Railway Association of Canada

LOCOMOTIVE EMISSIONS MONITORING PROGRAM 2016

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Acknowledgements

In preparing this document, the Railway Association of Canada wishes to acknowledge appreciation for the services, information, and perspectives provided by members of the following organizations:

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ISBN: 978-1-927520-08-6

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Review Notice

This report has been reviewed and approved by the Technical Review and Management Committees of the Memorandum of Understanding between Transport Canada and the Railway Association of Canada for reducing locomotive emissions.

This report has been prepared with funding support from the Railway Association of Canada and Transport Canada.

Executive Summary

The Locomotive Emissions Monitoring Program (LEM) data filing for 2016 has been completed in accordance with the terms of the 2011–2015 Memorandum of Understanding (MOU) signed on April 30, 2013, between the Railway Association of Canada (RAC) and Transport Canada (TC) concerning the emissions of greenhouse gases (GHGs) and criteria air contaminants (CACs) from locomotives operating in Canada. The MOU was extended to include all operations until the end of 2017. This is the sixth report prepared under the MOU.

This report highlights that Canadian railways are well placed to meet their 2017 GHG reduction targets by incorporating more fuel-efficient locomotives and fuel management technologies and policies. GHG emissions from all railway operations in 2016 totalled 5,964.31 kilotonnes (kt), down 6.2% from 6,360.73 kt in 2015. In absolute terms, railway-generated GHG emissions per kilometre travelled have decreased.

The following table presents the GHG emission intensity targets for 2017 and railway emission performance from 2010 to 2016, as expressed as kilograms (kg) of carbon dioxide equivalent (CO_{2e}) per productivity unit[1]:

Railway Operation	2010	2011	2012	2013	2014	2015	2016	Extended 2017 Target	Estimated change from 2010–2017	Productivity Unit
Class 1 Freight	16.30	16.03	15.68	14.84	14.32	14.02	13.47	14.93	8.4% decrease	kg CO_{2e} per 1,000 revenue tonne kilometres
Intercity Passenger	0.123	0.122	0.109	0.099	0.100	0.102	0.101	0.112	8.4% decrease	kg CO_{2e} per passenger kilometre
Regional & Short Lines	15.09	14.76	13.33	13.47	11.07	16.70	16.09	14.45	4.2% decrease	kg CO_{2e} per 1,000 revenue tonne kilometres

Note: All values above, including the revised 2017 targets, have been calculated based on the emission factors and global warming potentials from the 1990–2016 National Inventory Report (see footnote 1). Historical values have been updated from previous reports to use these most recent emission factors and global warming potentials.

CAC emissions from all railway operations decreased, with NO_X emissions decreasing to 78.49 kt in 2016 as compared to 86.65 kt in 2015. The total freight NO_X emissions intensity was 0.18 kg/1,000 revenue tonne kilometres (RTK) in 2016, compared to 0.20 kg/1,000 RTK in 2015 and down from 0.52 kg/1,000 RTK in 1990.

1 The CO_2 emission factor and the global warming potentials for CH_4 and N_2O were updated based on a technology review of available fuel combustion in Canada. These changes are documented in *Environment and Climate Change Canada's National Inventory Report 1990–2016: Greenhouse Gas Sources and Sinks in Canada*. All GHG emissions included in this report have been calculated based on these updated factors and potentials. Refer to Section 5 and Appendix F for the updated GHG potentials. GHG data in previous LEM reports were calculated on the previous global warming potentials — the emissions have therefore been updated using the new GWPs.

LEM 2016 Additional Key Findings

Railway Traffic

Freight Traffic

Gross Tonne-Kilometres (GTK): In 2016, the railways handled 762.86 billion GTK of traffic as compared to 794.13 billion GTK in 2015, a decrease of 3.9%. GTK traffic is 76.3% higher than for 1990, the reference year, having increased by an average annual rate of 2.9%. Class 1 GTK traffic accounted for 94.7% of the total GTK hauled in 2016.

Revenue Tonne-Kilometres (RTK): In 2016, the railways handled 401.89 billion RTK of traffic as compared to 412.82 billion RTK in 2015, a decrease of 2.6%. RTK traffic is 72.2% higher than for 1990, the reference year, having risen by an average annual rate of 2.8%. Of the freight RTK traffic handled in 2016, Class 1 freight railways were responsible for 95.4% of the total traffic.

Intermodal Traffic

Intermodal tonnage increased 1.5% to 38.13 million tonnes in 2016 from 37.57 million tonnes in 2015. Overall, intermodal tonnage comprising both container-on-flat-car and trailer-on-flat-car traffic has risen 198.1% since 1990, equating to an average annual growth of 7.6%. Class 1 railway intermodal traffic increased from 111.16 billion RTK in 2015 to 113.74 billion RTK in 2016, an increase of 2.3%. Of the total freight car loadings in 2016, intermodal led at 34.6%.

Passenger Traffic

Intercity passenger traffic in 2016 by all carriers totalled 4.24 million passengers compared to 4.17 million in 2015, an increase of 1.7%.

Commuter rail traffic increased from 77.23 million passengers in 2015 to 79.63 million in 2016, an increase of 3.1%. This represents an increase of 94.2% from 1997, the first year RAC collected commuter railway statistics in Canada. The increase in ridership figures is mainly attributed to an increase in service both in-peak and off-peak hours by some commuter railways.

In 2016, ten RAC member railways reported Tourist and Excursion traffic totalling 318 thousand passengers, a decrease of 12.4% below the 363 thousand passengers transported in 2015.

Fuel Consumption Data

Fuel Consumption: Fuel consumed by railway operations in Canada decreased by 6.2% from 2,132.51 million litres in 2015 to 1,999.60 million litres in 2016.

Of the total fuel consumed by all railway operations, Class 1 freight train operations consumed 86.6% and Regional and Short Lines consumed 5.0%. Yard switching and work train operations consumed 2.9%, and passenger operations accounted for 5.5%.

For freight operations, the overall fuel consumption in 2016 was 1,889.45 million litres, 6.6% below the corresponding figure for 2015.

For total freight operations, fuel consumption per productivity unit (litres per 1,000 RTK) in 2016 was 4.58 litres per 1,000 RTK, representing a decrease of 6.6% from the fuel consumption in 2015. This is down from 8.40 litres per 1,000 RTK in 1990, an improvement of 45.5%.

For total passenger operations, the overall fuel consumption in 2016 was 110.15 million litres, less than 0.1% above the corresponding figure for 2015.

Diesel Fuel Properties: The sulphur content of railway diesel fuel in Canada is regulated at 15 parts per million (ppm). Renewable fuel content for diesel fuel sold and imported in Canada is also regulated, allowing for up to 4% of biodiesel and/or HDRD (hydrotreated derived renewable diesel) content.

Locomotive Inventory

Locomotive Fleet: The number of diesel-powered locomotives and diesel multiple units (DMUs) in active service in Canada belonging to RAC member railways totalled 2,318 in 2016 versus 2,399 in 2015. Fewer locomotives were used in 2016 as railways placed older, less fuel-efficient locomotives into long-term storage. The year over year variation can also be explained by the fact that the definition of an active locomotive fleet used in LEM reports reflects the locomotives that were used on December 31 of a given year.

For freight operations in 2016, 2,065 locomotives were in service, of which 1,239 were on Class 1 Mainline, 179 were on Class 1 Road Switching service, 121 were owned by regional railways and 179 were owned by Short Lines. A further 347 were in Switching and Work Train operations, of which 261 were in Class 1 service and 86 in Regional and Short lines. A total of 253 locomotives and DMUs were used in 2016 to support passenger railway operations in Canada, of which 84 were for intercity-passenger services, 126 for Commuter railway services, and 43 for Tourist and Excursion services. There were 5 locomotives in Passenger Switching operations in 2016, of which 2 were used by intercity-passenger railways and 3 by Tourist and Excursion Services railways.

Locomotives Compliant with USEPA Emission Limits: In 2016, 75.7% of the total fleet met United States Environmental Protection Agency (USEPA) emissions standards. A total of 80 Tier 4 high-horsepower locomotives were added to the Class 1 mainline fleet and one Tier 4 locomotive was added to other operations in 2016 and 55 locomotives were upgraded to Tier 0+, Tier 1+ or Tier 2+. Older and lower-horsepower locomotives continue to be retired, and in 2016, 81 medium-horsepower locomotives manufactured between 1973 and 1999 were taken out of active service.

Locomotives Equipped with Anti-Idling Devices: The number of locomotives in 2016 equipped with a device to minimize unnecessary idling, such as an AESS system or APU, increased to 1,392, which represents 60.1% of the fleet, compared with 1,152 in 2015. The variation from the 2015 fleet is mainly explained by RAC members storing less-fuel efficient locomotives and transitioning towards operating longer and heavier trains. Additionally, operational improvements have also increased system velocity, which has also allowed railways to remove older, less fuel-efficient locomotives from their fleet.

Tropospheric Ozone Management Areas (TOMA): Of the total GHGs emitted by the railway sector in 2016, 2.5% occurred in the Lower Fraser Valley of British Columbia, 15.1% in the Windsor-Québec City Corridor, and 0.2% in the Saint John area of New Brunswick. Similarly, NO_X emissions for each TOMA were, respectively, 2.3%, 14.1%, and 0.2%.

Emissions Reduction Initiatives by Railways: Railways continue to implement a number of initiatives outlined in the Locomotive Emissions Monitoring Program 2011–2015 Action Plan for Reducing GHG Emissions. This action plan presents a variety of initiatives for railways, governments, and the RAC to implement to reduce GHGs produced by the railway sector in Canada.

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1 Introduction/Background

This report contains the LEM data filing for 2016 in accordance with the terms of the MOU signed on April 30, 2013, between the RAC and TC concerning voluntary arrangements to limit GHGs and CACs emitted from locomotives operating in Canada. Originally signed as an MOU to address performance from 2011 to 2015, the MOU was extended to the end of 2017. This MOU establishes a framework through which the RAC, its member companies (as listed in Appendix A), and TC address GHG and CAC emissions produced by locomotives in Canada. The MOU includes measures, targets, and actions that will further reduce GHG and CAC emission intensities from rail operations to help protect the health and environment for Canadians and address climate change and can be found on the RAC website. This is the sixth report prepared under the MOU.

