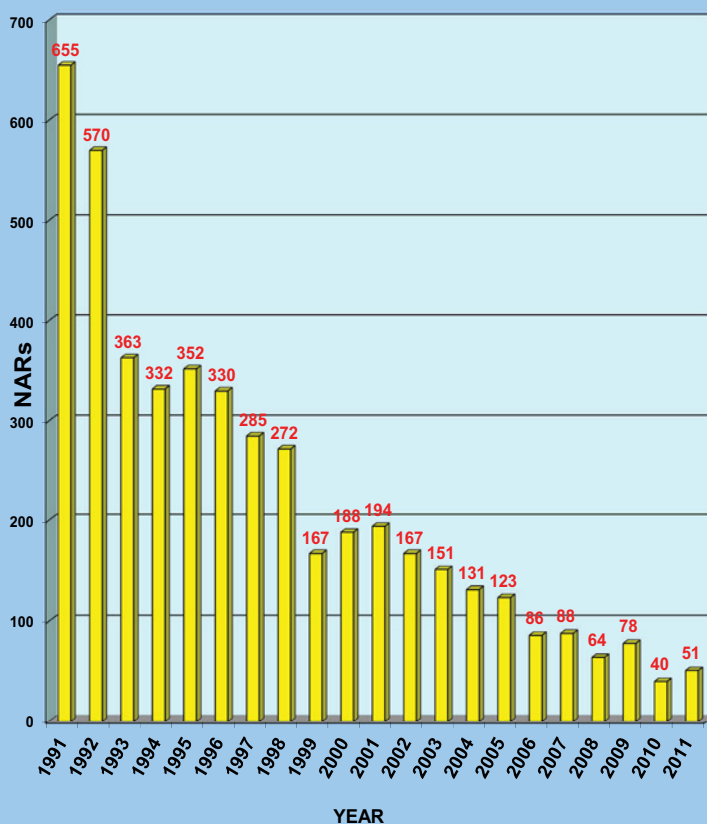
While railway dangerous goods incident response training originated in the United States, the RAC has taken a progressively greater role in providing it in Canada. The RAC Dangerous Goods team offers day-long courses in the loading, unloading and safe handling of rail cars used to transport chemicals and petroleum products. Using the facility at the Justice Institute of British Columbia, they also offer a week long emergency response training course that provides instruction from dangerous goods specialists and railway experts. "The people who take this course get out in the field and get their hands dirty learning how to do the job," Ash explains. "We put them in chemical protective gear and take them to a derailment mockup. We offer the course twice a year and it's always sold out."

The industry wants to train as many people as possible, he continues. "We never have to promote the course; it's all by word of mouth from people who have already taken it." In addition to railway employees, many of the participants come from chemical companies that ship by rail.

If a particular shipper experiences difficulties keeping its shipments in tank cars, the DG Team is available to visit facilities for a friendly chat that could find and fix the problems, he adds.

In addition to the training, the DG team works with the railways training fire departments and other first responders about how to determine what's in a shipment and the threat it might pose. A specially built tank car allows

DANGEROUS GOODS NARs - CANADA
(Tank & Freight)



Source: TSB of Canada

4/5/2012

Un anniversaire axé sur la sécurité

par Alex Binkley

L'équipe Marchandises dangereuses de l'Association des chemins de fer du Canada (ACFC) célébrera son 15e anniversaire l'an prochain, mais le directeur Andy Ash et ses deux associés ne passeront pas trop de temps à se lancer des fleurs.

« Nous ne pouvons pas nous reposer sur nos lauriers et nous dire que nous avons fait du bon travail, explique-t-il. Les choses évoluent sans cesse et nous devons suivre le rythme. »

Le nombre d'accidents mettant en cause des marchandises dangereuses a diminué à un point tel que les envois arrivent sans problème à destination 99,98 % du temps.

Alors comment Andy Ash, Jean-Pierre Couture à Montréal et Curtis Myson à Edmonton font-ils pour monter la barre et ainsi faire baisser les taux d'accidents et d'incidents à des niveaux de plus en plus bas?

