



Railway Association
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interchange

Taking Action Prendre des mesures

Rail sector moves to strengthen
rail safety one year after the
accident in Lac-Mégantic
Le secteur ferroviaire
renforce la sécurité
ferroviaire, un an après
l'accident à Lac-Mégantic

RAC Dangerous Goods Team outreach
La sensibilisation par l'équipe des
marchandises dangereuses de l'ACFC

Public-Rail Safety Week 2014
Semaine de sensibilisation
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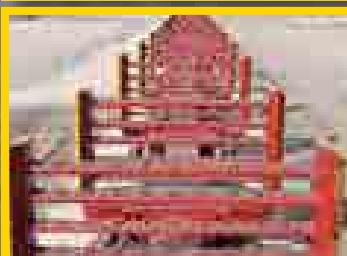
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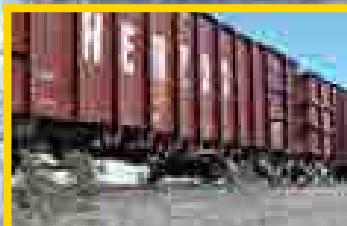
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14 Taking Action

Rail sector moves to strengthen rail safety one year after the accident in Lac-Mégantic

Prendre des mesures

Le secteur ferroviaire renforce la sécurité ferroviaire, un an après l'accident à Lac-Mégantic

24 Making the Rounds

RAC Dangerous Goods Team Outreach

La grande tournée

La sensibilisation par l'équipe des marchandises dangereuses de l'ACFC

28 Delivering the Goods

RAC Dangerous Goods Team celebrates 15th anniversary

Livrer les marchandises

L'équipe des marchandises dangereuses de l'ACFC célèbre ses 15 ans

32 See Tracks? Think Train!

Operation Lifesaver enjoys another successful Public-Rail Safety Week

Voies ferrées? Gareautrain!

La Semaine de sensibilisation à la sécurité ferroviaire : un autre succès pour Opération Gareautrain

42 Rail-Government Interface 2014

Industry leaders gather in Ottawa to discuss rail safety

Échanges rail-gouvernement 2014

Des acteurs clés de l'industrie ferroviaire se rassemblent à Ottawa pour parler de sécurité

REGULAR FEATURES

7 President's Message: The Case for In-Cab Audio and Video

Le message du président : Les systèmes d'enregistrement audiovisuel dans les cabines

49 Index to Advertisers



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

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President's Message | Le message du président



The Case for In-Cab Audio and Video Les systèmes d'enregistrement audiovisuel dans les cabines

By/Par Michael Bourque

This issue of *Interchange* is devoted to safety in the aftermath of the tragedy at Lac-Mégantic. As catalogued in this issue, the rail industry has taken a number of steps to increase safety and transparency this past year.

One of the most important new safety measures that we can take is to enact the necessary legislative changes required to allow the use of recording devices in locomotive cabs. This technology would have an immediate effect on enhancing a culture of safety and accountability. These devices would reduce risk, assist with accident investigation and save lives.

In the United States, the National Transportation Safety Board (NTSB) identified distraction on the part of a commuter train engineer as the probable cause of an accident and later called for the installation of audio and video recordings as a deterrent. It repeated this call following the derailment of a Metro-North passenger train in the Bronx, N.Y. that left four people dead and 63 injured.

In setting out its 2012 Watchlist of the critical transportation safety issues facing Canadians, the Transportation Safety Board (TSB) states in part:

"Video and voice recordings would allow the (TSB) investigators to confirm the nature of crew communications and the dynamics of crew actions and interactions."

It makes sense for the TSB to want this information for their investigations. But should we not make full use of the same systems to help prevent accidents in the first place?

Canadian railways propose to use in-cab recording technology as part of their Safety Management System (SMS) audit process. Locomotive Cab Digital Recording (LCDR) may be video or audio only, or video plus audio. Use of LCDR for safety purposes will require legislative action, as Section 28 of the *Canadian Transportation Accident Investigation and Safety Board Act* currently states that such recordings are

Le présent numéro d'*Interchange* est consacré à la sécurité à la suite de la tragédie de Lac-Mégantic. Nous y étudions les démarches entreprises par l'industrie ferroviaire pour viser davantage de sécurité et de transparence.

L'une des mesures les plus importantes consiste à adopter les modifications législatives requises pour l'utilisation de systèmes d'enregistrement à bord des locomotives.

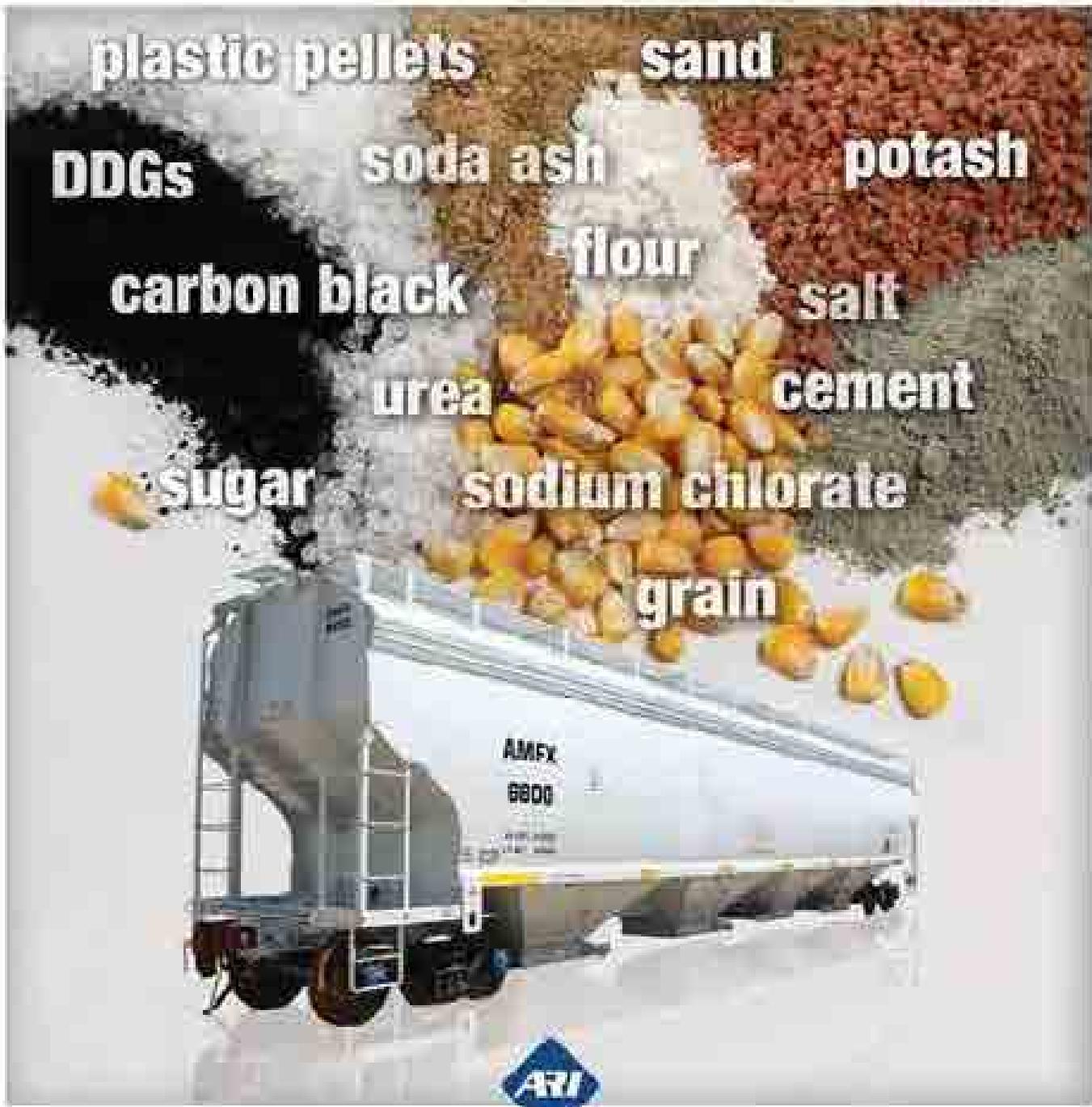
Aux États-Unis, le National Transportation Safety Board (NTSB) a conclu que la distraction d'un chef de train de banlieue était la cause probable d'un accident, et a préconisé l'installation de systèmes d'enregistrement comme moyen de dissuasion. Le NTSB a réaffirmé sa position après le déraillement d'un train de voyageurs Metro-North ayant fait quatre morts et soixante-trois blessés dans le Bronx.

En publiant sa *Liste de surveillance 2012*, le Bureau de la sécurité des transports du Canada (BST) a tenu ces propos :

« Les enregistreurs vidéo ou de la parole permettraient aux enquêteurs du [BST] de confirmer la nature des communications de l'équipe ainsi que la dynamique de ses actions et interactions. »

Il semble logique que le BST désire obtenir ces données pour ses enquêtes. Mais ne devrions-nous pas aussi mettre à profit ces systèmes pour aider à prévenir les accidents?

Les compagnies ferroviaires canadiennes proposent d'intégrer cette technologie à leurs processus de vérification des SGS. Les enregistreurs LCDR (*Locomotive Cab Digital Recordings*) peuvent être audio ou vidéo, ou les deux. Leur usage à des fins préventives requerra des mesures législatives, puisque l'article 28 de la *Loi sur le Bureau canadien d'enquête sur les accidents de transport et de la sécurité des transports* stipule actuellement que de tels enregistrements sont protégés et ne peuvent être utilisés qu'à des fins d'enquêtes après un accident.



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One of the most important new safety measures that we can take is to enact the necessary legislative changes required to allow the use of recording devices in locomotive cabs.

considered privileged, and may only be used for investigative purposes, after an accident has occurred.

Indeed the TSB itself has suggested that safety could be enhanced by considering such a legislative change. In their report into the deadly derailment of VIA Train #92 near Aldershot, Ont., the TSB stated in part:

"Identifying human factors is critical to understanding why accidents happen. When companies cannot use voice and video

Le BST semble aussi d'avis qu'une mesure législative pourrait améliorer la sécurité. Dans son rapport à propos du déraillement mortel du train VIA 92 près d'Aldershot en Ontario, le Bureau explique qu'identifier les facteurs humains est essentiel si l'on veut comprendre pourquoi les accidents se produisent. Les entreprises qui n'ont pas d'enregistrements audiovisuels (dans le cadre d'un SGS non punitif) sont privées de la possibilité de réduire les risques d'accident.