GHG Commitments:

As stated in the MOU, the RAC will encourage its members to make every effort to reduce the GHG emission intensity from railway operations. The GHG emission targets for 2017 and the actual emissions from 2010 to 2016, expressed as kilograms (kg) of carbon dioxide equivalent (CO_{2e}) per productivity unit, for the rail industry are outlined in the following table:

Railway Operation	2010	2011	2012	2013	2014	2015	2016	Extended 2017 Target	Estimated change from 2010–2017	Productivity Unit
Class 1 Freight	16.30	16.03	15.68	14.84	14.32	14.02	13.47	14.93	8.4% decrease	kg CO_{2e} per 1,000 revenue tonne kilometres
Intercity Passenger	0.123	0.122	0.109	0.099	0.100	0.102	0.101	0.112	8.4% decrease	kg CO_{2e} per passenger kilometre
Regional & Short Lines	15.09	14.76	13.33	13.47	11.07	16.70	16.09	14.45	4.2% decrease	kg CO_{2e} per 1,000 revenue tonne kilometres

Note: All values above, including the revised 2017 targets, have been calculated based on the most recent versions of the emission factors and global warming potentials. Historical values have been updated from previous reports.

CAC Commitments:

As stated in the MOU, until such time that new Canadian regulations to control CAC emissions are introduced, the RAC will encourage all of its members to conform to USEPA emission standards (Title 40 of the Code of Federal Regulations of the United States, Part 1033).[2]

2 The CAC performance reflected in this report predates the Locomotive Emission Regulations (LER) for CACs.

Conversely, TC will undertake compliance promotion activities with affected stakeholders, including education and outreach related to the regulatory requirements.

Data for this report was collected via a survey sent to each RAC member by the RAC. Based on this data, the GHG and CAC emissions produced by in-service locomotives in Canada were calculated. The GHG emissions in this report are expressed as CO_{2e}, the constituents of which are CO_2, CH_4, and N_2O. CAC emissions include NO_X, PM, CO, HC, and SO_X. The SO_X emitted is a function of the sulphur content of the diesel fuel and is expressed as SO_2. The survey and calculation methodology is available upon request to the RAC.

This report provides an overview of 2016 rail performance including traffic, fuel consumption, fleet inventory, and GHG and CAC emissions. Also included is a section on initiatives being taken or examined by the sector to reduce fuel consumption and, consequently, all emissions, particularly GHGs.

In addition, this report contains data on the fuel consumed and emissions produced by railways operating in three designated Tropospheric Ozone Management Areas (TOMA): the Lower Fraser Valley in British Columbia, the Windsor–Québec City Corridor, and the Saint John area in New Brunswick. Data for winter and summer operations have been segregated.

For the most part, data and statistics by year for traffic, fuel consumption, and emissions are listed for the period starting with 2006. For historical comparison purposes, the year 1990 has been set as the reference year and has also been included. LEM statistics from 1995 to 2010 can be found in previously completed LEM Reports available from the RAC upon request.

Unless otherwise specified, metric units are used and quantities are expressed to two significant figures (intercity passenger emissions intensity was shown to the fourth significant digit to demonstrate year to year differences), while percentages are expressed to one significant figure. To facilitate comparison with American railway operations, traffic, fuel consumption, and emissions data in US units are available upon request to the RAC.

2 Traffic Data

2.1 Freight Traffic Handled

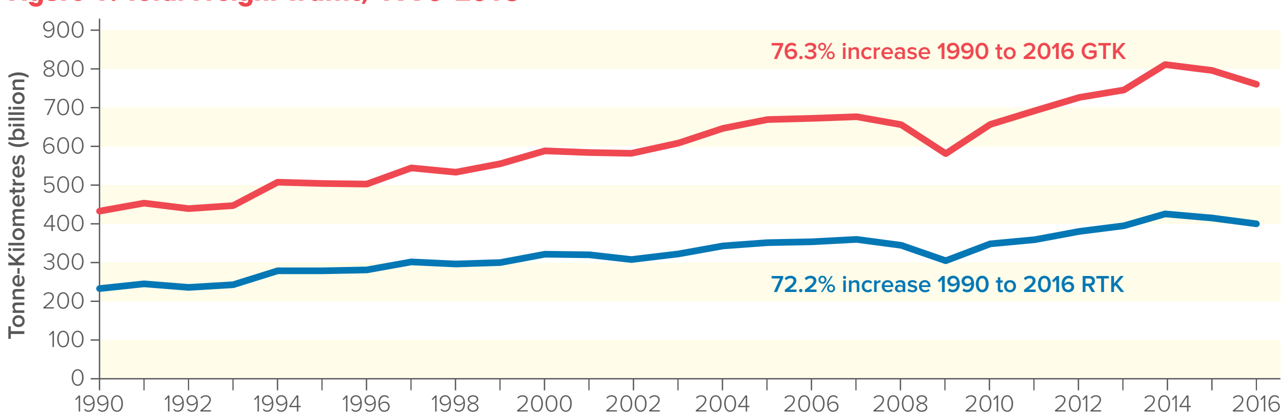
As shown in Table 1 and Figure 1, traffic in 2016 handled by Canadian railways totalled 762.86 billion gross tonne-kilometres (GTK) compared with 794.13 billion GTK in 2015, a decrease of 3.9%, and 432.74 billion GTK for 1990 (the reference year) for an increase of 76.3%. Revenue traffic in 2016 decreased to 401.89 billion revenue tonne-kilometres (RTK) from 412.82 billion RTK in 2015, and is up from 233.45 billion RTK in 1990—a decrease of 2.6% and an increase of 72.2%, respectively. Since 1990, the average annual growth was 2.9% for GTK and 2.8% for RTK.

Table 1. Total Freight Traffic, 1990, 2006–2016
Tonne-kilometres (billion)

	1990	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
GTK												
Class I		629.93	638.66	621.90	549.17	620.16	644.75	674.62	695.58	754.24	752.30	722.33
Regional + Short Line		41.07	37.77	34.92	30.82	32.47	44.94	47.74	47.59	58.02	41.83	40.54
Total	**432.74**	**671.00**	**676.43**	**656.82**	**579.99**	**652.63**	**689.69**	**722.35**	**743.17**	**812.25**	**794.13**	**762.86**
RTK												
Class I		330.96	338.32	324.99	288.82	327.81	337.90	356.91	371.77	399.47	394.10	383.47
Regional + Short Line		24.87	23.30	21.46	19.06	21.33	21.79	23.96	24.04	29.46	18.72	18.42
Total	**233.45**	**355.83**	**361.62**	**346.46**	**307.88**	**349.14**	**359.69**	**380.87**	**395.81**	**428.93**	**412.82**	**401.89**
Ratio of RTK/GTK	**0.54**	**0.53**	**0.53**	**0.53**	**0.53**	**0.53**	**0.52**	**0.53**	**0.53**	**0.53**	**0.52**	**0.53**

Note: No data is available separating Class 1 and Short Line traffic for the reference year, 1990.

Figure 1. Total Freight Traffic, 1990–2016



In 2016, Class 1 GTK traffic decreased by 4.0% to 722.33 billion from 752.30 billion in 2015 (Table 1), and accounted for 94.7% of the total GTK hauled. Class 1 RTK traffic decreased by 2.7% in 2016 to 383.47 billion from 394.10 billion in 2015, and accounted for 95.4% of the total RTK. Of the total freight traffic in 2016, Regional and Short Lines were responsible for 40.54 billion GTK (or 5.3%) and 18.42 billion RTK (or 4.6%). In 2016, Regional and Short Lines traffic experienced a 1.6% decrease in RTK compared to 2015 and a decrease of 3.1% of their GTK traffic. Similar to the last reporting year, the variation in Regional and Short Lines traffic is mainly due to a decrease in demand for rail service in North-Eastern Canada.

2.1.1 Freight Carloads by Commodity Grouping

The total 2016 freight carloads for 11 commodity groups are shown in Figure 2 and Table 2 below.

Figure 2. Canadian Rail Originated Carloads by Commodity Grouping, 2016

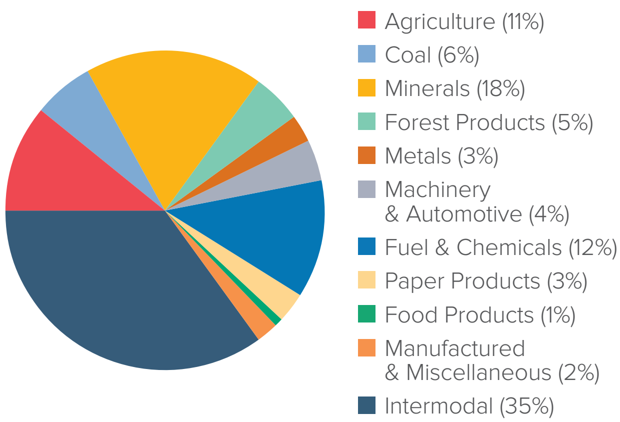


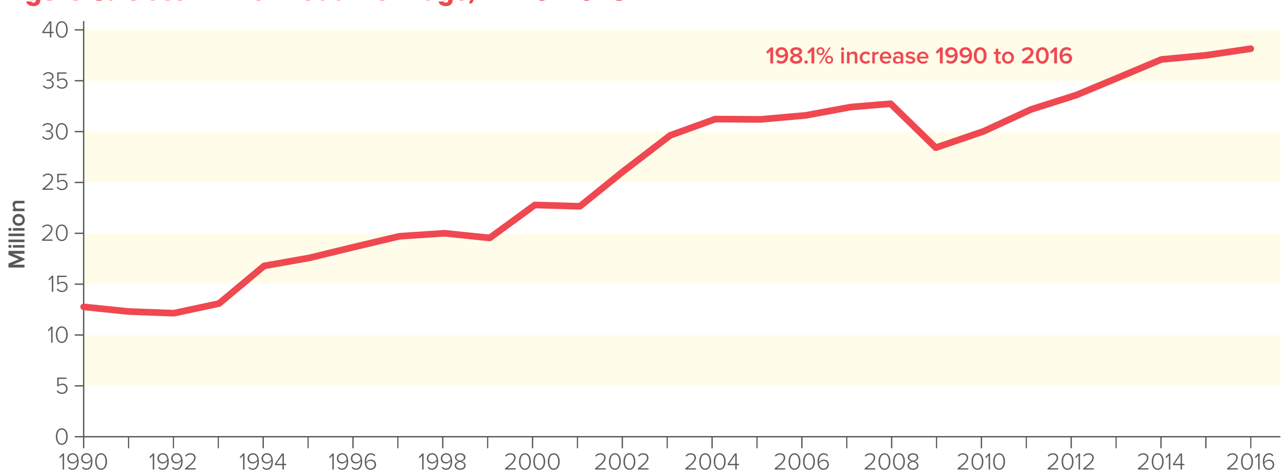
Table 2. Canadian Rail Originated Carloads by Commodity Grouping, 2016
Carloads