À défaut d'une baguette magique, ils doivent continuer à donner de la formation au personnel des transporteurs ferroviaires et des expéditeurs, tout en examinant la chaîne d'approvisionnement pour détecter les maillons faibles qui peuvent être corrigés, précise Andy. De concert avec leurs partenaires du secteur, ils doivent aussi préparer les hommes et les femmes qui interviennent quand un accident se produit afin, s'il y a lieu, de confiner les déversements et de limiter les dommages dans le but de protéger l'environnement et la sécurité des résidents des environs.

En outre, l'équipe Marchandises dangereuses est sur appel 24 heures sur 24, 7 jours sur 7, pour donner des conseils en cas d'incident mettant en cause des marchandises dangereuses. Il n'est donc pas surprenant qu'en 2011, le trio ait reçu le prix du mérite de l'Association canadienne de l'industrie de la chimie.

Bien que les États-Unis soient les pionniers de la formation sur le transport ferroviaire des marchandises dangereuses, l'ACFC a peu à peu élargi son rôle en offrant ces cours au Canada, avec l'aide du Justice Institute of British Columbia (JIBC).

L'ACFC propose une formation d'une journée sur le chargement, le déchargement et la manutention sécuritaire des wagons servant à transporter des produits chimiques et des produits pétroliers. Elle organise aussi des cours d'intervention d'urgence qui s'étalent sur une semaine et sont donnés par des spécialistes des marchandises dangereuses et des spécialistes ferroviaires. Un wagon-citerne a été



conçu spécialement pour permettre aux participants d'y pénétrer afin d'observer l'intérieur.

« Les participants à ce cours vont sur le terrain et se salissent les mains en apprenant à faire le travail, explique Andy Ash. Vêtus de combinaisons chimiques, ils prennent part à une simulation de déraillement. Nous offrons ce cours deux fois par année et nous affichons toujours complet. »

Le secteur souhaite former le plus grand nombre de gens possible, ajoute-t-il. « Nous n'avons jamais fait la promotion du cours; les gens l'ayant déjà suivi en ont parlé et le bouche à oreille a fait le reste. » En plus du personnel des chemins de fer, bon nombre de participants proviennent d'entreprises de produits chimiques qui utilisent le transport ferroviaire.

La formation sur les marchandises dangereuses comprend des séances d'information, du soutien et des conseils à l'intention des chemins de fer, des expéditeurs et du public. Elle fait connaître entre autres les règlements, la façon de remplir les documents d'expédition, le choix du conditionnement, la manière sécuritaire de charger et de décharger les wagons et d'autres conteneurs. Si le chargement des wagons pose des difficultés à un expéditeur, l'équipe Marchandises dangereuses peut se rendre sur place pour cerner et régler le problème.

Outre la formation qu'elle fournit, l'équipe Marchandises dangereuses explique aux services d'incendie et à d'autres premiers répondants comment ils peuvent déterminer le contenu d'un envoi et la menace qui pourrait

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participants to see what the car looks like from the inside.

This training process is called TRANSCAER®, which stands for Transportation Community Awareness regarding Emergency Response. It consists of volunteers from the chemical manufacturing, transportation, distributor, emergency response industries and government. Based in the United States, it operates in Canada to assist communities to prepare for and respond to possible dangerous goods transportation incidents.

With the growth of shipments of crude oil and ethanol by rail, the team is working with the industry's workers on safe shipments of their products. This includes education in the regulations, proper preparation of shipping papers, packaging selection, the safe loading and unloading of rail cars and other containers.

As well, there are TEAP III® and CERCA (Transportation Emergency Assistance Program and Canadian Emergency Response Contractors Alliance) programs ready to help out in assuring safe movement of dangerous goods. TEAP III is a multi-association group developed by the Chemistry Industry Association of Canada that conducts assessments of the capabilities of emergency response service providers in Canada. This ensures capable, consistent emergency response available to the railway industry by the service providers in Canada.

CERCA is an alliance of emergency response service providers that allows each response company to ensure consistent training programs and equipment lists while being able to share best practices within the industry.

Meanwhile, Transport Canada requires all shippers of dangerous goods to have plans in

en découler. Cette année, en collaboration avec le Collège des pompiers de l'Ontario, l'équipe organise une séance de formation sur la ligne du Huron Central.