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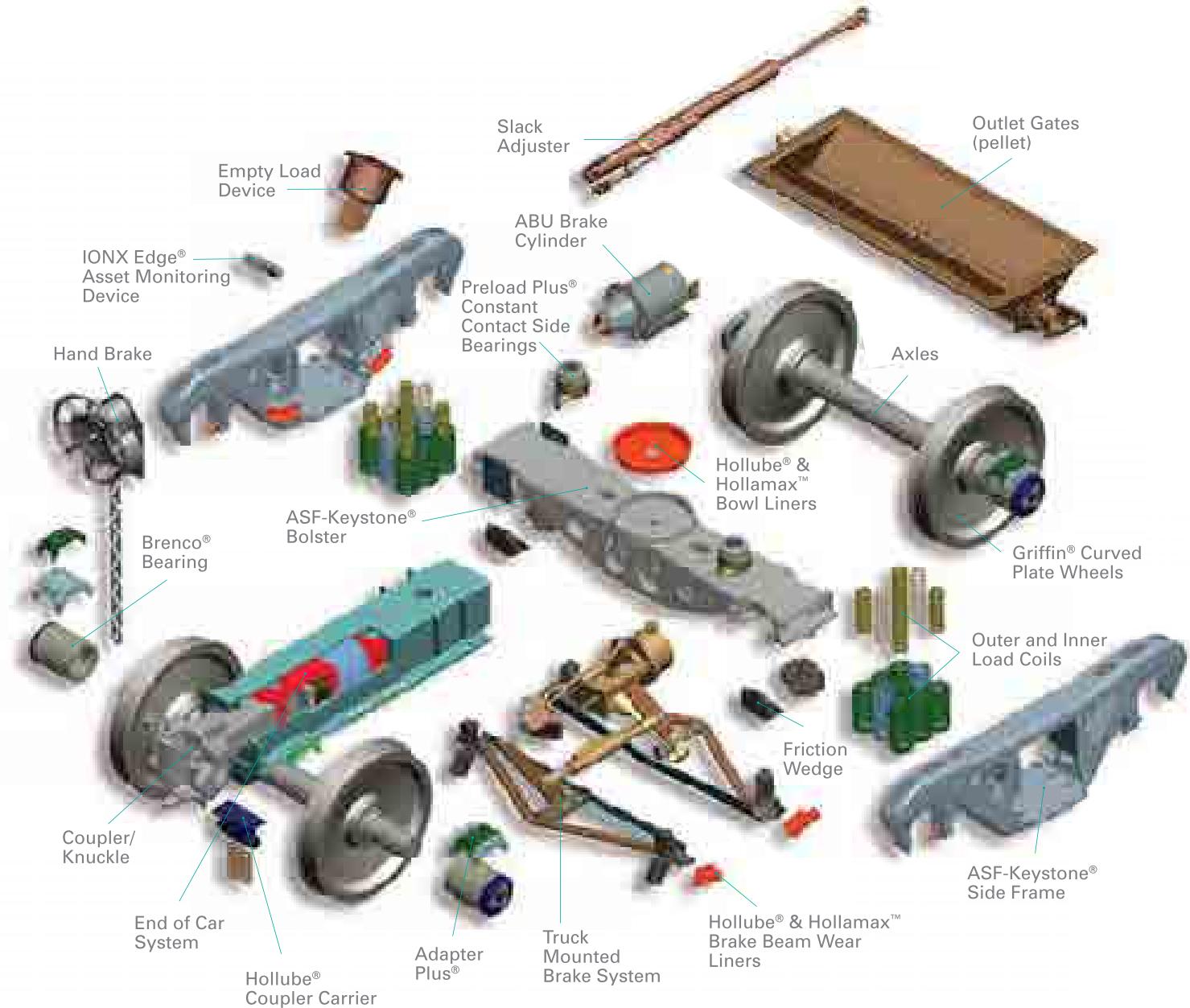


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recordings proactively in a non-punitive SMS, they are deprived of opportunities to reduce risk and improve safety before an accident occurs. This situation may well argue for a reconsideration of the statutory provisions."

So why are we not proceeding? The most contentious issue seems to be how railways would use the information; whether this would impact employees' right to privacy, and whether the information captured could be used for disciplinary purposes.

As with any untried tool, the final procedures for the use of LCDR information in Canada have yet to be written. But the industry believes that certain fundamental principles should apply.

First, access to the information must be tightly controlled and only used within strict guidelines. Local operations officers would not have direct access to this information.

Second, when required by the TSB, a regulatory agency such as Transport Canada conducting an investigation or a law enforcement agency, the LCDR information would be subject to strict chain of custody requirements.

Pourquoi alors ne pas aller de l'avant? La question la plus controversée est la suivante : comment les compagnies utiliseront-elles l'information? Les employés ont droit à leur vie privée et l'on se demande si ces données seront utilisées à des fins disciplinaires.

Il s'agit d'un nouvel outil et les procédures finales n'ont pas encore été déterminées. Mais l'industrie croit que certains principes doivent s'appliquer.

Premièrement, l'accès à l'information doit être étroitement contrôlé et uniquement utilisé selon des directives strictes. Les responsables des opérations locales n'y auraient pas directement accès.

Deuxièmement, lorsque requises par le BST, un organisme de réglementation comme Transports Canada dans le cadre d'une enquête ou un corps policier, les données devraient faire l'objet d'une chaîne de possession stricte.

Troisièmement, les disques durs actuellement utilisés pour ces systèmes sont effacés environ chaque semaine. En l'absence d'incident ou d'audit, les données seraient donc éliminées rapidement.

L'une des mesures les plus importantes consiste à adopter les modifications législatives requises pour l'utilisation de systèmes d'enregistrement à bord des locomotives.

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Third, the hard disks currently available for use with these systems are over-written in about a week. Barring an incident or audit, the LCDR information would be thus disposed of within a short timeframe.

Fourth, the review of LCDR information would necessarily be limited. It would be focused on a risk basis, and on an incident or trend basis. The idea is to use this technology in concert with other systems to add yet another layer of safety to railway operations.

According to the NTSB, these systems would increase compliance and reduce tendencies toward distractions, such as mobile phone use. Practically speaking, the use of LCDRs is no more invasive than having a railway supervisor ride the train, listen to radio communication or review videotapes of yard operations.

Currently, on-board recordings are privileged and can only be used for post occurrence investigations by the Transportation Safety Board of Canada. Therefore, legislative change is required in order for railways to be able to use this technology to prevent accidents and increase safety: be it on commuter, passenger or freight railways.

What this all boils down to is whether a perceived reduction in employee privacy should take precedence over public safety. These employees carry enormous responsibility in safety critical positions. When the safety of many is in the hands of a very few, Canada's railways take the view that safety comes first. ■

Quatrièmement, l'examen des données serait nécessairement limité. Il serait fondé sur les risques, incidents et tendances. Le but est d'utiliser cette technologie de concert avec d'autres systèmes pour ajouter encore une couche de sécurité aux opérations ferroviaires.

Selon le NTSB, ces systèmes faciliteraient la conformité aux normes et réduiraient les activités causant des distractions, comme l'utilisation d'un téléphone portable. En pratique, le recours aux systèmes d'enregistrement n'est pas plus invasif que le fait de mandater un superviseur à bord du train, d'écouter les radiocommunications ou d'étudier les bandes vidéo des opérations de triage.

Actuellement, les enregistrements de bord sont protégés et peuvent uniquement être utilisés en cas d'enquête par le BST. Des mesures législatives sont donc requises pour que les compagnies puissent utiliser ces technologies pour prévenir les accidents et augmenter la sécurité des municipalités, des voyageurs et des marchandises.

Le débat peut se résumer ainsi : une réduction perçue de la vie privée des employés doit-elle avoir la priorité sur la sécurité publique? Ces employés ont de lourdes responsabilités dans des postes critiques. Lorsque la sécurité du plus grand nombre repose dans les mains de quelques personnes, les compagnies ferroviaires canadiennes sont d'avis que la sécurité doit primer. ■



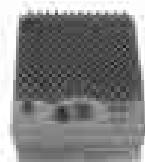
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Taking Action

In the year following the tragic Lac-Mégantic accident, the Canadian rail industry has redoubled its outreach and implemented special measures to improve the safe transportation of dangerous goods.

In April 2014, representatives from CN, CP and the Railway Association of Canada (RAC) assembled in Ottawa for a parliamentary committee meeting centred on a review of the Canadian transportation safety regime.

Fifteen minutes into the meeting, committee chair Larry Miller called on Jim Vena, executive vice-president and chief operating officer with CN Rail, to give his presentation.

Vena is a seasoned railroader with nearly 40 years of industry experience. Halfway through his presentation, he shared a personal anecdote.

"I'd like to talk for a minute about dangerous goods, especially after Lac-Mégantic," said Vena, referring to the Quebec town where a train carrying crude oil derailed and exploded on July 6, 2013, killing 47 people.

"I've seen railroading have a number of accidents," he continued. "We always have to make sure we sit down and learn, because as much as we think we've done everything we can, there comes a point when, if you have an incident, you

have to make sure you haven't missed anything in all the processes you have, and you move ahead."

Vena's statement summed up what the last year has been like for the Canadian rail sector.

Since Lac-Mégantic, federal politicians, accident investigators and safety regulators have regularly announced new measures to promote the safe transportation of dangerous goods. In addition, local governments have demanded more information on what is rolling through their communities.

Amid the intense public scrutiny, the industry says it has responded proactively and responsibly; reviewing all rule changes, redoubling efforts for emergency preparedness and working with stakeholders to deploy new safety measures.

Within days of the accident, the Transportation Safety Board (TSB) issued safety advisory letters concerning unattended train securement and proper product labelling for dangerous goods. When Transport Canada took measures based on those recommendations, Canada's railways

Prendre des mesures

Pendant l'année qui a suivi la tragédie de Lac-Mégantic, l'industrie ferroviaire canadienne a multiplié les interventions et a mis en œuvre des mesures spéciales pour le transport de matières dangereuses.

En avril 2014, des représentants du CN, du CP et de l'Association des chemins de fer du Canada (ACFC) ont témoigné devant un comité parlementaire à Ottawa chargé d'examiner la question de la sécurité des transports.

Quinze minutes après le début de la rencontre, Larry Miller, président du comité, a invité Jim Vena, vice-président exécutif et chef de l'exploitation du CN, à faire sa présentation.