Agriculture	511,228
Coal	309,403
Minerals	859,479
Forest Products	257,774
Metals	151,609
Machinery & Automotive	199,927
Fuel & Chemicals	565,331
Paper Products	130,882
Food Products	68,951
Manufactured & Miscellaneous	99,480
Intermodal	1,669,892
Total	**4,823,956**

2.1.2 Class 1 Intermodal Traffic

Of the total freight carloads in 2016, intermodal led at 34.6%, as illustrated by Figure 2 and Table 2 above. The number of intermodal carloads handled by the Class 1 railways in Canada decreased to 1,669,892 from 1,683,582 in 2015, a decrease of 0.8%. Intermodal tonnage rose 1.5% to 38.13 million tonnes from 37.57 million tonnes in 2015. Overall since 1990, intermodal tonnage, comprising both container-on-flat-car and trailer-on-flat-car traffic, has risen 198.1%, equating to an average annual growth of 7.6%, as illustrated in Figure 3.

Figure 3. Class 1 Intermodal Tonnage, 1990–2016



Class 1 intermodal RTK totalled 113.74 billion in 2016 versus 111.16 billion for 2015, an increase of 2.3%. Of the 383.47 billion RTK transported by the Class 1 railways in 2016, intermodal accounted for 29.7%.

Intermodal service growth is an indication that the Canadian railways have been effective in partnering with shippers and other elements of the transportation supply chain, such as trucking, to move more goods by rail.

2.2 Passenger Traffic Handled

2.2.1 Intercity Passenger Services

Intercity passenger traffic in 2016 totalled 4.24 million passengers, as compared to 4.17 million passengers in 2015, an increase of 1.7% and a 6.0% increase from 4.00 million passengers in 1990. The carriers were VIA Rail Canada, CN / Algoma Central, Ontario Northland Railway, Amtrak, and Tshiuetin Rail Transportation.

The total revenue passenger-kilometres (RPK) for intercity passenger traffic totalled 1,409.01 million. This is an increase of 2.1% as compared to 1,379.66 million in 2015 and 4.3% increase from 1,350.71 million in 1990 (Figure 5).

Figure 4. Intercity Rail Passenger Traffic, 1990–2016

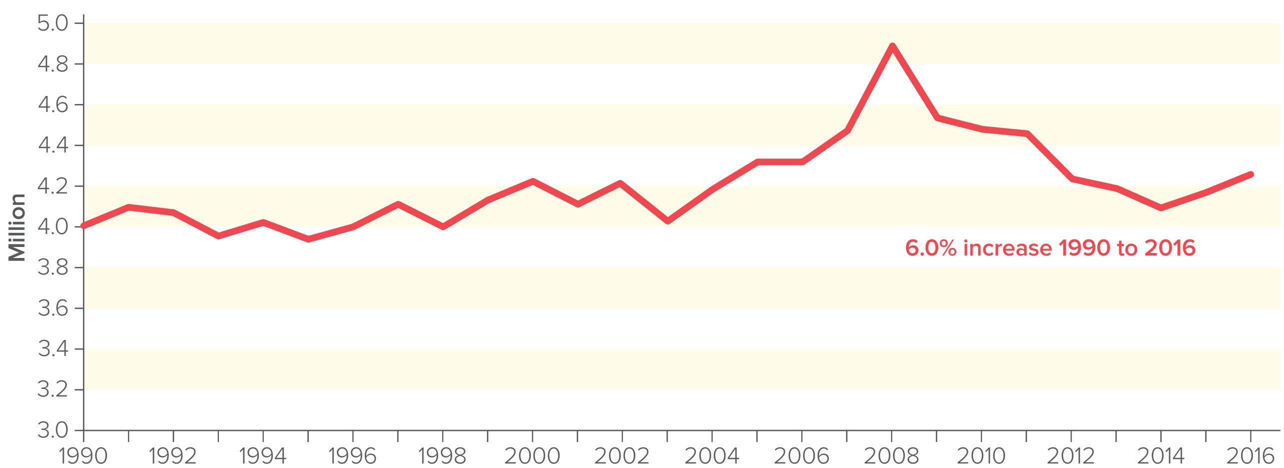
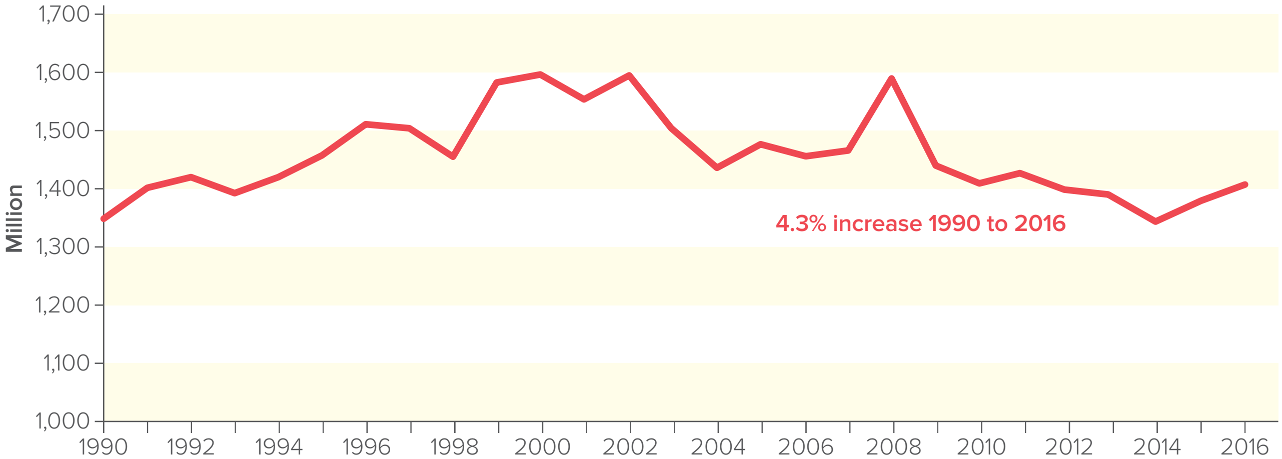
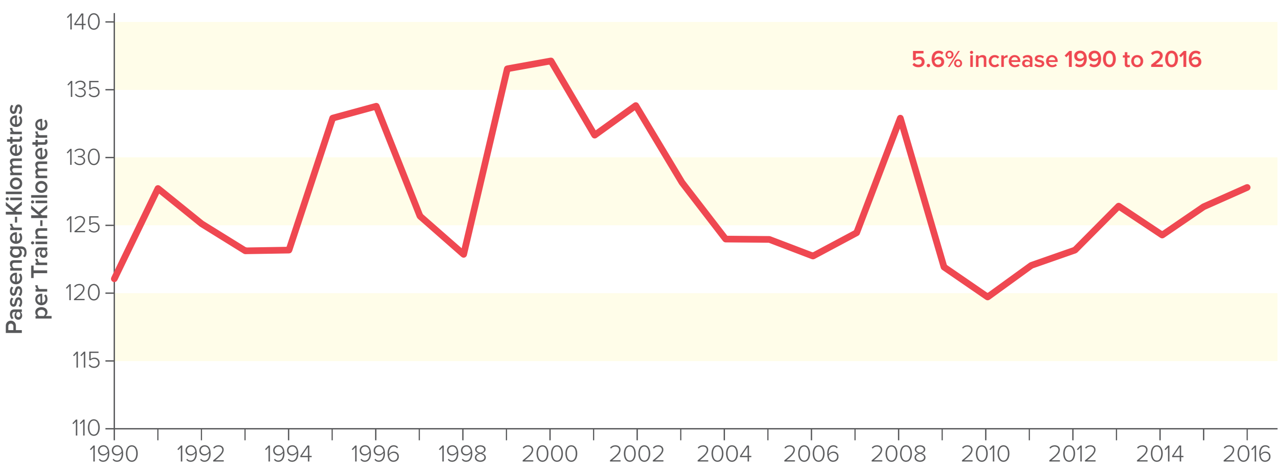


Figure 5. Intercity Rail Revenue Passenger-Kilometres, 1990–2016



Intercity train efficiency is expressed in terms of average passenger-kilometres (km) per train-km. As shown in Figure 6, Intercity Rail's train efficiency in 2016 was 127.81 passenger-km per train-km, 126.42 in 2015, and 121.04 in 1990. As a percentage, train efficiency in 2016 was 5.6 percent above that in 1990.