Compte tenu du volume accru des envois de pétrole brut et d'éthanol par chemin de fer, l'équipe Marchandises dangereuses travaille en collaboration avec l'Association canadienne des carburants afin de donner une formation sur le transport sécuritaire de leurs produits aux travailleurs du secteur.

Dans le secteur des marchandises dangereuses, le programme TRANSCAER (Transportation Community Awareness and Emergency Response) joue lui aussi un rôle clé. Il regroupe des bénévoles des secteurs de la fabrication des produits chimiques, du transport, de la distribution et des interventions d'urgence, ainsi que du gouvernement. Établi aux États-Unis, ce programme a été mis sur pied au Canada afin d'aider les collectivités à se préparer et à réagir en cas d'incident mettant en cause des marchandises dangereuses acheminées par chemin de fer.

De plus, les programmes TEAP III® (Programme d'aide d'urgence au transport) et CERCA (Alliance canadienne des entrepreneurs en intervention d'urgence) peuvent aider afin d'assurer le transport sécuritaire des marchandises dangereuses. Le groupe TEAP III a été créé par l'Association canadienne de l'industrie de la chimie et plusieurs associations en font partie. L'équipe de l'ACFC appuie ce groupe en réalisant des évaluations des capacités des fournisseurs de services d'intervention d'urgence au Canada. Cela garantit de façon constante la mise en œuvre d'une intervention d'urgence pour le secteur ferroviaire par les fournisseurs de services du Canada.

La CERCA est un regroupement de fournisseurs de services d'intervention d'urgence qui aide chaque entreprise membre à établir des listes de matériel et à offrir des programmes de formation uniformes, tout en assurant le partage des pratiques exemplaires au sein du secteur.

D'autre part, Transports Canada exige que tous les expéditeurs de marchandises dangereuses aient des plans pour faire face à un déversement ou à un rejet accidentel de produits. L'an dernier, le ministère a publié le *Guide des mesures d'urgence*. Élaboré conjointement avec le département des Transports des États-Unis et le secrétariat aux Transports et aux Communications du Mexique, « il est destiné aux pompiers, aux services de police et au personnel d'autres services d'urgence qui peuvent être les premiers à arriver sur les lieux d'un incident mettant en cause des marchandises dangereuses ».

Il décrit la façon de déterminer rapidement les dangers précis ou généraux des matières



Andy Ash



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place for dealing with any accidental releases or spills of the products. Last year, the department released the Emergency Response Guidebook, developed in conjunction with the U.S. Department of Transportation and the Secretariat of Transport and Communications of Mexico “for use by firefighters, police, and other emergency services personnel who may be the first to arrive at the scene of a transportation incident involving dangerous goods.”

It outlines how to quickly identify the specific or generic hazards of the materials involved in the incident, and how to protect themselves and the general public during the response. “This guidebook will assist responders in making initial decisions upon arriving at the scene of a dangerous goods incident. It should not be considered as a substitute for emergency response training, knowledge or sound judgment. ... It is primarily designed for use at a dangerous goods incident occurring on a highway or railroad.”

In addition to proper loading and handling of cars, the DG Team instructs shippers on how to ensure that freight cars meet the required standards and are properly labeled, placarded and documented.

The Justice Institute of BC’s Maple Ridge Campus, located east of Vancouver, offers hands-on firefighting practice and training through its Fire & Safety Division.

It has a 13-car train derailment to give fire fighters up close experience with railway disasters and chemical spills. It also offers courses in dangerous materials training, including containment of spills of toxic, flammable, radioactive

mis en cause et de se protéger, et de protéger le public, au cours de l’intervention. « Ce guide aidera les premiers intervenants à prendre les décisions initiales lorsqu’ils arriveront sur les lieux d’un incident mettant en cause des marchandises dangereuses; toutefois, ils ne doivent pas le considérer comme pouvant remplacer leur formation personnelle en matière d’intervention d’urgence, leurs propres connaissances ou leur bon jugement. Il vise avant tout les incidents qui se produisent sur les routes ou les voies ferroviaires. »

En plus des bonnes méthodes de chargement et de déchargement des wagons, l’équipe Marchandises dangereuses montre aux expéditeurs comment s’assurer que les wagons satisfont aux normes exigées, qu’ils portent les étiquettes et plaques appropriées et que les renseignements relatifs aux envois ont été consignés.