Avec près de 40 ans d'expérience, M. Vena est un vétéran du transport ferroviaire. À un moment, il a partagé une anecdote personnelle.

« J'aimerais parler des matières dangereuses, surtout après ce qui s'est passé à Lac-Mégantic », a-t-il commencé en évoquant l'accident du 6 juillet 2013 qui a causé la mort de 47 personnes.

« Au fil de ma carrière, j'ai vu de nombreux accidents. Chaque fois, il est impératif de s'asseoir, d'analyser, d'apprendre. Même lorsqu'on a l'impression d'avoir tout réglé, il faut vérifier et revérifier – tous les détails, tous les processus. »

Ces propos résument bien les démarches poursuivies par le secteur ferroviaire canadien au cours de la dernière année.

Depuis l'événement, les politiciens fédéraux, les enquêteurs et les responsables de la sécurité ont annoncé de nouvelles mesures visant à augmenter la sécurité du transport des matières dangereuses. Les gouvernements locaux ont aussi demandé d'être mieux informés de ce qui circule dans leurs communautés.

Le grand public s'est intéressé de près au dossier. L'industrie estime avoir réagi de façon proactive et responsable : les réglementations ont été revues, on a redoublé d'efforts pour être mieux préparés aux situations d'urgence et on a travaillé avec les différentes parties prenantes pour déployer de nouvelles mesures de sécurité.

Dans les jours qui ont suivi l'accident, le Bureau de la sécurité des transports (BST) a émis des avis concernant les trains laissés sans surveillance et l'étiquetage des marchandises dangereuses. Lorsque Transports Canada a pris des mesures basées sur ces recommandations, les compagnies ferroviaires ont collaboré pleinement avec le gouvernement.

Au fil des semaines, l'industrie s'est associée étroitement avec les différentes parties prenantes pour mettre en œuvre des mesures supplémentaires.

"Whether it's phasing out legacy tank cars, enhancing insurance requirements and liability regimes, or establishing measures flowing from the Railway Safety Act, we're dedicated to working with regulators and stakeholders to make our network safer."

Michael Bourque, president and CEO of the RAC

collaborated fully with the government in order to get the safety improvements in place.

In the weeks following the derailment, the industry actively engaged with its stakeholders to take measures even further.

Members of the RAC Dangerous Goods Team were in Lac-Mégantic for 15 days following the accident. When they left, they contacted some 30 RAC members – mostly shortlines – that transport dangerous goods to review everything from DG regulatory compliance to railcar inspections.

Next, the industry began working with the Federation of Canadian Municipalities to enhance the supply of information concerning dangerous goods movement to local emergency responders.

Rail companies have since begun working with the Canadian Association of Petroleum Producers and the Canadian Association of Fire Chiefs on emergency preparedness, response and mutual aid. The industry expects to train some 2,500 firefighters, 600 industrial plant personnel and 200 railway employees through first responder and dangerous goods training, in addition to the 17,000 stakeholders it has trained over the past five years.

The industry has also zeroed in on safety culture development, requiring better tank cars for dangerous goods and advocating for the use of in-cab audio and video recording systems to improve safety.

Railways "are preconditioned to be safe," said Michael Bourque, president and CEO of the RAC, adding that, since the passage



Curtis Myson, RAC Dangerous Goods Team.

of the Railway Safety Act in 1989 and the subsequent introduction of Safety Management Systems in 2001, Canada's rail companies have accomplished major breakthroughs in safe operations.

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Équipe des marchandises dangereuses de l'ACFC.

L'équipe des marchandises dangereuses de l'ACFC est restée à Lac-Mégantic pendant les quinze jours qui ont suivi l'accident. Elle a ensuite contacté les quelque trente membres de l'ACFC qui assurent le transport de matières dangereuses.

L'industrie a par la suite travaillé avec la Fédération canadienne des municipalités afin d'améliorer les communications relatives au transport de marchandises dangereuses à l'attention des intervenants d'urgence locaux.

Les compagnies ferroviaires travaillent aussi avec l'Association canadienne des producteurs pétroliers et l'Association canadienne des chefs de pompiers sur la préparation, l'intervention et l'aide mutuelle en cas d'urgence. L'industrie entend donner une formation sur les matières dangereuses et les premiers soins à 2500 pompiers, 600 employés d'installations industrielles et 200 cheminots, en plus des quelque 17 000 personnes formées au cours des cinq dernières années.

Une culture axée sur la sécurité passe aussi par l'achat de meilleurs wagons-citernes et l'installation de systèmes d'enregistrement audiovisuels dans les cabines.

Selon Michael Bourque, président-directeur général de l'ACFC, les chemins de fer sont « conditionnés à être sécuritaires ». Depuis l'adoption de la *Loi sur la sécurité ferroviaire* en 1989 et l'implantation des systèmes de gestion de la sécurité (SGS) en 2001, les compagnies canadiennes ont accompli de grandes choses.

« Il n'en reste pas moins que les débats sur la sécurité ferroviaire ont pris une ampleur sans précédent depuis la tragédie de Lac-Mégantic », précise M. Bourque.

« Ce drame a profondément affecté tous les gens du milieu – chaque cheminot du pays. Quand un tel accident survient, nous sommes inconsolables. Nous savons bien que les choses

« Éliminer les vieux wagons-citernes, renforcer les exigences relatives aux assurances et à la responsabilité, mettre en œuvre des mesures découlant de la Loi sur la sécurité ferroviaire : nous désirons collaborer avec toutes les parties pour rendre notre réseau plus sécuritaire. »

Michael Bourque, président-directeur général de l'ACFC

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importance post-Lac-Mégantic, said Bourque.

"This tragedy deeply affected every railroader and every railroad in Canada," said Bourque. "Nothing can provide any degree of comfort when an accident like Lac-Mégantic happens. We know we are in a different environment than before, and we accept our position with responsibility and humility."

Bourque adds that he fully expects government action in other areas stemming from the TSB's final investigation on what occurred in Lac-Mégantic.

"Whether it's phasing out legacy tank cars, enhancing insurance requirements and liability regimes, or establishing measures flowing from the Railway Safety Act, we're dedicated to working with regulators and stakeholders to make our network safer," he said.

While rail companies have targeted all elements of dangerous goods transportation since the derailment, the industry had a strong record of

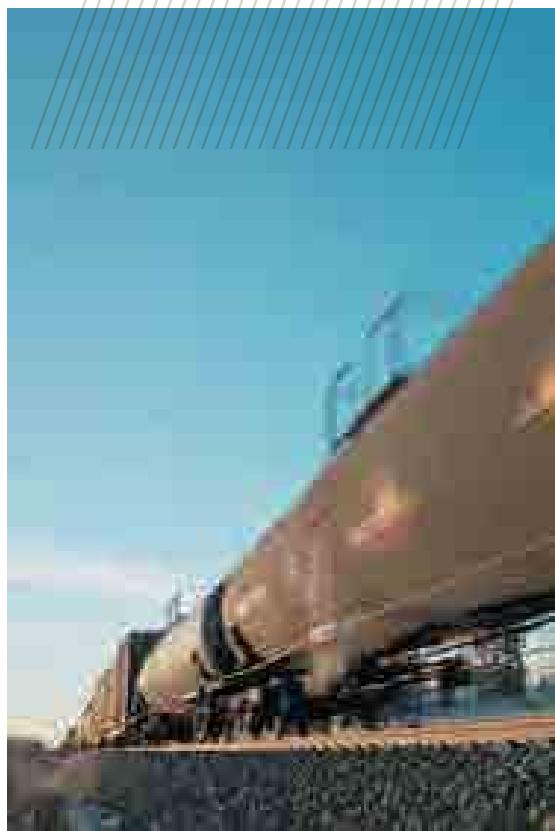
collaborative safety action prior to the incident.

The TSB removed two rail safety items – the implementation of rail safety management systems (SMS), and the operation of longer, heavier trains – from its 2012 Watchlist, which identifies transportation safety issues that pose a potential risk to Canadians. This removal was a direct result of the industry's efforts.

The rail sector has also made "significant investments" in equipment, safety technology and training, said Bourque.

Canada's two Class I railways – CN and CP – have hundreds of wayside inspection systems in place, and believe that other technologies such as Locomotive Cab Digital Recordings (LCDR) could greatly improve safety, if used properly.

Both railways have acknowledged that, while they have learned a great deal from Lac-Mégantic, safety is a journey and not a destination.



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ont changé, et nous acceptons notre situation avec responsabilité et humilité. »

Le président de l'ACFC s'attend aussi à ce que le gouvernement passe à l'action dans d'autres domaines, à la lumière de l'enquête du BST.

« Éliminer les vieux wagons-citernes, renforcer les exigences relatives aux assurances et à la responsabilité, mettre en œuvre des mesures découlant de la *Loi sur la sécurité ferroviaire* : nous désirons collaborer avec toutes les parties pour rendre notre réseau plus sécuritaire. »

Si tous les aspects du transport des matières dangereuses ont été passés au peigne fin depuis le déraillement, l'industrie avait tout de même fait de nombreuses démarches avant l'accident.

Le BST a rayé deux éléments (l'implantation de SGS et l'exploitation de trains plus longs et plus lourds) de sa liste de surveillance 2012, qui recensait les risques potentiels : un résultat direct des efforts déployés par l'industrie.

Selon M. Bourque, le secteur a aussi investi considérablement dans les équipements, la formation et les technologies.

Les deux chemins de fer de classe I du Canada – le CN et le CP – ont mis en place des centaines de systèmes de détection en voie, et croient que d'autres technologies, comme l'enregistrement numérique, peuvent être mises à profit.

Ces deux compagnies reconnaissent que bien qu'elles aient beaucoup appris du tragique événement, la sécurité est un processus continu.

En mars, le CN a dévoilé un plan complet pour renforcer ses SGS et améliorer le transport des matières dangereuses.