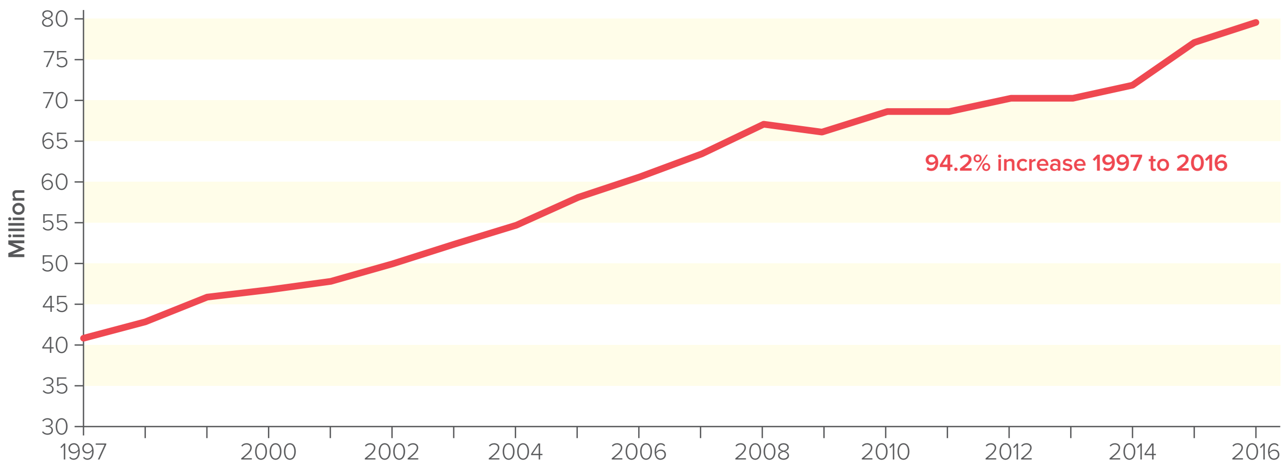
Figure 6. Intercity Rail Train Efficiency, 1990–2016



2.2.2 Commuter Rail

In 2016, commuter rail passengers totalled 79.63 million (Figure 7). This is up from 77.23 million in 2015, an increase of 3.1%. As shown in Figure 7, by 2016, commuter traffic increased 94.2% over the 1997 base year of 41.00 million passengers when the RAC first started to collect commuter rail statistics. This is an average annual growth rate of 5.0% since 1997. The four commuter operations in Canada using diesel locomotives are Exo, serving the Montréal-centered region (previously Réseau de transport métropolitain), Capital Railway serving Ottawa, Metrolinx serving the Greater Toronto Area, and West Coast Express serving the Vancouver-Lower Fraser Valley region.

Figure 7. Commuter Rail Passengers, 1997–2016



2.2.3 Tourist and Excursion Services

In 2016, the ten RAC member railways offering tourist and excursion services transported 318 thousand passengers compared to 363 thousand in 2015, a decrease of 12.4%, largely due to a decrease in ridership between British Columbia and Alberta and in Ontario. The railways reporting these services were Alberta Prairie Railway Excursions, Battle River Railway, CN/Algoma Central (which also operates a scheduled passenger service), CP/Royal Canadian Pacific, Great Canadian Railtour Company, Ontario Northland Railway (which also operates a scheduled passenger service), Prairie Dog Central Railway, South Simcoe Railway, Train Touristique Charlevoix and White Pass & Yukon[3].

3 White Pass and Yukon joined the RAC in 2014 — the passenger and fuel data from this railway was not included in previous LEM reports.

3 Fuel Consumption Data

As shown in Table 3, total rail sector fuel consumption decreased to 1,999.60 million litres in 2016 from 2,132.51 million litres in 2015 and decreased from 2,063.55 million litres in 1990. As a percentage, fuel consumption in 2016 was 6.2% lower than in 2015 and 3.1% lower than the 1990 level. The lower fuel consumption reflects a decrease in total freight traffic in 2016, as well as an increase in the fuel efficiency of the Canadian locomotive fleet. Of the total fuel consumed by all railway operations, freight train operations consumed 91.6%, yard switching and work train operations consumed 2.9%, and passenger operations accounted for 5.5%. For total freight train operations fuel consumption, Class 1 railways accounted for 91.7%, Regional and Short Lines 5.3%, and yard switching and work trains 3.1%.

Table 3. Canadian Rail Operations Fuel Consumption, 1990, 2006–2016
Litres (million)

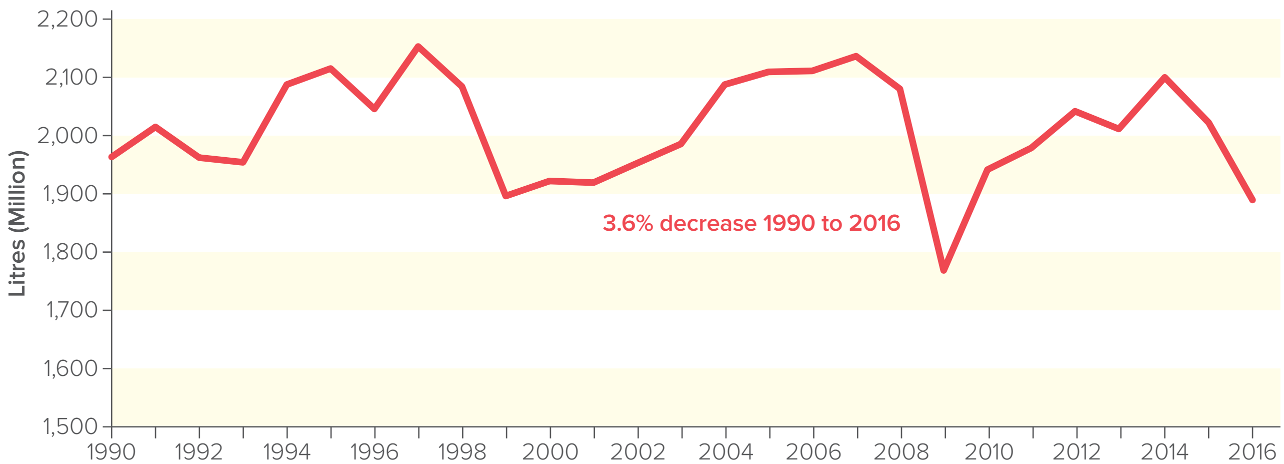
	1990	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Class I	1,825.05	1,914.92	1,948.75	1,902.88	1,626.47	1,791.11	1,816.44	1,875.85	1,849.57	1,918.27	1,852.98	1,732.20
Regional and Short Line	n/a*	122.13	117.89	113.12	90.01	107.88	107.78	107.08	108.58	109.36	104.82	99.34
Total Freight Train	**1825.05**	**2,037.05**	**2,066.64**	**2,016.00**	**1,716.48**	**1,898.99**	**1,924.22**	**1,982.93**	**1,958.15**	**2,027.63**	**1,957.80**	**1,831.55**
Yard Switching	120.13	64.67	62.20	55.52	40.73	35.70	45.15	47.05	41.94	62.28	53.23	47.06
Work Train	15.67	7.49	6.09	7.60	5.97	7.06	7.72	8.77	10.30	10.80	11.35	10.84
Total Yard Switching and Work Train	**135.80**	**72.16**	**68.29**	**63.13**	**46.70**	**42.76**	**52.87**	**55.81**	**52.24**	**73.08**	**64.58**	**57.91**
TOTAL FREIGHT OPERATIONS	**1,960.85**	**2,109.21**	**2,134.92**	**2,079.13**	**1,763.18**	**1,941.76**	**1,977.09**	**2,038.74**	**2,010.39**	**2,100.71**	**2,022.38**	**1,889.45**
VIA Rail Canada	n/a*	58.75	58.97	59.70	57.43	52.16						
Intercity – Non-VIA Rail Canada	n/a*	5.50	5.06	4.57	6.07	5.93						
Intercity – Total	n/a*	64.25	64.03	64.27	63.50	58.09	58.32	50.99	46.17	44.89	46.98	47.93
Commuter	n/a*	34.23	35.94	37.85	42.68	46.92	49.81	50.22	48.61	49.67	60.50	59.43
Tourist Train & Excursion	n/a*	2.81	2.33	3.87	1.82	2.05	2.19	2.27	2.25	2.61	2.65	2.79
Total Passenger Operations	**102.70**	**101.29**	**102.30**	**105.99**	**108.00**	**107.06**	**110.32**	**103.48**	**97.03**	**97.16**	**110.13**	**110.15**
TOTAL RAIL OPERATIONS	**2,063.55**	**2,210.50**	**2,237.24**	**2,185.12**	**1,871.18**	**2,048.82**	**2,087.41**	**2,142.22**	**2,107.42**	**2,197.87**	**2,132.51**	**1,999.60**

n/a* = not available

3.1 Freight Operations

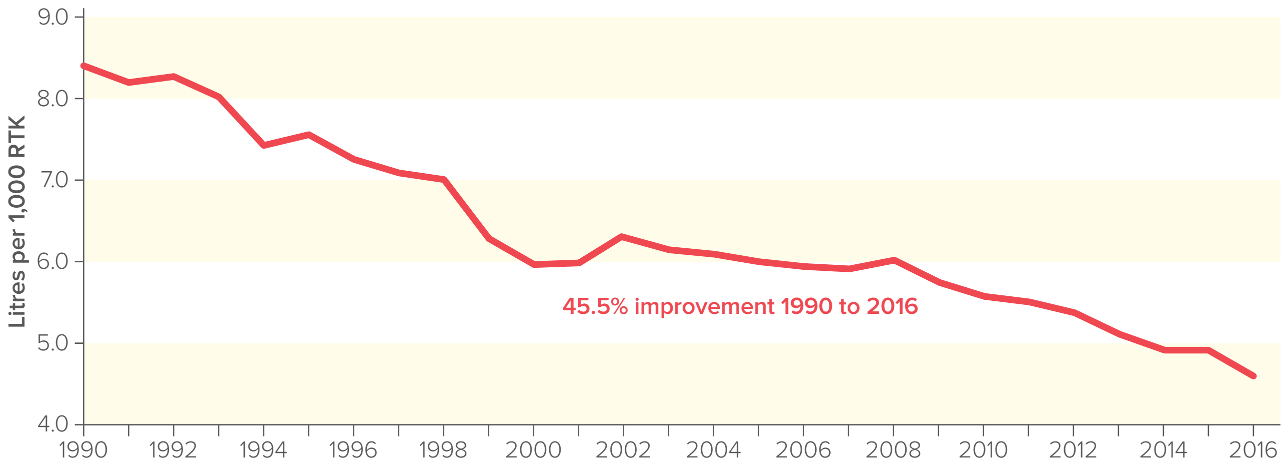
The volume of fuel consumption since 1990 in overall freight operations is shown in Figure 8. Fuel consumption in 2016 for all freight train, yard switching, and work train operations was 1,889.45 million litres, a decrease of 6.6% from the 2,022.38 million litres consumed in 2015 and a decrease of 3.6% from the 1990 level of 1,960.85 million litres. Given total traffic moved by railways in Canada, measured in revenue tonne-kilometres, railways can move a tonne of freight over 200 kilometres on just one litre of fuel.