Situé sur le campus de Maple Ridge, à l’est de Vancouver, le JIBC propose des exercices pratiques de lutte contre l’incendie, dirigés par sa division de la sécurité-incendie. On y simule un déraillement de 11 wagons pour permettre aux pompiers de vivre une catastrophe ferroviaire et un déversement de produits chimiques. Une formation sur les marchandises dangereuses y est aussi offerte, notamment sur les points suivants : confinement de déversements de substances toxiques, inflammables, radioactives et autres matières dangereuses; évaluation des dangers; consignes de sécurité à l’intention du personnel; Guide des mesures d’urgence; plaques de danger; zones froide, tiède et chaude; armes de destruction massive; terrorisme et catastrophes environnementales; équipement de protection individuelle; contrôle de produit; décontamination de masse; contrôle et matériel de contrôle.

Le JIBC précise que les participants mettront en pratique les connaissances acquises pour gérer un incident mettant en cause des matières dangereuses dans le cadre d’un exercice de simulation. Ils établiront des plans d’action se focalisant sur les buts stratégiques et les objectifs tactiques.

Le JIBC offre également des cours à l’intention des spécialistes des wagons-citernes qui « interviendraient dans le cas d’un déraillement mettant en cause des marchandises dangereuses ou qui doivent bien comprendre en quoi consiste une situation d’urgence en milieu ferroviaire. » Cette formation de cinq jours combine des cours en classe et des exercices pratiques, notamment un exercice de nuit. Il y sera question de l’anatomie d’un wagon-citerne, des vannes et des problèmes potentiels, de l’approche systématique de l’évaluation des dommages, des transbordements,

They have to prepare the men and women who respond to mishaps to make sure any spills are contained and damage is limited to protect the environment and the safety of nearby residents.





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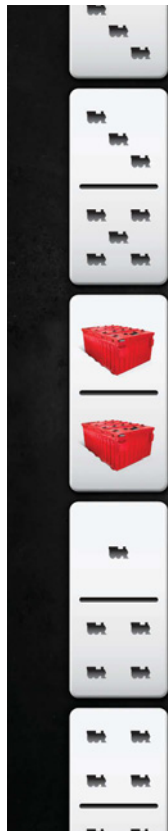
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and other dangerous materials; hazard assessment; personnel safety; the emergency response guide; placards, cold, warm and hot zones; weapons of mass destruction; terrorism and environmental disasters; personal protective equipment; product control; mass decontamination; and monitoring equipment.

The Institute says, “Students will apply learned knowledge to manage a simulated incident involving hazardous materials. They will develop action plans that focus on strategic goals and tactical objectives.”

It also offers instructions for rail tank car specialists who would “respond to train derailments where hazardous materials are involved or who require in-depth understanding of a rail emergency. The course is five days of scenario based training combining classroom instruction with hands-on practice and includes a night exercise. Students will learn: tank car anatomy, valves and possible problems; a systematic approach to damage assessment; transfers; grounding and bonding; flaring, capping, leak sealing and valve repairs. An introduction to the Incident Command System with team organization including roles and responsibilities is also covered.”

Ash notes the railways also participate in the long-standing Responsible Care® program developed by the chemical producers industry in the United States and Canada to make sure their goods are shipped safely to customers. The program helps the carriers meet the expectations of regulators, customers, the public and all other stakeholders.

Because of the high volumes of rail traffic that moves by rail between Canada and the United States, the DG team work with a number of partners including the Association of American Railroads (AAR), the U.S. Transportation Technology Center, the Bureau of Explosives and other industry and chemical producer committees in the development of industry standards and associated technical matters.

The Team also audits and inspects freight cars and helps correct any anomalies they discover. As well they can conduct independent and confidential evaluations to ensure regulatory compliance and identify opportunities for improvement in safety.

The safe movement of dangerous goods and other products by rail is also governed by Transport Canada’s rail safety rules and regulations, which specify proper maintenance and equipment inspection.

With all this involvement, dangerous goods transportation is under constant scrutiny by the RAC team and many others. ■



de la mise à la terre et de la liaison électrique des masses, du brûlage à la torche, du colmatage, de l’obturation des fuites et de la réparation des vannes. Une présentation du système de gestion des incidents et de l’organisation en équipes, notamment les rôles et responsabilités, est aussi donnée.