« Nos statistiques, qui présentent une diminution des accidents, sont encourageantes », a souligné Jim Vena. « Nous savons qu'il y a encore du pain sur la planche. Un solide cadre réglementaire est en place et nous peaufinons notre SGS. »

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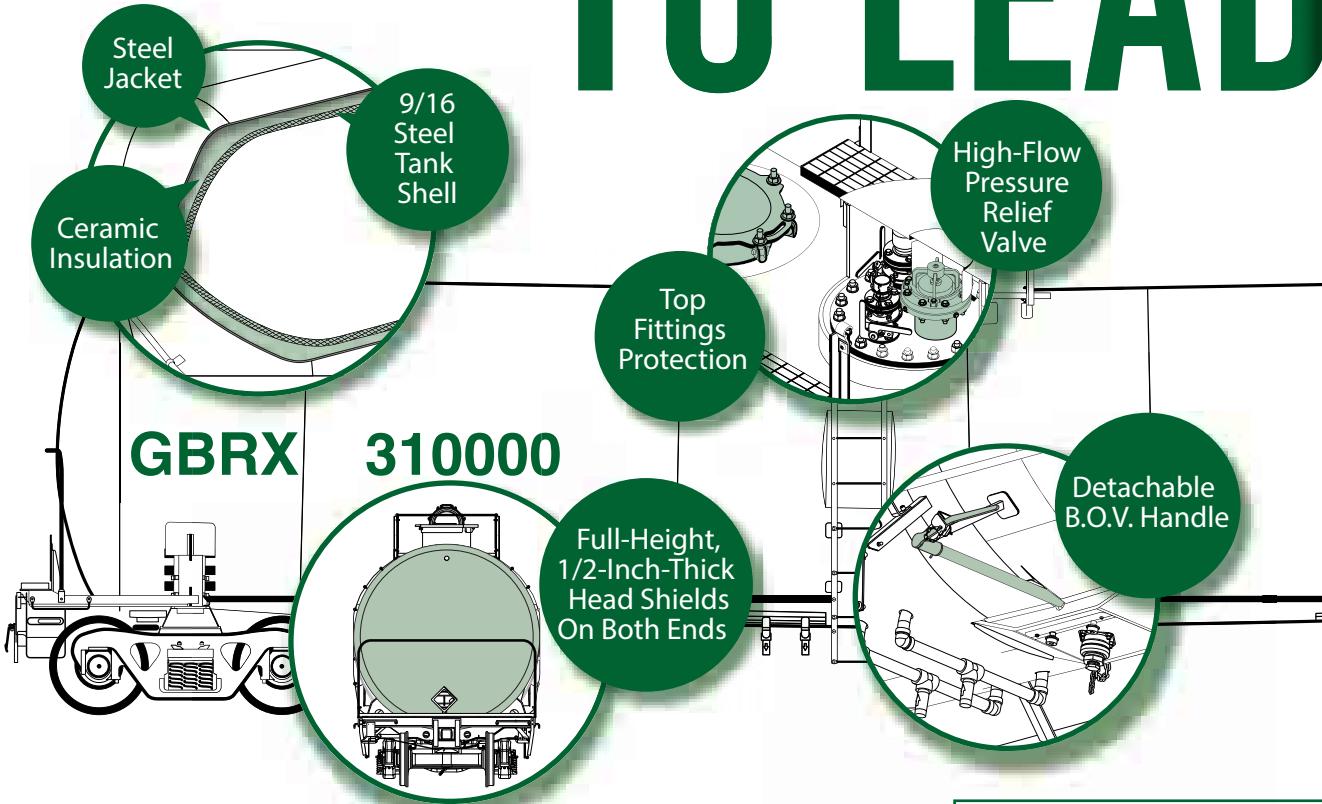
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In March, CN announced a comprehensive safety plan to strengthen its SMS and improve the transportation of dangerous goods.

"Our safety record continues on the right trend with decreases in accidents; however, we recognize that much work lies ahead of us," said Vena in his testimony. "A robust regulatory framework is in place and our SMS plan is key to ensuring that we continue to operate in the safest manner possible."

Keith Creel, President and COO of Canadian Pacific Railway, said in his parliamentary committee testimony that his company recognizes that the best way to provide effective service to its customers and to execute its part in the supply chain is to operate as safely as possible.

CP has achieved the lowest frequency of train accidents in the North American railway industry in each of the past eight years, and Creel mainly credited a combination of "people, process, technology, and investment."

"Our journey is not yet complete, but the continuous improvement in safety is evident as we better and better understand how to monitor, predict, and prevent where we could previously only search and react," he said.

CP will invest close to \$1.3 billion in 2014 to improve its network.

Improving safety is just as important for shortline operators. Since Lac-Mégantic, "everybody has had to review their safety procedures and their standards," said Merv Tweed, president of OmniTRAX Canada.

"I think based on what I've seen of other shortlines, and our company in particular, we do try to do things in a professional way."

In a decade, the magnitude of change in the railway industry resulting from Lac-Mégantic will still be evident, said Bourque.

"The federal government has implemented a lot of regulatory changes over the past year and has more in the works," said Bourque. "It was a productive year, but much work lies ahead." ■

Keith Creel, président et chef de l'exploitation du Canadien Pacifique, a déclaré en commission parlementaire que son entreprise reconnaît que la meilleure façon de répondre au besoin des clients et de jouer son rôle dans la chaîne d'approvisionnement est de toujours viser une sécurité optimale.

Chaque année au cours des huit dernières, le CP a eu la plus basse fréquence d'accidents dans toute l'industrie ferroviaire nord-américaine. Selon M. Creel, c'est grâce à une « combinaison de personnes, de processus, de technologies et d'investissements ».

« Le voyage n'est pas terminé, avoue-t-il, mais nous restons à affût et il est évident que les choses s'améliorent constamment. Là où nous ne pouvions que réagir, nous comprenons désormais mieux comment prévenir. »

Le CP investira près de 1,3 milliard en 2014 pour améliorer son réseau.

Viser davantage de sécurité est tout aussi important pour les CFIL. Depuis le déraillement de Lac-Mégantic, « tout le monde a revu ses normes et ses procédures », affirme Merv Tweed, président d'OmniTRAX Canada.

« Je l'ai vu chez mes collègues d'autres CFIL et chez nous en particulier : nous voulons faire les choses de façon professionnelle. »

Selon M. Bourque, l'ampleur du changement dans l'industrie ferroviaire post-Lac-Mégantic se fera toujours sentir dans dix ans.

« Le gouvernement fédéral a modifié considérablement la réglementation au cours de la dernière année, qui a été très productive, conclut-il. Mais il reste beaucoup de travail. » ■

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Our Mandate

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

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

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

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

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



Our Mission

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



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CERCA identifies six contractor regions throughout Canada: British Columbia, Alberta, Saskatchewan, Ontario, Quebec, and Atlantic Canada.

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Making the Rounds

In the past year, the RAC Dangerous Goods Team committed to making contact with all railway members that transport dangerous goods on their lines.

The RAC's Dangerous Goods Team (DG Team) was on the ground the morning after the tragic accident in Lac-Mégantic. Two members, Andy Ash and Jean-Pierre Couture, worked with all outside agencies – fire departments, first responders and police – to mitigate damage. Their responsibilities ranged from fighting fires to containing material that was running off-site.

Ash and Couture stayed in Lac-Mégantic until all the dangerous goods were removed from the tank cars, 15 days in total.

In the wake of the accident in Lac-Mégantic, the DG Team committed to make contact with all railway members that transport dangerous goods on their lines, and if



Andy Ash, RAC Dangerous Goods Team. / Équipe des marchandises dangereuses de l'ACFC.

goods, if they have any questions or concerns about anything that happened at Lac-Mégantic and just assist them in regulatory compliance.

But because of Lac-Mégantic, we made a specific effort to get out there and visit each and every one of them. We missed a couple because of geographic limitations, but those ones got a phone call.

What was their response?

They all appreciate what we do.

We've never had a member that wasn't happy to see us, put it that way.

appropriate, visit railways even if they do not transport the products.

Team members attempted to personally visit each railway or at least conduct phone interviews regarding dangerous goods regulatory requirements, employee issues, railcar inspections, document inspections and training. Most recently, the outreach has included compliance to Protective Direction 32 – the regulation requiring rail companies operating in Canada to provide yearly aggregate information on the nature and volume of dangerous goods they transport by rail through municipalities.

DG Team director Andy Ash talks about his team's outreach initiatives during the past year.

After leaving Lac-Mégantic, how did the outreach process begin?

That idea came from the DG team, just by talking and through our regular calls.

Of course, it wasn't a regular call after returning from Lac-Mégantic. So, we decided to go out and visit all our members who have dangerous goods and even some who don't.

We wanted to put in some face time, make sure they're OK with their dangerous

What were some of the questions you heard?

They had lots of questions about what happened in Lac-Mégantic. And certainly, we can tell them what happened, but of course fall short with what's going on with investigations as far as cause and everything else. But everybody wanted to talk about it. The media did a very good job of reporting it, so we could go with what was published and public out there and just talk to our members and make sure they realize that they move dangerous goods and bad things can happen if you're not careful. We just wanted to give them a reminder and heads up to stay vigilant out there when transporting dangerous goods.

Did the whole team take part?

Yes. It was a full, national effort on the part of the DG team to get out there and see everybody.

How long did the outreach take?

It actually turned out to be a six-month process to complete. We gave ourselves until the end of March to get everything done, and we did that.

What approach did you take to reaching out to the companies that don't transport dangerous goods?

We wanted to let them know that we're out there and that this is our territory, so to speak, if they ever have any questions. We deal with dangerous goods, but we also know

La grande tournée

Depuis un an, l'équipe des marchandises dangereuses de l'ACFC prend soin de rencontrer chaque membre susceptible de transporter de telles matières.

Dès le lendemain du déraillement de Lac-Mégantic, l'équipe spéciale de l'ACFC était sur les lieux. Deux membres, Andy Ash et Jean-Pierre Couture, ont travaillé avec les services d'incendie, de police et de premiers répondants pour atténuer les dommages. Leurs responsabilités allaient de la lutte contre les incendies au contrôle des déversements.

Andy et Jean-Pierre sont demeurés à Lac-Mégantic jusqu'à ce que toutes les matières dangereuses soient retirées des wagons-citernes. Quinze jours sur la corde raide.

Après pareil événement, l'équipe de l'ACFC s'est engagée à contacter chaque compagnie membre susceptible d'assurer le transport de telles marchandises, quitte à parfois visiter également des chemins de fer où l'on ne transporte que des produits inoffensifs.

Les membres de l'équipe ont donc tenté des visites en personne, ou ont au moins tâché d'obtenir des entretiens téléphoniques à propos des exigences réglementaires, de l'inspection des wagons, de la tenue de documents, du personnel et de la formation. Plus récemment, les entretiens ont aussi porté sur la conformité à l'Ordre préventif n° 32, stipulant que toute compagnie ferroviaire opérant au Canada doit désormais fournir les données globales annuelles sur la nature et le volume des marchandises dangereuses qu'elle transporte à travers les municipalités.