Figure 8. Freight Operations Fuel Consumption, 1990–2016



The amount of fuel consumed per 1,000 RTK can be used as a measure of freight traffic fuel efficiency. As shown in Figure 9, the value in 2016 for overall rail freight traffic was 4.58 litres per 1,000 RTK. This value is a 6.6% decrease from the 4.90 litres per 1,000 RTK in 2015, and is 45.5% below the 1990 level of 8.04 litres per 1,000 RTK. The improvement since 1990 shows the ability of the Canadian freight railways to accommodate traffic growth while reducing fuel consumption per unit of work.

Figure 9. Freight Fuel Consumption per 1,000 RTK, 1990–2016



Member railways have implemented many practices to improve fuel efficiency. Improved fuel efficiency has been achieved primarily by replacing older locomotives with modern, fuel-efficient, locomotives that meet USEPA emissions standards, and efficient asset utilization. Additionally, operating practices that reduce fuel consumption are being implemented, and new strategies are emerging to accommodate specific commodities, their respective weight, and destination. In 2016, the number of locomotives achieving Tier level standards decreased compared to 2015 in part due to improved operations, enhanced asset utilization and the storage of locomotives following a decrease in traffic. Additionally, the variation is also partly explained by the fact that the definition of the locomotive fleet is based on active locomotives on a specific day of the year. Section 7 provides details on a number of initiatives that the railways implemented in 2016 to reduce their fuel consumption. A comprehensive list of emerging technologies and management options available to the railways can be viewed in the Locomotive Emissions Monitoring Program Action Plan for Reducing GHG Emissions available by request to the RAC.

3.2 Passenger Services

Overall rail passenger fuel consumption—that is the sum of intercity, commuter, and tourist and excursion train operations—was 110.15 million litres in 2016, mostly unchanged from the 110.13 million litres consumed in 2015. The breakdown and comparison with previous years is shown in Table 3.

Intercity passenger's fuel consumption increased by 2.0% from 46.98 million litres in 2015 to 47.93 million litres in 2016. Fuel consumption for commuter rail decreased by 1.8% from 60.50 million litres in 2015 to 59.43 million litres in 2016. This decrease in fuel consumption reflects increased efficiency in commuter railway operation. Finally, tourist rail excursion fuel consumption increased by 5.2% to 2.79 million litres in 2016 from 2.65 million litres in 2015.

3.3 Diesel Fuel Properties

Effective June 1, 2007, amendments to Environment and Climate Change Canada's (ECCC's) *Sulphur in Diesel Fuel Regulations* came into force limiting the sulphur content of railway diesel fuel to 500 ppm (or 0.05%). A further reduction came into force June 1, 2013, limiting sulphur content in diesel fuel produced or imported for use in locomotives to 15 ppm (or 0.0015%)—referred to as ultra-low sulphur diesel (ULSD) fuel. Canadian railways have standardized the use of ULSD since 2013. This shift has further reduced railway diesel fuel sulphur content from an average of 1,275 ppm in 2006, 500 ppm in 2007, and 40.1 ppm in 2012. At this point in time, the use of diesel fuel meeting the 15ppm sulphur content requirement for ULSD has been standardized across Canada's railways.

Since July 2011, the Canadian *Renewable Fuel Regulations* require producers and importers of diesel fuel to blend a minimum of 2% renewable content into the total annual production or imported volume in Canada. It includes fuels such as biodiesel (Fathyl Athyl Methyl Ester — FAME) and renewable hydrocarbon diesel (hydrotreated derived renewable diesel). Canadian railways have been using renewable fuels in the form of biodiesel and renewable hydrocarbon diesel (RHD). RHD has very similar chemical properties to petroleum diesel and its blends are considered a drop-in replacement. Canadian railways are exploring the use of greater blend rates of biodiesel and RHD in their locomotives but there have been some challenges.

Biodiesel is derived from vegetable oils or animal fats. Biodiesel is produced in stand-alone facilities and can be blended with other diesel fuels for use in any compression ignition engine or burner application. Blends up to five percent (5%) by volume can be sold as "diesel fuel" without any required disclosure or labeling. Blends up to twenty percent (20%) are common throughout the marketplace. Pure biodiesel, designated B100, meets both the ASTM D6751 and CGSB 3.5.24 fuel specifications. Biodiesel blends up to B5 are covered within CAN/CGSB 3.520, while B6-B20 blends are covered within CAN/CGSB 3.522. Railways are working through issues with the accelerated deterioration of engines using high blends of biodiesel before adopting high blend rates.

RHD (or Hydrocarbon vegetable oil – HVO) employs many of the same feedstocks as biodiesel. Produced in stand-alone facilities, it uses more typical petroleum refining techniques such as hydro-treating to convert the renewable feedstocks into hydrocarbons. These hydrocarbons are chemically identical to some of the molecules found in petroleum diesel fuel. RHD typically meets the same diesel fuel requirements found in ASTM D975 and CAN/CGSB 3.517 for petroleum diesel fuel and biodiesel blends up to B5. Although it meets the same specifications as petroleum diesel fuel, some original equipment manufacturers (OEMs) have placed limits on the amount of RHD that can be included when blended with petroleum diesel fuels.

While the standards and specifications cited above for RHD imply that it has identical properties and limits as petroleum diesel, blending high content of renewable feedstock can cause the final properties to fluctuate greatly within those limits.

4 Locomotive Inventory

Table 4 presents an overview of the active fleet of diesel and non-diesel locomotives in Canada for freight and passenger railways. The detailed locomotive fleet inventory is presented in Appendix B.

Table 4. Canadian Locomotive Fleet Summary, 2016

Freight Operations	
Locomotives for Line Haul Freight	
Class I Mainline	1,239
Regional	121
Short line	179
Locomotives for Freight Switching Operations	
Yard	347
Road Switching	179
Total — Freight Operations	**2,065**
Passenger Operations	
Passenger Train	242
DMUs	6
Yard Switching	5
Total — Passenger Operations	**253**
TOTAL — PASSENGER & FREIGHT OPERATIONS	**2,318**

4.1 Locomotives Meeting USEPA Emissions Limits

The MOU indicates that RAC member railways are encouraged to conform to all applicable emission standards, which includes the current USEPA emission standards for locomotives that are listed in Appendix D. Locomotives operated by federally regulated railways will be subject to the Locomotive Emission Regulations which will come into force in 2017. RAC's member railways that are not federally regulated will continue to be encouraged to meet the USEPA emission standards through this MOU.

The CAC and GHG emissions intensity for the Canadian fleet is projected to decrease as the railways continue to introduce new locomotives, retrofit high-horsepower and medium-horsepower in-service locomotives when remanufactured, and retire non-compliant locomotives.

Table 5 shows the total number of in-service locomotives meeting USEPA tier level standards[4] compared to the total number of freight and passenger line-haul diesel locomotives. Excluded were steam locomotives, non-powered slug units, and Electrical Multiple Units (EMUs) as they do not contribute diesel combustion emissions.

4 The USEPA tier levels include Tier 0, Tier 0+, Tier 1, Tier 1+, Tier 2, Tier 2+, Tier 3 and Tier 4

Table 5. Locomotives in Canadian Fleet Meeting USEPA Emissions Limits, 2000, 2006–2016

	2000	2006	2007	2008	2009	2010[c]	2011[c]	2012[c]	2013[c]	2014[c]	2015[c]	2016[c]
Total number of freight train and passenger train line-haul locomotives subject to regulation[a]	1,498	2,319	2,216	2,051	1,898	2,196	2,112	2,290	2,293	1,925	1,828	1,674
Total number of freight train and passenger train locomotives not subject to regulation[b]	1,578	680	811	772	829	752	866	802	770	775	572	644
Number of freight train and passenger train locomotives meeting US EPA emissions limits	80	914	1,023	1,042	1,094	1,209	1,317	1,512	1,631	1,538	1,266	1,267

a Includes locomotives which are meeting to Title 40 of the United States Code of Federal Regulations, part 1033, "Control of Emissions from Locomotives."

b Includes locomotives which are not meeting to Title 40 of the United States Code of Federal Regulations, part 1033, "Control of Emissions from Locomotives."

c Table was revised to include commuter and non-Class 1 Intercity Passenger Rail

In 2016, 75.7% of the total line-haul fleet (1,267 locomotives) met the USEPA Tier Level emissions standards. The USEPA emission standards are phased in over time and are applicable only to "new" locomotives (i.e., originally manufactured and remanufactured locomotives). Locomotives manufactured prior to 1973 and that have not been upgraded and locomotives below 1,006 horsepower (hp) are not required to meet the USEPA emission standards. The remaining locomotive fleet is not required to meet the standards until the time of its next remanufacture. Table 6 provides an overview of the 2016 locomotive fleet and includes details about the number of locomotives meeting each tier level.

Table 6. Locomotive Fleet Breakdown by USEPA Tier Level, 2016

Not required to meet regulation[a]	155
Meeting regulation – Non Tier-Level Locomotives	896
Tier 0	61
Tier 0+	239
Tier 1	2
Tier 1+	326
Tier 2	258
Tier 2+	150
Tier 3	150
Tier 4	81
TOTAL	**2,318**

a Includes locomotives which are not meeting the regulations because of exceptions. Regulations refer to Title 40 of the United States Code of Federal Regulations, part 1033, "Control of Emissions from Locomotives."

Table 7 provides a summary of the fleet changes by emissions tier level for the overall fleet with the Class 1 Freight Line-Haul fleet noted in parenthesis.

In 2016, 80 Tier 4 high-horsepower locomotives were added to the Class 1 Freight Line-haul fleet and one Tier 4 locomotive was added to other operations; a total of 55 Class 1 Freight Line-haul locomotives were upgraded to Tier 0+, Tier 1+ or Tier 2+; and 81 medium-horsepower locomotives manufactured between 1973 and 1999 were retired from Class 1.