Andy Ash observe que les chemins de fer participent aussi au programme établi de gestion responsable mis sur pied par le secteur des produits chimiques aux États-Unis et au Canada, afin de s’assurer que ses produits sont expédiés de façon sécuritaire aux clients. Ce programme aide les transporteurs à satisfaire aux attentes des organismes de réglementation, des clients, du public et de tous les autres intervenants.

En raison du volume élevé de trafic ferroviaire entre le Canada et les États-Unis, l’équipe Marchandises dangereuses travaille avec plusieurs partenaires, dont l’Association of American Railroads (AAR), le Transportation Technology Center des États-Unis, le Bureau of Explosives et d’autres comités regroupant des représentants du secteur et des fabricants de produits chimiques, afin de définir des normes industrielles et de s’attaquer à d’autres questions techniques connexes.

L’équipe procède aussi à des vérifications et à des inspections des wagons et aide à corriger les anomalies qu’elle relève. De plus, elle peut réaliser des évaluations indépendantes et confidentielles pour vérifier la conformité réglementaire et repérer les possibilités d’amélioration en matière de sécurité. Elle peut aussi accorder des homologations aux ateliers de construction, de remise en état et d’entretien des wagons-citernes.

Le transport sécuritaire des marchandises dangereuses et d’autres produits par chemin de fer est également régi par les règlements en matière de sécurité de Transports Canada, qui prévoient un bon entretien et l’inspection du matériel.

En raison de l’intérêt qu’y portent un grand nombre de parties, le transport des marchandises dangereuses fait l’objet d’une surveillance constante par l’équipe de l’ACFC et par beaucoup d’autres. ■

With all this involvement, dangerous goods transportation is under constant scrutiny by the RAC team and many others.

Short Line Profiles

They are highly customer focused and strive, in conjunction with their Class 1 partners, to provide seamless transportation service from points of origin to destination.



Short lines play a fundamental role in the industry as they provide a direct link to the Class 1 networks for shippers on branch lines. The traffic is collected by the short lines and generally interchanged with its main line partners who, on average, move the long haul, high volume traffic five times further to destination. They are highly customer focused and strive, in conjunction with their Class 1 partners, to provide seamless transportation service from points of origin to destination. Short lines originated 23 per cent of Canada's carloads in 2012.

The success story is the excellent 'fit' between the long-haul, high-efficiency of Class 1's and the local customer service and logistics capabilities of the short lines.

Interchange begins a series of profiles of these entrepreneurial contributors to good functioning of the Canadian supply chain starting with the **St. Lawrence & Atlantic Railroad (SL&A)** that operates over 260 miles of contiguous mainline track between Portland, Maine and Ste. Rosalie, Québec.

The SL&A crosses the international border at Norton, Vermont and interchanges with the **Canadian National Railway (CN)** at Ste. Rosalie. It serves various warehouse distribution, intermodal and bulk transloading facilities throughout New England and the eastern townships of Québec.

SL&A provides a key transportation link through the northern New England communities of Lewiston/Auburn, Mechanic Falls,

Profils de CFIL



Les CFIL jouent un rôle essentiel dans le secteur puisqu'ils fournissent aux expéditeurs établis le long des lignes secondaires un lien direct avec les réseaux des chemins de fer de classe 1. Les CFIL transportent le trafic sur leurs lignes et l'échangent généralement avec leurs partenaires des lignes principales qui, en moyenne, acheminent des volumes élevés de trafic jusqu'à destination, soit sur une distance cinq fois supérieure à celle franchie sur le réseau local. Très au fait des besoins de leurs clients, les CFIL s'efforcent, en collaboration avec leurs chemins de fer de classe 1 partenaires, d'assurer un service de transport sans rupture du point d'origine au point de destination. En 2012, les CFIL ont été le point d'origine de 23 % des wagons complets.

La clé de cette réussite est la parfaite complémentarité entre le transport très efficace, sur longue distance, offert par les chemins de fer de classe 1 et le service local à la clientèle et les capacités logistiques des CFIL.