Andy Ash, directeur de l'équipe d'experts de l'ACFC, nous parle de leurs initiatives de sensibilisation au cours de la dernière année.

Après l'accident de Lac-Mégantic, comment avez-vous entamé votre campagne?

L'idée est venue de l'équipe des marchandises dangereuses. Évidemment, ce qui s'est passé à Lac-Mégantic nous a sortis de notre quotidien. Nous avons décidé de rendre visite à toutes les compagnies qui assurent le transport de marchandises dangereuses, et à quelques autres aussi. C'est parfois crucial d'échanger en personne.

Nous voulions nous assurer qu'ils comprenaient bien la réglementation et qu'ils savaient qu'ils pouvaient nous poser des questions et nous faire part de leurs tracas... Nous le savions déjà, d'une certaine manière, parce que nous avons toujours été assez proches des membres. Mais après ce qui s'est passé à Lac-Mégantic, nous avons fait des efforts particuliers – et pas mal de kilométrage! Dans les quelques cas où la situation géographique a limité nos déplacements, nous avons au moins obtenu un entretien téléphonique.

Comment ont-ils réagi?

Ils sont reconnaissants de notre travail. Tous les membres sans exception nous accueillent à bras ouverts.

Et que vous posait-on comme questions?

On nous demandait des détails sur le fameux déraillement. Évidemment, nous leur racontions ce que nous savions, même si l'enquête suivait son cours. Lac-Mégantic était sur toutes les lèvres. Les médias en ont parlé abondamment; nous avons simplement partagé les

informations déjà rendues publiques, et c'était suffisant pour faire comprendre à ceux qui transportent des matières dangereuses que leur travail n'est pas à prendre à la légère. Nous voulions simplement leur faire un rappel.

Toute l'équipe était-elle de la partie?

Oui. Toute l'équipe, à l'échelle nationale, a uni ses efforts pour rejoindre tous les membres concernés.

Cette campagne a-t-elle duré longtemps?

En tout, six mois. Nous nous étions donné jusqu'à la fin du mois de mars pour tout faire, et nous avons atteint notre objectif.

Comment avez-vous approché les compagnies qui ne s'occupent pas du transport de matières dangereuses?

Nous voulions simplement leur rappeler que nous sommes là pour répondre à leurs questions. Nous avons une expertise en marchandises dangereuses, mais nous nous y connaissons aussi en opérations ferroviaires et en mécanique. Nous sommes toujours là pour eux. Et si jamais nous n'avons pas réponse à leur question, nous savons les diriger vers les bonnes personnes : nous avons des spécialistes des services mécaniques, de l'exploitation, des radiofréquences, etc.

À titre d'exemple, lors d'une de mes visites, un de nos membres m'a dit éprouver des problèmes avec son système radio. Des gens empiétaient sur sa fréquence. J'ai demandé à Daniel [Lafrenière, directeur, Spectre & Télécommunications à l'ACFC] s'il pouvait l'aider. Le problème a été réglé. ■

railway operations, we also know mechanical operations of the railway vehicles themselves, so if they ever have any questions in that regard, we're always available. Of course, we have our mechanical services department, our operations people, even our radio spectrum people. If they have any issues, they can call us and we can redirect them as far as specialized help.

To give you a good example, in one of my visits, we had a member who was having radio problems. People were encroaching on their radio frequency. I got (RAC spectrum and telecommunications director) Daniel [Lafrenière] to help them out with their problem and we got that fixed up. ■

The following railways have been contacted, at least once, since Lac-Mégantic / Les compagnies ferroviaires suivantes ont été contactées au moins une fois depuis l'accident de Lac-Mégantic

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Delivering the Goods

RAC Dangerous Goods Team celebrates 15th anniversary

June 2014 marked the 15th anniversary of the RAC Dangerous Goods Team (DG Team).

Since its inception in June 1999, the DG Team has provided essential training and audit services to RAC's member railways, assisting them with regulatory compliance.

While the DG Team works with all RAC members, as well as fire chiefs and first responders, it got its start by helping smaller railway operations that feed into Canada's Class I network.

In 1996, the new *Canadian Transportation Act* (CTA) simplified the abandonment process

for railways. Companies advertised rail lines that they wanted to get rid of, leading to the creation of more than 30 new shortline operations across Canada.

Three years later, in 1999, the DG Team idea was hatched by then-RAC DG Committee chairs Jean Ouellette of CN and Stan Bradbury of CP, who recommended that the association



Livrer les marchandises

L'équipe des marchandises dangereuses de l'ACFC célèbre ses 15 ans

Le mois de juin 2014 a marqué le 15^e anniversaire de l'équipe des marchandises dangereuses (MD) de l'ACFC.

Depuis sa fondation en juin 1999, l'équipe a fourni des formations essentielles et des services d'audit aux membres de l'ACFC et les a aidés à se conformer aux règlements.

Bien que l'équipe des MD travaille avec tous les membres de l'ACFC, de même qu'avec des chefs de pompiers et des premiers intervenants, elle a fait ses débuts auprès de compagnies plus petites dont les chemins se raccordent au réseau canadien de classe I.

En 1996, la nouvelle *Loi sur les transports au Canada* (LTC) a simplifié le processus de cessation d'exploitation des chemins de fer. Les compagnies ont annoncé les lignes dont elles voulaient se départir, ce qui a mené à la création de plus de trente nouvelles compagnies d'intérêt local à travers le pays.

Trois ans plus tard, en 1999, l'idée de créer une équipe des MD a été amenée par Jean Ouellette du CN et Stan Bradbury du CP, alors présidents du comité des MD de l'ACFC. Le but était d'abord de répondre aux besoins des CFIL en matière d'urgences, de formations et de vérifications.

Le Comité de la sécurité et de la gestion de l'exploitation et le Conseil d'administration de l'ACFC ont autorisé l'embauche de trois spécialistes du transport des marchandises dangereuses (TMD), dont le chef d'équipe actuel, Andy Ash.

« À l'origine, nous nous concentrons sur les petites compagnies », explique Mike Lowenger, vice-président de l'exploitation et des affaires réglementaires de l'ACFC. « Mais l'équipe des MD est devenue si respectée et si bien intégrée qu'elle a commencé à épauler les compagnies de classe I dans leurs vérifications. »

À la suite de ces audits de l'ACFC, des transporteurs se sont mis à choisir des wagons-citernes plus sécuritaires. « De plus en plus de compagnies, se souvient Mike, appréciant le travail de l'équipe, se sont mises à demander un "certificat d'agrément" informel de l'ACFC. »

En mars 2014, l'équipe – alors constituée d'Andy Ash, de Jean-Pierre Couture et de Curtis Myson – a engagé un quatrième membre, Gary Bauer, afin de pouvoir répondre à la demande.

La croissance du transport de marchandises dangereuses dans le secteur, combinée à la popularité de l'équipe des MD, a donné lieu à une impressionnante charge de travail. Il y a une demande pour davantage de formations pour les expéditeurs et les premiers intervenants, de même que pour le programme TRANSCAER, qui aide les communautés à se préparer aux accidents impliquant des marchandises dangereuses, et son cours sur la sécurité à la Justice Institute of British Columbia.

L'équipe défend aussi les intérêts des CFIL au Canada et aux États-Unis au sein de différents comités, dont l'Association of American Railroads Tank Car Committee.

Mike remarque qu'en dépit de l'augmentation de la charge de travail, cette équipe vaillante et dévouée ne manque jamais de rigueur.

« C'est l'un des services aux membres les plus estimés, conclut-il. Chaque année, les félicitations fusent de toutes parts! » ■



Jean-Pierre Couture, RAC Dangerous Goods Team. /
Équipe des marchandises dangereuses de l'ACFC.

form a group focused on the shortlines' emergency, training and audit needs.

RAC's Safety and Operations Management Committee and Board of Directors gave the green light to hire three Transportation of Dangerous Goods (TDG) Specialists, including current DG Team leader, Andy Ash.

"We initially wanted to focus on smaller railways, but then [the DG Team] became so recognized and

well-integrated into the system that they started to help the Class Is with their audits," says Mike Lowenger, RAC's Vice-President of Operations and Regulatory Affairs.

The team's outreach resulted in carriers picking up cars from shippers that were safer, because companies had gone through the RAC audit process. More and more, shippers really appreciated what the DG Team was doing and wanted the unofficial

"RAC certificate of approval" for their operations, says Lowenger.

In March 2014, the team – then consisting of Ash, Jean-Pierre Couture and Curtis Myson – hired a fourth member, Gary Bauer, so that it could keep up with the demand for its services.

The growth of dangerous goods transportation in the rail sector, combined with the DG Team's popularity, has led to an intense workload. Between increased training for shippers and first responders, the DG Team has also seen a growing demand for TRANSCAER® – the program that assists communities in preparing for potential transportation incidents involving dangerous goods – and for its safety course at the Justice Institute of British Columbia.

The DG Team also represents the shortline industry in Canada and the U.S. on various committees, including the Association of American Railroads Tank Car Committee, making sure its interests are represented.

Despite the increased demand, the "hard working and dedicated" team hasn't missed a beat, says Lowenger.

"[The DG Team] is one of the most respected services provided to our members, and every year we get a lot of kudos for what we do."



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See Tracks? Think Train!

Operation Lifesaver enjoys another successful Public-Rail Safety Week

Operation Lifesaver (OL) partners and volunteers spread the See Tracks? Think Train! message at some 300 events across Canada from April 28 to May 4, encouraging drivers, cyclists and pedestrians to be safe around railway property.



From left / De gauche à droite : Lisa Raitt, Minister of Transport/ministre des Transports, Mike Regimbal, Operation Lifesaver/Opération Gareautrain, Cynthia Stotz, CN.

Hundreds of thousands of Canadians will be thinking "train" whenever they see railway tracks, thanks to another successful Public-Rail Safety Week (PRSW).

In all, Operation Lifesaver (OL) partners and volunteers spread the *See Tracks? Think Train!* message at some 300 events across Canada from April 28 to May 4, encouraging drivers, cyclists and pedestrians to be safe around railway property.

Federal Transport Minister Lisa Raitt hopped aboard a locomotive at an event in Milton, Ont., to launch PRSW alongside CN Police and city councillors in her riding of Halton.

At the provincial level, Newfoundland's transportation minister, Nick McGrath, signed a proclamation and unveiled an OL banner to declare the start of PRSW.

Municipalities along railway lines formally proclaimed PRSW as well, says Mike Regimbal, national director of OL.