Anti-idling devices on locomotives reduce emissions by ensuring that locomotive engines are shut-down after extended periods of inactivity, reducing engine activity and therefore emissions. The number of locomotives in 2016 equipped with a device to minimize unnecessary idling such as an Automatic Engine Stop-Start (AESS) system or Auxiliary Power Unit (APU) was 1,392 compared with 1,152 in 2015. This represents 60.1% of the total in-service fleet in 2016 versus 48.0% in 2015.

Table 7. Changes in Locomotive Fleet by Tier Level, 2016

	Added	Retired	Remanufactured	Locomotives with anti-idling devices
Not upgraded		24(24)		274(211)
Tier 0		57(57)		9(4)
Tier 0+			10(10)	209(209)
Tier 1				11(2)
Tier 1+			27(27)	318(318)
Tier 2				203(201)
Tier 2+			18(18)	148(148)
Tier 3				140(140)
Tier 4	81(80)			80(80)
TOTAL	**81(80)**	**81(81)**	**55(55)**	**1,392(1,313)**

5 Locomotive Emissions

5.1 Emission Factors

The methodology document describing the calculation of GHG and CAC emission factors (EFs) referenced in the sections below is available upon request to the RAC. The EFs for GHGs and CACs can be found in Appendix F, "Conversion Factors Related to Railway Emissions."

Emission Factors for Greenhouse Gases

The EFs used to calculate GHGs emitted from diesel locomotive engines (i.e. CO_2, CH_4, and N_2O) are the same factors used by Environment and Climate Change Canada to create the *National Inventory Report 1990–2016: Greenhouse Gas Sources and Sinks in Canada*, which is submitted annually to the United Nations Framework Convention on Climate Change (UNFCCC).[5]

Emission Factors for Criteria Air Contaminant Emissions:

CAC EFs for 2016 have been calculated in grams per litre (g/L) of fuel consumed for NO_X, PM, CO, HC, and SO_X for each category of operation (i.e., freight, switch, and passenger operations). NO_X, PM, and HC EFs for freight and yard operations decreased in 2016 compared to 2015. Due to a temporary change in the fleet composition of commuter railways, the EFs for those three gases increased for passenger service in 2016 when compared to 2015.

The EFs to calculate emissions of SO_X (calculated as SO_2) are based on the sulphur content of the diesel fuel. As noted in Section 3.3 of this report, the *Sulphur in Diesel Fuel Regulations* have contributed to the widespread use of ULSD fuel in the Canadian locomotive fleet.

5 *National Inventory Report 1990–2016: Greenhouse Gas Sources and Sinks in Canada*, Environment and Climate Change Canada, 2017. https://www.ec.gc.ca/ges-ghg/default.asp?lang=En&n=83A34A7A-1

The CAC EFs are listed in Table 8 for 1990 and 2006–2016. EFs for years prior to 2005 are available upon request to the RAC.

Table 8. CAC Emissions Factors for Diesel Locomotives 1990, 2006–2016 (g/L)

	Year	NO_X	PM	CO	HC	SO_2
Total Freight	2016	38.17	0.78	7.05	1.54	0.02
	2015	39.50	0.81	7.13	1.68	0.02
	2014	41.40	0.90	7.07	1.81	0.02
	2013	44.41	1.01	7.05	2.00	0.02
	2012	46.09	1.09	7.05	2.13	0.07
	2011	47.50	1.15	7.03	2.21	0.17
	2010	49.23	1.23	7.06	2.38	0.21
	2009	50.41	1.31	7.07	2.47	0.18
	2008	51.19	1.38	7.32	2.74	0.24
	2007	52.74	1.44	7.35	2.79	0.82
	2006	55.39	1.50	6.98	2.53	2.10
	1990	71.44	1.59	7.03	2.64	2.47
Total Yard Switching	2016	65.68	1.46	7.35	3.92	0.02
	2015	68.38	1.48	7.35	3.96	0.02
	2014	68.93	1.50	7.35	3.99	0.02
	2013	68.79	1.50	7.35	4.01	0.02
	2012	69.19	1.52	7.35	4.03	0.07
	2011	69.64	1.53	7.35	4.06	0.17
	2010	69.65	1.54	7.35	4.06	0.21
	2009	69.42	1.53	7.35	4.04	0.18
	2008	69.88	1.54	7.35	4.06	0.24
	2007	69.88	1.57	7.35	4.06	0.82
	2006	69.88	1.63	7.35	4.06	2.10
	1990	69.88	1.65	7.35	4.06	2.47
Total Passenger	2016	54.05	1.11	7.03	2.12	0.02
	2015	48.96	1.00	7.03	1.91	0.02
	2014	54.58	1.14	7.03	2.18	0.02
	2013	51.64	1.06	7.03	2.03	0.02
	2012	54.04	1.13	7.03	2.17	0.07
	2011	54.94	1.16	7.02	2.19	0.18
	2010	56.23	1.18	7.03	2.23	0.21
	2009	62.60	1.29	7.03	2.40	0.18
	2008	62.37	1.29	7.03	2.39	0.24
	2007	70.69	1.47	7.03	2.62	0.82
	2006	71.44	1.57	7.03	2.64	2.10
	1990	71.44	1.59	7.03	2.64	2.47

5.2 Emissions Generated

5.2.1 Greenhouse Gases

In 2016, GHG emissions produced by the railway sector (expressed as CO_{2e}) were 5,964.31 kt, a decrease of 6.2% as compared to 6,360.73 kt in 2015. 2016 emissions have decreased by 3.1% from 6,155.06 kt in 1990 despite a rise in RTK traffic of 72.2% over the same period. The GHG emissions intensities for freight traffic decreased in 2016 to 14.02 kg per 1,000 RTK from 14.61 kg in 2015, and 25.05 kg in 1990. As a percentage, the 2016 GHG emissions intensity for total freight in 2016 was 44.0% below 1990 levels. Table 9 displays the GHG emissions produced in 1990 and annually since 2006. The GHG emissions for years prior to 2006 are available upon request to the RAC.

Table 9. GHG Emissions and Emission Intensities by Railway Service in Canada 1990, 2006–2016
(in kilotonnes unless otherwise specified)

	1990	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Total Railway												
CO_{2e}	6,155.06	6,593.38	6,673.12	6,517.67	5,581.27	6,111.11	6,226.21	6,389.71	6,285.91	6,555.70	6,360.73	5,964.31
CO_2	5,532.38	5,926.36	5,998.03	5,858.31	5,016.64	5,492.88	5,596.34	5,743.30	5,650.00	5,892.49	5,717.25	5,360.93
CH_4	7.74	8.29	8.39	8.19	7.02	7.68	7.83	8.03	7.90	8.24	8.00	7.50
N_2O	614.94	658.73	666.70	651.17	557.61	610.55	622.05	638.38	628.01	654.97	635.49	595.88
Passenger — Intercity, Commuter, Tourist/Excursion												
CO_{2e}	306.33	302.12	305.14	316.14	322.13	319.33	329.06	308.66	289.42	289.82	328.49	328.54
CO_2	275.34	271.56	274.27	284.16	289.55	287.03	295.77	277.43	260.14	260.50	295.26	295.31
CH_4	0.39	0.38	0.38	0.40	0.40	0.40	0.41	0.39	0.36	0.36	0.41	0.41
N_2O	30.60	30.18	30.49	31.59	32.18	31.90	32.88	30.84	28.92	28.95	32.82	32.82
Freight-Line Haul												
CO_{2e}	5,443.66	6,076.01	6,164.28	6,013.23	5,119.82	5,664.22	5,739.47	5,914.58	5,840.67	6,047.90	5,839.63	5,463.04
CO_2	4,892.95	5,461.33	5,540.67	5,404.90	4,601.88	5,091.20	5,158.84	5,316.23	5,249.79	5,436.07	5,248.86	4,910.38
CH_4	6.84	7.64	7.75	7.56	6.44	7.12	7.22	7.44	7.34	7.60	7.34	6.87
N_2O	543.86	607.04	615.86	600.77	511.51	565.90	573.42	590.91	583.53	604.23	583.42	545.80
Yard Switching and Work Train												
CO_{2e}	405.08	215.24	203.70	188.30	139.31	127.56	157.69	166.48	155.83	217.98	192.62	172.72
CO_2	364.10	193.47	183.09	169.25	125.21	114.65	141.73	149.64	140.06	195.93	173.13	155.24
CH_4	0.51	0.27	0.26	0.24	0.18	0.16	0.20	0.21	0.20	0.27	0.24	0.22
N_2O	40.47	21.50	20.35	18.81	13.92	12.74	15.75	16.63	15.57	21.78	19.24	17.26
Total Freight Operations												
CO_{2e}	5,848.73	6,291.25	6,367.98	6,201.52	5,259.13	5,791.78	5,897.16	6,081.06	5,996.49	6,265.88	6,032.24	5,635.76
CO_2	5,257.05	5,654.80	5,723.76	5,574.15	4,727.09	5,205.85	5,300.57	5,465.87	5,389.86	5,631.99	5,421.99	5,065.62
CH_4	7.35	7.91	8.01	7.80	6.61	7.28	7.41	7.65	7.54	7.88	7.58	7.09
N_2O	584.33	628.55	636.21	619.58	525.43	578.64	589.17	607.54	599.10	626.01	602.67	563.06
Emissions Intensity — Total Freight (kg/1,000 RTK)												
CO_{2e}	25.05	17.68	17.61	17.90	17.08	16.59	16.40	15.97	15.15	14.61	14.61	14.02
CO_2	22.52	15.89	15.83	16.09	15.35	14.91	14.74	14.35	13.62	13.13	13.13	12.60
CH_4	0.03	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
N_2O	2.50	1.77	1.76	1.79	1.71	1.66	1.64	1.60	1.51	1.46	1.46	1.40

Table 9. 2015 GHG Emissions and Emission Intensities by Railway Service in Canada 1990, 2006–2015 *(in kilotonnes unless otherwise specified)* *(continued)*

	1990	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Emissions Intensity — Class 1 Freight Line-Haul (kg/1,000 RTK)												
CO_{2e}	n/a*	17.26	17.18	17.46	16.80	16.30	16.03	15.68	14.84	14.32	14.02	13.47
Emissions Intensity — Regional and Short Line Freight (kg/1,000 RTK)												
CO_{2e}	n/a*	14.65	15.09	15.72	14.08	15.09	14.76	13.33	13.47	11.07	16.70	16.09
Emissions Intensity — Intercity Passenger (kg/Passenger-km)												
CO_{2e}	n/a*	0.131	0.130	0.121	0.132	0.123	0.122	0.109	0.099	0.100	0.102	0.101
Emissions Intensity — Commuter Rail (kg/Passenger)												
CO_{2e}	1.68	1.68	1.69	1.68	1.93	2.04	2.17	2.14	2.06	2.06	2.34	2.23

n/a* = indicates not available

The MOU sets out targets to be achieved by 2017 for GHG emissions intensities by category of railway operation. In relation to the 2017 targets, Table 10 shows the GHG emissions intensity levels for Class 1 freight, Intercity passenger, and Regional and Short Lines for 2016.