Interchange débute une série de profils de ces entreprises contribuant au bon fonctionnement de la chaîne d'approvisionnement canadienne en vous présentant **le St. Lawrence & Atlantic Railroad (SL&A)** dont les trains circulent sur quelque 260 mi (416 km) de lignes principales contiguës entre Portland, dans le Maine, et Sainte-Rosalie, au Québec.

Le SL&A traverse la frontière canado-américaine à Norton, au Vermont, et échange son trafic avec **la Compagnie des chemins de fer nationaux du Canada (CN)** à Sainte-Rosalie. SL&A offre différentes installations d'entreposage, de distribution, de services intermodaux et de transbordement de vrac dans toute la Nouvelle-Angleterre et dans les Cantons de l'Est au Québec.

SL&A procure un service de transport clé dans le nord de la Nouvelle-Angleterre, aux collectivités de Lewiston/Auburn, de Mechanic Falls et de South Paris, dans le Maine, de Berlin et de Groveton, au New Hampshire, et de Island Pond, au Vermont. Au Québec, par l'intermédiaire du Chemin de fer St-Laurent et Atlantique (Québec), SL&A offre le même service de classe mondiale aux cantons environnants de Coaticook, Sherbrooke, Bromptonville, Windsor et Richmond. Le Chemin de fer St-Laurent et Atlantique (Québec) exploite un réseau de 96 mi (155 km) entre la frontière américaine et Sainte-Rosalie.

Son équipe de direction est établie à Auburn, dans le Maine, et à Richmond, au Québec, ce qui permet au SL&A de fournir un service personnalisé aux clients de tout le réseau, des deux côtés de la frontière canado-américaine. D'une superficie de 35 acres, le terminal intermodal du Maine, qui fait partie

*Très au fait des besoins
de leurs clients, les CFIL
s'efforcent, en collaboration
avec leurs chemins de fer de
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» By the numbers:

- **40:** Short lines across Canada
- **2,910:** employment
- **\$695 million:** Revenue
- **23 per cent:** Carloads originated of all Class 1 traffic
- **\$30 million:** Property taxes

and South Paris, Maine; Berlin and Groveton, New Hampshire; and Island Pond, Vermont. In Québec, we deliver the same world-class service with the St. Lawrence & Atlantic (Québec) to the surrounding townships of Coaticook, Sherbrooke, Bromptonville, Windsor and Richmond, Québec. The St. Lawrence and Atlantic (Québec) operates over 96 miles of track between the U.S. border and Ste. Rosalie.

Its management team is based in Auburn, Maine and Richmond, Québec, enabling the SL&A to provide personalized service to customers system-wide and on both sides of the U.S./Canada border. The 35-acre Maine Intermodal Terminal, part of the CN intermodal network, allows SL&A to offer the only northern New England double-stack container service, complemented by domestic trailer service to both local and intermodal customers.

Through its link with CN, it serves five deep-water ports including Vancouver, British Columbia; Montréal, Québec; Halifax, Nova Scotia; New Orleans, Louisiana; and Mobile, Alabama. In addition, the SL&A connects to Pan Am Railways (PAR) at Danville Junction, Maine, providing direct rail links to many of the paper mills in Maine and points south through CSX Corporation (CSX) and Norfolk Southern (NS). It connects to the New Hampshire & Vermont Railroad (NHVT) at Groveton.

The SL&A carries a variety of commodities including the three key forest products of lumber, pulp and paper. It also carries industrial products. A seamless cross-border service provides New England with enhanced access to the international marketplace by transporting goods to and from Asia, Canada, Europe, and even into Mexico with our CN Alliance routings. Whether your transportation needs are global or local, the SL&A is committed to meeting and exceeding expectations by providing efficient transportation solutions for customers in the United States, Canada, Mexico and abroad. ■

du réseau intermodal du CN, permet d'offrir l'unique service de transport par conteneurs gerbés du nord de la Nouvelle-Angleterre, auquel s'ajoute un service intérieur par semi-remorques aux clients locaux et du secteur intermodal.