"Thanks to our railway partners and our dedicated network of volunteers, we reached new outreach levels with this year's Public-Rail



Rail safety crossing blitz, Saint John, N.B. / Contrôles éclair aux passages à niveau, Saint John, NB.

Voies ferrées? Gareautrain!

La Semaine de sensibilisation à la sécurité ferroviaire : un autre succès pour Opération Gareautrain

Des centaines de milliers de Canadiens seront désormais plus vigilants, grâce à la Semaine de sensibilisation à la sécurité ferroviaire (SSSF).

Les partenaires et bénévoles d'Opération Gareautrain (OG) ont tenu quelque 300 événements à travers le Canada dans le cadre de leur campagne Voies ferrées? Gareautrain! Du 28 avril au 4 mai, ils ont ainsi convié les promeneurs, cyclistes et automobilistes à être plus à l'affût.

La ministre fédérale des Transports Lisa Raitt a sauté à bord d'une locomotive à Milton en Ontario, pour inaugurer la SSSF dans sa circonscription de Halton en présence de la police du CN et de conseillers municipaux.

Le ministre terre-neuvien des Transports, Nick McGrath, a quant à lui signé une proclamation et a dévoilé une bannière d'OG pour lancer la semaine.



CN Cycle for CHEO. / Le Défi CN pour le CHEO.



OC Transpo promoting PRSW in Ottawa. / OC Transpo fait la promotion de la SSSF à Ottawa.

Les partenaires et bénévoles d'Opération Gareautrain (OG) ont tenu quelque 300 événements à travers le Canada dans le cadre de leur campagne Voies ferrées? Gareautrain! Du 28 avril au 4 mai, ils ont ainsi convié les promeneurs, cyclistes et automobilistes à être plus à l'affût.



Members of the Newfoundland and Labrador OL Committee. / Membres du comité OG de Terre-Neuve-et-Labrador.

Safety Week initiative," says Regimbal, who kicked off the week with a presentation in Saint John, N.B., and a complimentary train ride for delegates of a provincial health and safety conference.

From there, OL representatives travelled to communities across Canada to remind everyone to stay off the tracks.

Ontario led the way with 70 events, followed by British Columbia with 62 activities.

Safety officers with Ontario's regional commuter service, GO Transit, led the charge in Ontario, working with regional police services and OL partners to educate the public with displays and a variety of educational material.

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Selon Mike Regimbal, directeur national d'OG, d'autres municipalités ont formellement souligné l'événement.

« La SSSF a touché un nombre record de gens cette année », explique Mike, qui a fait une allocution inaugurale à Saint John. Un trajet en train a aussi été offert aux délégués d'un congrès provincial sur la santé et la sécurité.

Les représentants d'OG ont visité des communautés à travers le pays pour rappeler à tous d'éviter les voies ferrées.

L'Ontario a été en tête de liste avec 70 événements, suivie par la Colombie-Britannique où se sont tenues 62 activités.

Les agents de sécurité de GO Transit, le service de banlieue de l'Ontario, ont mené le



Newfoundland Transport Minister, Nick McGrath, proclaims PRSW 2014. / Le ministre des Transports de Terre-Neuve, Nick McGrath, proclame la SSSF 2014.



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Officers handed out roughly 10,000 brochures throughout the week, and with rail safety messaging on LED signs at train stations and on the Ministry of Transportation's COMPASS signs on the province's highways, GO Transit estimates it reached some six million drivers. Message and departure boards at bus stations promoted OL's message, while local radio and broadcast outlets also dedicated multiple news segments to rail safety.

"We wanted to make sure we had the maximum bang for our buck with everything we did," says Peter Mohyla, a transit safety officer with GO Transit who planned all of the commuter railway's events leading up to PRSW.

"From my perspective, we had one of the best rail safety weeks yet, because we hit a lot of target audiences."

Location is everything, says Mohyla, who planned events at stations and crossings across the GTA to reach train passengers as well as drivers.

At train stations for example, officers handed out passenger safety tips, but also teamed up

PRSW Activities

- Community outreach
- Crossing blitzes
- Pamphlets and rail safety awareness
- Trespassing blitzes
- Operation Lifesaver display
- Pamphlet handouts for truck drivers
- Train rides
- Trucking blitzes
- Media/information events
- Student presentations
- Mock collisions
- Crossing enforcement
- Trespassing enforcement
- Employee discussions
- Railway employee pledge
- Passenger safety tips
- Distracted driving initiative
- Highway Traffic Act enforcement
- Rail Safety and Distracted Driving at a Level Crossing initiative
- Safety booth
- New hire presentation
- Mall display
- Roll call presentation

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AMT, Laval Police and Operation Lifesaver at Vimont station in Laval, Quebec. / L'AMT, le Service de police de Laval et Opération Gareautrain à la gare Vimont de Laval, Québec.

bal. De pair avec les services de police régionaux et les partenaires d'OG, ils ont informé le public par des expositions et une variété de documents d'information.

Les agents ont remis environ 10 000 brochures. Des panneaux à DEL ont diffusé des messages dans les gares et ceux du système COMPASS du ministère des Transports en ont fait

autant sur les autoroutes. GO Transit estime avoir atteint quelque six millions d'automobilistes. De plus, les tableaux des départs dans les gares de bus ont diffusé le message d'OG et les radios et chaînes locales y ont consacré des reportages.

« Nous devions optimiser nos investissements », explique Peter Mohyla, un agent de sécurité de GO Transit.



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with regional police to crack down on distracted drivers leaving commuter parking lots on their cell phones – a component that Mohyla calls “education and enforcement.”

Volunteers in Quebec took the same approach. Montreal’s Agence métropolitaine de transport (AMT) partnered with 10 different police services – including CN Police, CP Police, Sûreté du Québec, Service de Police de la Ville de Montréal, and provincial and municipal services – to carry out its activities across the city’s commuter rail network.

The company’s efforts were led by Daniel Beaudry, a safety officer with AMT who won the 2014 Roger Cyr award for his contribution to rail safety.

Fifteen AMT inspectors helped Beaudry at two OL tents every morning of PRSW. In addition, his team visited 11 stations, one bus terminal and a high school with 2500 students. They hung posters at 51 commuter stations and Beaudry estimates that 50,000 people saw OL kiosks throughout the week.

“Partners were actually calling me this year to participate in Public-Rail Safety Week,” says

Public-Rail Safety Week 2014

Events by province

- Nova Scotia: 5
- Newfoundland and Labrador: 6
- New Brunswick: 12
- Quebec: 51
- Ontario: 70
- Manitoba: 16
- Saskatchewan: 10
- Alberta: 43
- British Columbia: 62

Beaudry. “It really has snowballed since 2007 with AMT.”

“Most people are not aware of [Public-Rail Safety Week], but once they hear about it they think it is great that we approached them and informed them about rail safety.”

In provinces without commuter rail, OL partners carried out most of their outreach at rail crossings. In Alberta, where 43 events were hosted throughout the week, mostly trespassing enforcement blitzes, the public’s response was

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La Semaine de sensibilisation à la sécurité ferroviaire 2014

Nombre d'événements par province

- Nouvelle-Écosse : 5
- Terre-Neuve-et-Labrador : 6
- Nouveau-Brunswick : 12
- Québec : 51
- Ontario : 70
- Manitoba : 16
- Saskatchewan : 10
- Alberta : 43
- Colombie-Britannique : 62

« Selon moi, c'était une des meilleures SSSF jamais tenues. Nous avons atteint beaucoup de publics cibles. »

Pour Peter, l'emplacement est primordial. Il a organisé des activités dans les gares et les passages à niveau à travers la RGT afin de toucher les usagers des trains comme les automobilistes.

Dans les gares, par exemple, des agents ont donné des conseils aux passagers, mais ont aussi fait équipe avec la police régionale afin de

sévir contre les chauffeurs distraits ou utilisant leur portable. Peter y voit un bon mélange d'éducation et d'application de la loi.

Au Québec, l'Agence métropolitaine de transport (AMT) de Montréal, en partenariat avec dix services de police – dont les polices du CN et du CP, la SQ, le SPVM et des services provinciaux et municipaux – a tenu des activités à travers le réseau ferroviaire de la ville et de ses banlieues.

Un agent de l'AMT qui s'est particulièrement impliqué, Daniel Beaudry, a gagné le prix Roger Cyr 2014 pour sa contribution à la sécurité ferroviaire.

Quinze inspecteurs lui ont prêté main-forte et ont occupé chaque matin deux tentes d'OG. L'équipe a visité onze gares, un terminus de bus et une école secondaire de 2500 étudiants. Ils ont également posé des affiches dans 51 gares de trains de banlieue. Daniel estime que 50 000 personnes ont vu les stands d'OG au cours de la semaine.

« En fait, cette année, c'était les partenaires qui m'appelaient pour prendre part à la SSSF, et non l'inverse! On a vu un bel effet boule de neige depuis 2007 à l'AMT. »

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"very, very positive" says Benoit Tessier, an Edmonton-based inspector with CN.

"We tried to go wherever the public was, so we could reach as many people as we could."

Regimbal hopes the week's success adds to a better-than-average beginning to 2014 in terms of rail safety. From January to March, the number of crossing and trespasser accidents fell from the previous year, and was below the five-year average. Crossing and trespasser fatalities had also declined.

Reaching as many people as possible means pushing out rail safety awareness via online channels, says Regimbal, who points out that Facebook ads with the PRSW message generated some 10 million impressions – the number of potential views – and reached an estimated 3.18 million people throughout the week.

Once OL calculates its social media outreach from the week – not including the attention generated by traditional media and OL partner presentations – the numbers will paint a very nice picture, says Regimbal. The OL Facebook page, www.facebook.com/oplifesaver, and the OL Twitter account, @oplifesaver, each had more than 1,800 followers at the time of publication.

"Our face-to-face presentations continue to be OL's bread and butter, but with the social media impact this year, the outreach potential going forward is limitless." ■

Location, Location, Location

Locations of various PRSW events

- Highway-railway crossings
- Passenger/commuter train stations
- Municipal chambers
- Restaurant drive-thrus
- Shopping malls
- Schools
- Weigh scales
- Railway stations
- Border crossings
- Rail yards
- RCMP detachments
- CN Cycle for CHEO

« La plupart des gens ne connaissent pas la SSSF. Mais une fois que nous les avons approchés, ils trouvent que c'est une super initiative. »

Dans les provinces qui n'ont pas de trains de banlieue, les partenaires d'OG se sont surtout affairés aux passages à niveau. En Alberta se sont tenues 43 activités, principalement des campagnes éclair d'application de la loi en matière d'intrusion. Selon Benoit Tessier, inspecteur du CN basé à Edmonton, la réaction du public a été « très, très favorable ».