Table 10. GHG Emissions Intensities by Category of Operation, 2010–2016[a]

Railway Operation	Units	2010	2011	2012	2013	2014	2015	2016	Extended 2017 Target	Estimated change from 2010 to 2017
Class I Freight	kg CO_{2e}/1,000 RTK	16.30	16.03	15.68	14.84	14.32	14.02	13.47	14.93	8.4% decrease
Intercity Passenger	kg CO_{2e}/passenger-km	0.123	0.122	0.109	0.099	0.100	0.102	0.101	0.112	8.4% decrease
Regional and Short Lines	kg CO_{2e}/1,000 RTK	15.09	14.76	13.33	13.47	11.07	16.70	16.09	14.45	4.2% decrease

a All values above, including the revised 2017 targets, have been calculated based on the new emission factors and global warming potentials. Historical values have been updated from previous reports.

In 2016, Class 1 freight railways were able to better match locomotive power to freight traffic and decrease emissions intensity by 3.9% below the 2015 value.

Intercity Passenger operations were able to optimize locomotive power with fluctuating traffic levels, resulting in decreased emissions intensity relative to 2015 by 0.1%. As previously stated, commuter railways do not have a GHG emissions intensity target under the MOU.

Regional and Short Lines were able to fully optimize locomotive power with traffic in 2016, resulting in a decrease in the GHG intensity relative to the 2015 value of 3.7%; the emissions intensity is still above the 2017 target. The volatility in Regional and Short Lines GHG emissions intensity is primarily attributed to variations in demand for certain bulk commodities which tend to be more fuel efficient on average.

5.2.2 Criteria Air Contaminants

Table 11 displays the CAC emissions produced annually by locomotives in operation in Canada for the reference year (1990) and annually from 2006 to 2016, namely NO_X, PM, CO, HC, and SO_X. The values presented are for both absolute amounts and intensities per productivity unit. The emissions and intensities for years previous to 2006 are available upon request to the RAC.

The CAC of key concern for the railway sector is NO_X. As shown in Table 11, NO_X emissions in 2016 totalled 78.49 kt. Freight operations accounted for 92.7% of railway-generated NO_X emissions in Canada.

The Total Freight NO_X emissions intensity (i.e., the quantity of NO_X emitted per unit of productivity) was 0.18 kg per 1,000 RTK in 2016. This was 8.7% lower than the 2015 figure (0.20 kg per 1,000 RTK) and is down from 0.52 kg per 1,000 RTK in 1990, a 65.3% reduction.

Table 11. Locomotive CAC Emissions, 1990, 2006–2016
in kilotonnes, unless otherwise noted

Operation	Year	NO_X	PM	CO	HC	SO_2 (tonnes)
Total Freight	2016	69.28	1.41	12.11	2.79	42.28
	2015	77.33	1.59	13.96	3.28	48.25
	2014	83.94	1.82	14.34	3.66	49.97
	2013	86.96	1.98	13.81	3.91	48.26
	2012	89.88	2.13	13.59	4.18	126.97
	2011	91.40	2.22	13.52	4.26	336.10
	2010	93.49	2.34	13.40	4.52	403.08
	2009	86.52	2.25	12.13	4.24	310.67
	2008	103.15	2.78	14.76	5.51	487.40
	2007	109.00	2.97	15.20	5.76	1,700.23
	2006	112.83	3.06	14.22	5.15	4,273.51
	1990	130.38	2.91	12.84	4.81	4,504.32
Total Yard Switching	2016	3.49	0.08	0.38	0.20	1.28
	2015	4.42	0.10	0.47	0.26	1.59
	2014	5.04	0.11	0.54	0.29	1.80
	2013	3.59	0.08	0.38	0.21	1.29
	2012	3.86	0.08	0.41	0.22	3.68
	2011	3.68	0.08	0.39	0.21	7.67
	2010	2.98	0.07	0.31	0.17	9.08
	2009	3.24	0.07	0.34	0.19	8.45
	2008	4.39	0.10	0.46	0.26	15.21
	2007	4.77	0.11	0.50	0.28	56.18
	2006	5.04	0.12	0.53	0.29	151.38
	1990	9.49	0.22	1.00	0.55	335.18

Table 11. Locomotive CAC Emissions, 1990, 2006–2016
in kilotonnes, unless otherwise noted *(continued)*

Operation	Year	NO_X	PM	CO	HC	SO_2 (tonnes)
Total Passenger[1]	2016	5.72	0.12	0.72	0.23	2.52
	2015	4.84	0.10	0.64	0.19	2.23
	2014	5.24	0.11	0.68	0.21	2.37
	2013	4.88	0.10	0.67	0.19	2.36
	2012	5.51	0.12	0.72	0.22	6.72
	2011	5.98	0.13	0.76	0.24	19.12
	2010	5.94	0.12	0.74	0.24	22.43
	2009	6.65	0.14	0.75	0.25	19.24
	2008	6.56	0.14	0.74	0.25	25.45
	2007	7.19	0.15	0.72	0.27	83.64
	2006	7.18	0.16	0.71	0.27	210.90
	1990	7.35	0.16	0.72	0.27	253.80
Total Freight Operations[2]	2016	72.77	1.49	12.49	3.00	43.56
	2015	81.74	1.69	14.43	3.54	49.84
	2014	88.98	1.93	14.88	3.95	51.77
	2013	90.55	2.06	14.19	4.12	49.55
	2012	93.71	2.22	14.00	4.40	130.57
	2011	95.08	2.30	13.91	4.47	343.78
	2010	96.47	2.40	13.27	4.69	412.15
	2009	89.76	2.32	12.47	4.43	315.85
	2008	107.54	2.88	15.22	5.77	502.60
	2007	113.78	3.08	15.70	6.03	1,756.41
	2006	117.88	3.18	14.75	5.44	4,424.89
	1990	139.87	3.13	13.84	5.36	4,839.50
Total Railway Operations[3]	2016	78.49	1.61	13.21	3.22	46.08
	2015	86.58	1.79	15.07	3.73	52.08
	2014	94.21	2.04	15.55	4.16	54.14
	2013	95.43	2.16	14.86	4.31	51.91
	2012	99.22	2.33	14.71	4.62	137.28
	2011	101.06	2.43	14.67	4.71	363.16
	2010	102.41	2.53	14.46	4.92	434.58
	2009	96.41	2.46	13.22	4.68	338.36
	2008	114.10	3.01	15.96	6.02	528.05
	2007	120.96	3.23	16.41	6.30	1,840.05
	2006	125.06	3.34	15.46	5.71	4,635.79
	1990	147.21	3.30	14.56	5.64	5,093.30
Total Freight Emissions Intensity (kg/1000 RTK)	2016	0.18	0.0037	0.031	0.0075	0.00001
	2015	0.20	0.0041	0.035	0.0086	0.00001
	2014	0.21	0.0045	0.035	0.0092	0.00001
	2013	0.23	0.052	0.036	0.0104	0.00001
	2012	0.25	0.058	0.037	0.0116	0.00003
	2011	0.26	0.064	0.039	0.0124	0.00010
	2010	0.28	0.070	0.039	0.0136	0.00118
	2009	0.29	0.075	0.041	0.0144	0.00104
	2008	0.31	0.083	0.044	0.0167	0.00145
	2007	0.31	0.085	0.043	0.0167	0.00486
	2006	0.33	0.089	0.041	0.0153	0.01244
	1990	0.52	0.0116	0.051	0.0192	0.01801

(1) Passenger data does not take into account Amtrak due to the definition of active locomotive fleet used to calculate CAC emissions.

(2) Freight Operations = Freight + Yard Switching

(3) Total Railway Operations = Freight + Yard Switching + Passenger

6 Tropospheric Ozone Management Areas

6.1 Context and Data Derivation

To help reduce smog problems in Canada, the Canadian Council of Ministers of the Environment (CCME) agreed in October 1988 to develop a plan to manage NO_X and Volatile Organic Compounds (VOCs) emissions. The targeted gases are key components in smog.

Published in November 1990, the plan provided a framework that supported cooperation between federal and provincial jurisdictions regarding emissions of NO_X and VOCs.

During the plan's development phase, data was compiled on the areas in the country that most consistently failed to achieve acceptable levels of ground-ozone. From this research, the top three areas were targeted as special areas of interest. These areas of interest are the Tropospheric Ozone Management Areas (TOMA).

The three Tropospheric Ozone Management Areas (TOMA) relate to air quality for the Lower Fraser Valley in British Columbia, the Windsor-Québec City Corridor, and the Saint John area in New Brunswick:

TOMA No. 1: The Lower Fraser Valley in British Columbia represents a 16,800-km^2 area in the southwestern corner of the province averaging 80 km in width and extending 200 km up the Fraser River Valley from the mouth of the river in the Strait of Georgia to Boothroyd, British Columbia. Its southern boundary is the Canada/United States (US) international boundary, and it includes the Greater Vancouver Regional District.

TOMA No. 2: The Windsor-Québec City Corridor in Ontario and Québec represents a 157,000-km^2 area consisting of a strip of land 1,100 km long and averaging 140 km in width stretching from the City of Windsor (adjacent to Detroit in the US) in Ontario to Québec City. The Windsor-Québec City Corridor TOMA is located along the north shore of the Great Lakes and the St. Lawrence River in Ontario and straddles the St. Lawrence River from the Ontario/Québec border to Québec City. It includes the urban centres of Windsor, London, Hamilton, Toronto, Ottawa, Montréal, Trois-Rivières, and Québec City.