Grâce à ses échanges avec le CN, SL&A offre le service à cinq ports en eaux profondes, notamment ceux de Vancouver, en Colombie-Britannique, de Montréal, au Québec, d'Halifax, en Nouvelle-Écosse, de La Nouvelle-Orléans, en Louisiane, et de Mobile, en Alabama. De plus, le SL&A échange du trafic avec les Pan Am Railways (PAR), à Danville Junction, dans le Maine, ce qui procure des liens ferroviaires directs à de nombreux moulins à papier du Maine ainsi qu'à destination et en provenance de points plus au Sud, via les réseaux de CSX Corporation (CSX) et du Norfolk Southern (NS). SL&A échange du trafic avec le New Hampshire & Vermont Railroad (NHVT) à Groveton, au New Hampshire.

Le SL&A transporte toute une gamme de marchandises dont trois produits forestiers principaux : le bois d'œuvre, la pâte et le papier. Nous transportons également des produits industriels. Son service transfrontalier sans rupture lui permet d'offrir aux clients de la Nouvelle-Angleterre un accès amélioré aux marchés internationaux, soit le transport en provenance et à destination de l'Asie, du Canada et de l'Europe, ainsi que du Mexique, grâce à ses alliances d'itinéraires d'acheminement avec le CN. Que vos besoins en transport soient mondiaux ou locaux, le SL&A est déterminé à répondre à vos attentes, voire à les dépasser, en fournissant des solutions de transport efficaces aux clients des États-Unis, du Canada, du Mexique et d'outre-mer.

Si vous voulez établir le profil de votre chemin de fer ou de votre entreprise du secteur ferroviaire, veuillez communiquer avec paulg@railcan.ca. ■

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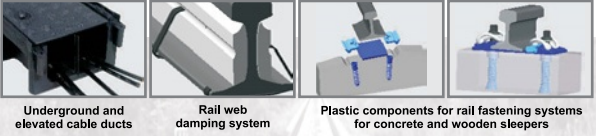
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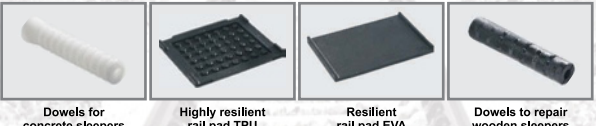
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Vancouver Hosts World of Rail Safety International Rail Safety Conference 2013

The 23rd International Railway Safety Conference (IRSC 2013) will be held in Vancouver, BC from Oct. 6-11, under the theme: "Enhancing Railway Safety through Innovation, Community Partnerships and effective Safety Management." The Conference is being hosted by the Transportation Safety Board of Canada (TSBC), Transport Canada and the Railway Association of Canada (RAC).

"IRSC provides an excellent platform for rail safety professionals to come together to share their knowledge and experiences in a global forum," says conference co-chair Kirby Jang, Director Investigations at TSBC. "The diverse mix of experts who attend results in many thought provoking and challenging ideas, as well as an in-depth understanding of a range of problems, which are useful reference tools for any of the participants."

This year's conference focuses on a number of sub-themes and topics including Components of a Robust Safety Management System, Community Safety Issues near Railway Property and Technological Innovations to address Railway Safety. The conference also features four technical tours, including a vintage train trip to Whistler and commuter, inter-city passenger and port facility tours.

These will take place on Thursday, Oct. 10, and Friday, Oct. 11.

The first IRSC Conference was held in 1990, as a result of a joint Japan Rail East union and management initiative. They had been discussing safety issues related to their company and decided to look for new perspectives on safety from overseas experts. Today, the IRSC provides a forum for an in-depth exchange of experience and lessons for improving rail safety and is

exclusively devoted to rail safety issues. Participants include industry representatives with responsibility in rail safety management from railway companies, railway associations, suppliers, safety regulators, investigation agencies and rail unions.

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rail safety management and performance. Independently collected and published figures from the TSB clearly indicate that Canada's railway industry safety performance has steadily improved over the last decade. Most recent TSB figures indicate that the number of accidents in 2012 were down 15 per cent from in the period 2006-2010.

"The IRSC conference provides an excellent opportunity for us to share our experience and practices with colleagues and developing strong networks," said Mike Lowenger, co-chair and Vice President, Operations & Regulatory Affairs, RAC. "The IRSC makes a very important contribution to the ongoing improvement of rail safety management and performance around the world." ■

For more information about the IRSC and the conference this year in Vancouver, visit the website at www.irsc2013.org.



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