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« Nous avons tenté de nous rendre là où allait le public. Nous cherchions les masses. »

Mike espère que cette semaine aura des retombées positives sur l'année 2014, dont le début a été mieux que la moyenne en termes de sécurité ferroviaire. De janvier à mars, le nombre d'accidents impliquant un passage à niveau ou une intrusion a diminué comparativement à l'année précédente, et s'est retrouvé sous la moyenne quinquennale. Les pertes de vie ont également diminué.

« Pour rejoindre le plus de gens possible, ajoute Mike, il a aussi fallu aller en ligne. » Les publicités sur Facebook ont porté fruit : environ 3,18 millions de personnes ont été touchées et on estime le nombre de « vues » à 10 millions.

Quand OG aura calculé la portée de sa campagne en ligne – sans compter l'attention suscitée par les médias traditionnels et les présentations des partenaires –, les chiffres seront très éloquents. La page Facebook d'OG, www.facebook.com/oplifesaver, et son compte Twitter, @oplifesaver, étaient chacun suivis par plus de 1800 personnes.

« Notre quotidien est toujours axé sur les présentations en personne, conclut Mike, mais avec les médias sociaux, notre portée sera à l'avenir infiniment plus grande. » ■

L'emplacement, l'emplacement, l'emplacement!

Où les activités de la SSSF se sont-elles tenues?

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- Gares et gares de banlieue
- Hôtels de ville
- Services au volant de restaurants
- Centres commerciaux
- Écoles
- Balances
- Passages frontaliers
- Gares de triage
- Détachements de la GRC
- Le Défi CN pour le CHEO

Les activités de la SSSF

- Relations avec les communautés
- Contrôles éclair aux passages à niveau
- Brochures et documentation sur la sécurité ferroviaire
- Contrôles éclair sur les intrusions
- Affiches Opération Gareutrain
- Encarts pour les camionneurs
- Trajets en train
- Opérations éclair auprès des camionneurs
- Conférences de presse
- Présentations d'étudiants
- Simulations de collisions
- Application de la loi aux passages à niveau
- Application de la loi en cas d'intrusion
- Discussions entre employés
- Engagement des cheminots
- Astuces pour les passagers
- Initiative contre la distraction au volant
- Application du Code de la route
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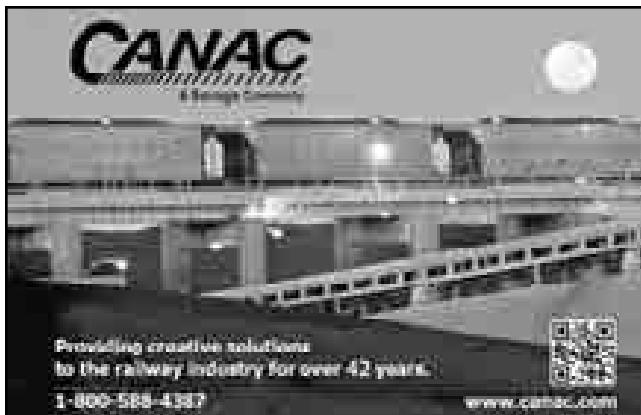
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Rail-Government Interface 2014

Industry leaders gather in Ottawa to discuss rail safety

Roughly 100 key players from the rail sector, government officials and industry association representatives assembled in Ottawa in May for the Railway Association of Canada's annual Rail-Government Interface (RGI), this year centred on rail safety.

This was the first installment of the RGI since last July's derailment in Lac-Mégantic, Quebec, and it focused on what the rail industry has done to enhance safety since the accident.

Sean Finn of CN set the tone for the afternoon, speaking about how the perception of rail has justifiably changed since the incident, and how community outreach has helped to clear the air about the industry's role in moving dangerous goods.

Finn reminded the audience that CN, CP and the RAC were in Lac-Mégantic after the derailment to understand what happened and to provide support.

"That showed to people in Lac-Mégantic, but also in North America, that we take these incidents seriously and understand our responsibility when it comes to intervening and helping out," said Finn.

It's important for railways to have an open dialogue with communities, added Finn. Dangerous goods are an essential part of life, and railways have a responsibility to move the

products that are produced in, and serve, those towns.

The back-and-forth dialogue with communities is key to showing that rail companies take safety very seriously, he said.

"We invest the capital required to make sure we're safe," said Finn. "Secondly, we provide information to communities about what goods are transported through their communities. And finally, we are very much engaged in training first responders, [so] that they have information to be able to face incidents, but also are equipped to do so on a very specific basis."

Finn also discussed the rail sector's relationship with the Federation of Canadian Municipalities through their joint *Proximity* initiative, which facilitates transparency on railway-community issues, among other objectives.

In addition to redoubling its community outreach, the rail sector has said that Locomotive Cab Digital Recordings (LCDR) could improve safety, if used properly. That technology was the topic of the RGI's first panel, which outlined the principles and integration of LCDR.

Canadian railways are seeking changes that would allow the use of recording devices in locomotive cabs, which they say would reduce risk, enhance safety and assist with accident investigation. This view is shared by Canadian



Sean Finn, CN



Merv Tweed, OmniTRAX Canada



Jean Laporte, Transportation Safety Board (TSB) / Bureau de la sécurité des transports du Canada

Échanges rail-gouvernement 2014

Des acteurs clés de l'industrie se rassemblent à Ottawa pour parler de sécurité



Château Laurier, Ottawa

Une centaine d'acteurs clés du secteur ferroviaire, de représentants du gouvernement et de délégués d'associations professionnelles se sont rassemblés à Ottawa en mai dernier pour l'édition 2014 des Échanges rail-gouvernement (ERG). L'événement annuel avait cette fois pour thématique la sécurité ferroviaire.

Il s'agissait de la première édition des ERG depuis le déraillement de Lac-Mégantic en juillet dernier. Y ont été étudiées les démarches entreprises par l'industrie depuis la tragédie.

Sean Finn du CN a donné le ton à l'après-midi en parlant de la façon dont la perception du monde ferroviaire a changé depuis l'accident et de la façon dont l'approche communautaire a aidé à apaiser les esprits à propos du transport des marchandises dangereuses.

M. Finn a rappelé à l'auditoire que le CN, le CP et l'ACFC ont immédiatement afflué à Lac-Mégantic pour comprendre ce qui s'est passé et fournir leur aide.

« Les gens de Lac-Mégantic, mais aussi de l'Amérique du Nord en général, ont ainsi pu voir que nous ne prenons pas ces accidents à la légère, que nous sommes responsables et prêts à intervenir. »

Les compagnies ferroviaires doivent avoir un dialogue ouvert avec les communautés, a-t-il

ajouté. Les matières dangereuses sont une partie essentielle de notre vie et ce sont les compagnies ferroviaires qui ont la responsabilité d'acheminer ces produits et de relier les producteurs aux consommateurs.

Un réel échange avec les communautés démontre que les compagnies prennent la sécurité très au sérieux.

« Nous faisons tous les investissements nécessaires, a affirmé M. Finn. De plus, nous informons les collectivités des types de marchandises qui circulent dans leurs territoires. Nous formons également de très nombreux premiers intervenants, qui sont munis des connaissances et des équipements nécessaires pour faire face aux urgences. »

Il a aussi parlé de l'initiative Voisinage, conjointe entre le secteur ferroviaire et la Fédération canadienne des municipalités et visant notamment à prévenir les différends entre les compagnies et les communautés.

Le secteur ferroviaire s'est penché par ailleurs sur la technologie en affirmant que les systèmes d'enregistrement audiovisuel dans les cabines, utilisés correctement, pourraient accroître la sécurité. Cette technologie a fait l'objet du premier panel des ERG.

Les compagnies cherchent à faire adopter ces systèmes d'enregistrement, qui selon elles réduiront les risques et seront d'une aide précieuse dans les enquêtes. Les inspecteurs canadiens et américains sont de cet avis. Ils croient que cette technologie contribuerait directement à notre culture de sécurité et de responsabilisation.

Merv Tweed, président d'OmniTRAX Canada, a évoqué d'autres industries du transport qui utilisent cette technologie comme outil de gestion. Il a déclaré que le secteur ferroviaire pourrait aussi en profiter.

« Nous devons démontrer que nous sommes proactifs et à l'avant-garde... Dans cette optique, je crois que c'est la prochaine étape. »

Jean Laporte, chef des opérations du Bureau de la sécurité des transports (BST) était aussi un des intervenants. Selon lui, ces systèmes permettraient aux enquêteurs du BST de confirmer la nature et la dynamique des communications, actions et interactions de l'équipage.

Les compagnies ferroviaires proposent d'intégrer cette technologie à leurs processus

and U.S. safety investigators who agree that the technology would have an immediate effect on enhancing safety culture and accountability.

Merv Tweed, president of OmniTRAX Canada, alluded to other transportation industries that have used the technology as a management tool, and said the rail sector could benefit as well.



Laureen Kinney,
Transport Canada / Transports
Canada

"We have to be seen as being proactive, we have to be seen as being forward thinking, and I think this is the next step."

Jean Laporte, Chief Operating Officer of the Transportation Safety Board (TSB) was also on the panel. According to Laporte, in-cab recordings would allow TSB investigators to confirm the nature of crew communications and the dynamics of crew actions and interactions.



Bob Masterson, Chemistry
Industry Association of Canada /
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de vérification des systèmes de gestion de la sécurité – sujet abordé dans le panel suivant.

Des représentants du CN et du CP ont parlé de leurs initiatives en matière de sécurité, et Laureen Kinney, sous-ministre adjointe à la sécurité et à la sûreté à Transports Canada, a parlé de la réglementation entourant les SGS.

« Nous avons fait beaucoup de progrès depuis les premiers règlements sur les SGS ferroviaires, a-t-elle affirmé. Bien qu'ils soient toujours en développement et en implantation, ils ont déjà contribué considérablement à la diminution du taux d'accidents ferroviaires. »

La sous-ministre Kinney a ajouté que les avancées technologiques ont une influence importante sur la sécurité. L'industrie a changé depuis l'implantation des SGS, et il faut toujours s'adapter.

« Notre culture corporative est fondée sur la sécurité. Les SGS semblent plus importants que jamais à cet égard. »

Bob Masterson, VP de l'Association canadienne de l'industrie de la chimie, était un des experts du panel suivant, axé sur la formation et l'intervention. Des chefs et anciens chefs de pompiers étaient aussi de la partie.

Monsieur Masterson a raconté l'ascension progressive de son secteur, qui mettait le public sur la défensive dans les années 80 et peut aujourd'hui s'enorgueillir de sa culture de sécurité.

Vint selon lui un temps pour l'industrie de la chimie où les améliorations quotidiennes ne suffisaient plus. Du point de vue de la sécurité, il fallait un changement radical. Les meneurs de l'industrie ont donné un grand coup pour faire changer la culture de l'ensemble du secteur.

Gestion responsable^{MD}, le programme de l'industrie dédié au développement durable, a aidé le secteur à revoir complètement son approche de la sécurité. Selon M. Masterson, ce prodigieux gain de maturité s'est reflété dans le monde ferroviaire.

« En valeur monétaire, environ 75 % de la production de nos membres au Canada sont des marchandises régies par le régime du transport sécuritaire de marchandises dangereuses. Pour nous, il ne fait aucun doute que dans la quasi-totalité des cas, le moyen de transport le plus approprié est le train. C'est plus sûr et moins cher. La sécurité ferroviaire nous tient donc résolument à cœur. » ■

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Canadian railways propose to use in-cab recording technology as part of the audit process of their Safety Management System (SMS), which was addressed in the next RGI panel.

Representatives from CN and CP spoke about their safety culture initiatives, while Laureen Kinney, assistant deputy minister of safety and security at Transport Canada, discussed the development of SMS regulations.

"Since the introduction of the railway SMS regulations, we have done a lot of work," said Kinney. "They were the ones first put in [by] the transportation industry in Canada, and they've been under development and implementation... They've contributed substantially to some of the significant improvement in the rate of accidents in rail."

Kinney discussed how, in addition to SMS regulation, technological advances have also contributed to rail's declining accident rate. The industry has changed since the implementation of SMS, she said, and it's important to adapt.

"A strong safety culture is a cornerstone of the industry's safety activities, and more than ever, SMS we see as playing a key role in making that next leap forward in safety."

Bob Masterson, a VP with the Chemistry Industry Association of Canada, elaborated on the importance of safety

culture in moving dangerous goods in his comments as part of the next RGI panel on emergency response and training, with current and former fire chiefs.

Masterson explained the chemistry sector's gradual climb from a business that was faced with challenging public attitudes in the 1980s, to an industry that today prides itself on its safety culture.

In the case of the chemistry industry, continuous improvement wasn't good enough, said Masterson. From a safety perspective, the business needed a drastic change and industry leaders had to take charge to change the culture of the entire sector.

Responsible Care®, the chemistry industry's sustainability initiative, helped the sector to undergo a seismic safety shift, and rail has been a big part of that maturation, said Masterson.

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Dans les années à venir, l'industrie ferroviaire devra s'adapter aux modifications réglementaires récentes et en cours. En investissant dans la sécurité, dans la durabilité et dans de nouvelles occasions d'affaires, le secteur maintiendra sa position fondamentale dans cette chaîne d'approvisionnement intégrée.

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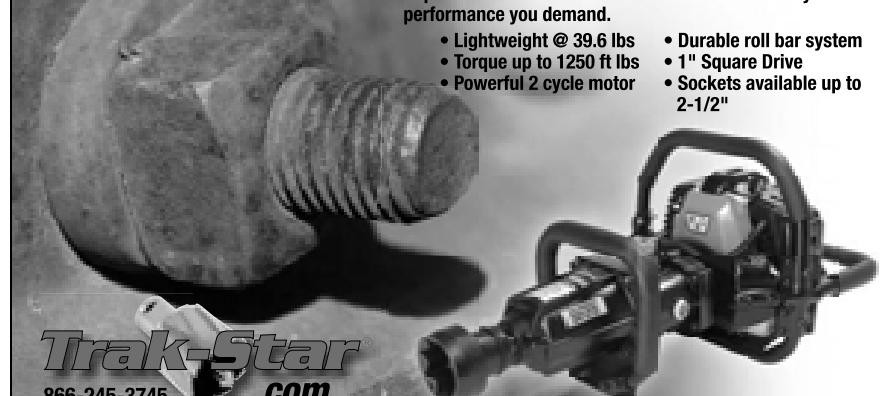
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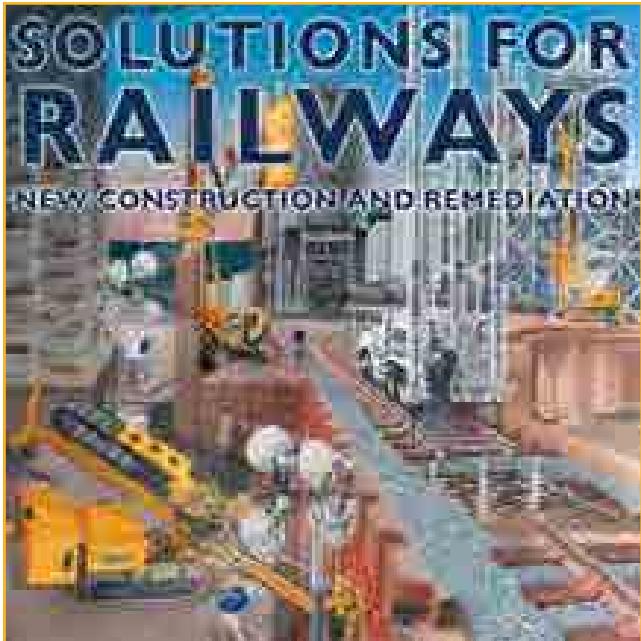
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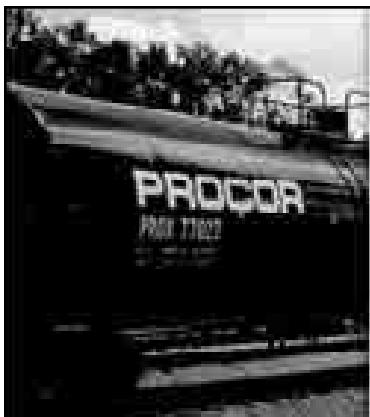
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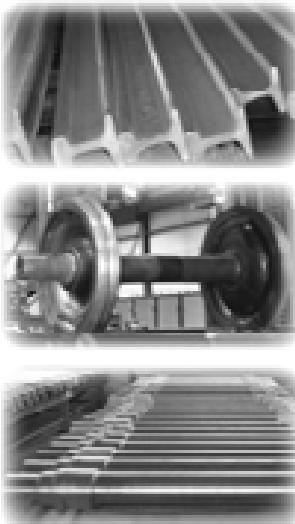
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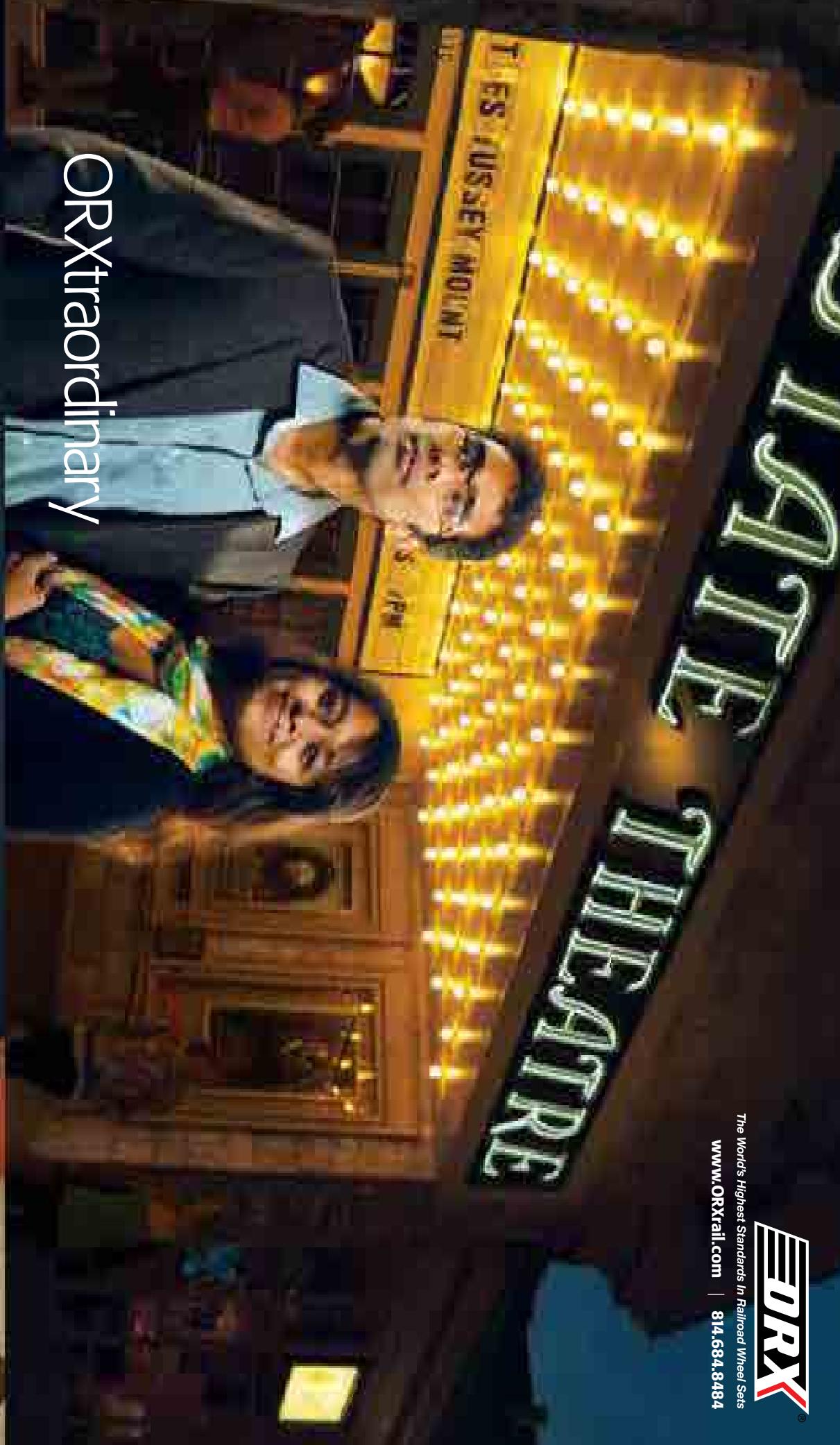
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