TOMA No. 3: The Saint John TOMA is represented by the two counties in southern New Brunswick —Saint John County and Kings County. The area covers 4,944.67 km^2.

Fuel Consumption and Emissions

The fuel consumption in each TOMA region is derived from the total traffic in the area as provided by the railways. Table 12 shows the fuel consumption and the GHG emissions in the TOMA regions as a percentage of the total fuel consumption for all rail operations in Canada. Table 13 shows NO_X emissions in the TOMA regions as a percentage of the total NO_X emissions for all rail operations.

Table 12. TOMA Total Fuel Consumption and GHG Emissions as Percentage of All Rail Operations in Canada, 1999, 2006–2016

	1999	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Lower Fraser Valley, B.C.	4.2	2.8	3.0	2.8	3.0	3.1	3.0	2.8	2.9	2.2	2.3	2.3
Windsor-Québec City Corridor	17.1	16.8	17.4	17.1	15.7	15.3	14.8	14.2	14.1	14.6	14.1	14.1
Saint John, N.B.	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2

Table 13. TOMA Total NO_X Emissions as Percentage of All Rail Operations in Canada, 1999, 2006–2016

	1999	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Lower Fraser Valley, B.C.	4.4	2.8	2.9	2.8	2.9	3.1	3.0	3.1	2.9	2.2	2.3	2.3
Windsor-Québec City Corridor	17.8	17.4	16.6	16.8	15.1	15.3	14.8	15.7	14.1	14.6	14.1	14.1
Saint John, N.B.	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.2	0.2	0.2	0.2

The emissions of GHGs for the TOMA regions were calculated using the respective GHG emissions factors as discussed in Section 5.1 and the fuel consumption data available for each TOMA region.

The CAC emission factors and emissions for the TOMA regions were calculated based on the total fuel usage for each region. The emission factors for each CAC presented for these three regions is a weighted average of the calculated Freight, Switch, and Passenger EFs, as presented in Section 5.1, and based on the reported Passenger and Freight fuel usage. Since the Freight fuel usage includes both the Freight Train fuel usage and the Switching fuel usage, the percentage of fuel allocated for these TOMA regions to Switching was based on the percentage of fuel used Canada-wide. Once these weighted CAC emission factors were derived, the emissions for each CAC were calculated by multiplying the EFs by the fuel usage for each TOMA region.

6.2 Seasonal Data

The emissions in each TOMA have been split according to two seasonal periods:

- Winter (seven months) January to April and October to December, inclusively
- Summer (five months) May to September, inclusively

The division of traffic in the TOMA regions in the seasonal periods was taken as equivalent to that on the whole system for each railway. The fuel consumption in each of the TOMA was divided by the proportion derived for the traffic on each railway. The 2016 traffic, fuel consumption, and emissions data in the seasonal periods for each railway are summarized in Tables 14 to 16.

**Table 14. TOMA No. 1 — Lower Fraser Valley, B.C.
Traffic, Fuel and Emissions Data 2016**

		Seasonal Split	
	Total 100%	**Winter 58%**	**Summer 42%**
TRAFFIC		**Million GTK**	
CN	9,801	5,684	4,116
CP	8,254	4,787	3,466
Southern Rail of BC	226	131	95
TOTAL FREIGHT TRAFFIC	**18,280**	**10,602**	**7,678**
FUEL CONSUMPTION		**Million Litres**	
Freight operations			
Freight Fuel Rate (L/1,000 GTK) = 2.48(1)			
Total Freight Fuel Consumption	**45.28**	**26.26**	**19.02**
Passenger Fuel Consumption			
VIA Rail Canada	0.39	0.22	0.16
Great Canadian Railtours	2.34	1.36	0.98
West Coast Express	1.37	0.80	0.58
Total Passenger Fuel Consumption	**4.10**	**2.38**	**1.72**
TOTAL RAIL FUEL CONSUMPTION	**49.37**	**28.64**	**20.74**
EMISSIONS		**Kilotonnes/Year**	
Emission Factors (g/L)(2)			
NO_X: 36.91	1.82	1.06	0.77
PM: 0.75	0.04	0.02	0.02
CO: 6.22	0.31	0.18	0.13
HC: 1.51	0.07	0.04	0.03
SO_2: 0.02	0.00	0.00	0.00
CO_2: 2,681.00(3)	132.37	76.77	55.59
CH_4: 3.75(3)	0.19	0.11	0.08
N_2O: 298(3)	14.71	8.53	6.18
CO_{2e}: 2,982.75(3)	147.26	85.41	61.85

(1) Freight fuel rate has been calculated by dividing the total Canadian freight fuel usage (see Table 3) by the total Canadian freight GTK (see Table 1).

(2) The emission factor used in the emissions calculations is a weighted average of the overall Freight, Switching, and Passenger emissions factor based on the quantity of Freight and Passenger fuel used.

(3) The emission factors for each GHG include their respective global warming potential factor.

Table 15. TOMA No. 2 — Windsor-Québec City Corridor Traffic, Fuel and Emissions Data 2016

		Seasonal Split	
	Total 100%	Winter 58%	Summer 42%
TRAFFIC		**Million GTK**	
CN	56,126	32,553	23,573
CP	28,437	16,494	11,944
Essex Terminals	29	17	12
Goderich & Exeter	362	210	152
Norfolk Southern	1	1	1
Ottawa Valley Railway(1)	0	0	0
Québec Gatineau	809	469	340
Southern Ontario	155	90	65
St-Lawrence & Atlantic (Canada)	273	158	115
TOTAL FREIGHT TRAFFIC	**86,193**	**49,992**	**36,201**
FUEL CONSUMPTION		**Million Litres**	
Freight operations			
Freight Fuel Rate (L/1,000 GTK) = 2.48(2)			
Total Freight Fuel Consumption	**213.48**	**123.82**	**89.66**
Passenger Fuel Consumption			
VIA Rail Canada	28.95	16.79	12.16
Commuter Rail	58.85	34.47	24.38
Total Passenger Fuel Consumption	**87.80**	**51.26**	**36.54**
TOTAL RAIL FUEL CONSUMPTION	**301.28**	**175.08**	**126.20**
EMISSIONS		**Kilotonnes/Year**	
Emission Factors (g/L)(3)			
NO_X: 36.91	11.12	6.46	4.66
PM: 0.75	0.23	0.13	0.10
CO: 6.22	1.87	1.09	0.78
HC: 1.51	0.46	0.27	0.19
SO_2: 0.02	0.01	0.00	0.00
CO_2: 2,681.00(4)	807.74	469.38	338.35
CH_4: 3.75(4)	1.13	0.66	0.47
N_2O: 298(4)	89.78	52.17	37.61
CO_{2e}: 2,982.75(4)	898.65	522.21	376.44

(1) Ottawa Valley Railway data are included in CP data.

(2) Freight fuel rate has been calculated by dividing the total Canadian freight fuel usage (see Table 3) by the total Canadian freight GTK (see Table 1).

(3) The emission factor used in the emissions calculations is a weighted average of the overall Freight, Switching, and Passenger emissions factor based on the quantity of Freight and Passenger fuel used.

(4) The emission factors for each GHG include their respective global warming potential factor.

Table 16. TOMA No. 3 — Saint John Area, New Brunswick Traffic, Fuel and Emissions Data 2016

		Seasonal Split	
	Total 100%	Winter 58%	Summer 42%
TRAFFIC		Million GTK	
CN	796	462	335
New Brunswick Southern Railway	718	416	301
Total Freight Traffic	**1,514**	**878**	**636**
FUEL CONSUMPTION		Million Litres	
Freight Operations			
Freight Fuel Rate (L/1,000 GTK) = 2.48[1]			
Total Freight Fuel Consumption	**3.75**	**2.18**	**1.58**
Passenger Fuel Consumption			
Total Passenger Fuel Consumption	**0.00**	**0.00**	**0.00**
Total Rail Fuel Consumption	**3.75**	**2.18**	**1.58**
EMISSIONS		Kilotonnes/Year	
Emission Factors (g/L)[2]			
NO_X: 36.91	0.14	0.08	0.06
PM: 0.75	0.00	0.00	0.00
CO: 6.22	0.02	0.01	0.01
HC: 1.51	0.01	0.00	0.00
SO_2: 0.02	0.00	0.00	0.00
CO_2: 2,681.00[3]	10.05	5.83	4.22
CH_4: 3.75[3]	0.01	0.01	0.01
N_2O: 298[3]	1.12	0.65	0.47
CO_{2e}: 2,982.75[3]	11.19	6.49	4.70

(1) Freight fuel rate has been calculated by dividing the total Canadian freight fuel usage (see Table 3) by the total Canadian freight GTK (see Table 1).

(2) The emission factor used in the emissions calculations is a weighted average of the overall Freight, Switching, and Passenger emissions factor based on the quantity of Freight and Passenger fuel used.

(3) The emission factors for each GHG include their respective global warming potential factor.

7 Emissions Reductions Initiatives

There are multiple approaches for achieving the emission reduction targets outlined in the MOU, with railways and governments playing a critical role in reducing emissions and achieving expected results.

Investments in new technologies, management strategies focused on fuel economy and the fluidity of operations, targeted training for employees, and research and development programs are effective methods for reducing emissions. *The Locomotive Emissions Monitoring Program Action Plan for Reducing GHG Emissions* presents a roadmap for railways to reduce their emissions. It includes a comprehensive list of emerging technologies and novel management strategies to be implemented by the railway sector, as appropriate.

Below is a short summary of a few initiatives undertaken by railways and government in 2016 to reduce emissions in the railway sector.

CP — Energy efficiencies

As part of its annual capital expenditure program for 2016, CP focused on a number of improvements to their rail system infrastructure, considerably enhancing the efficiency of the network through increased train velocity and reduced dwell times. Other key initiatives included reducing network congestion through rationalizing rail yards, increasing siding lengths, continuous rail installations and profiling rails to improve wheel-rail drag friction of cars.

CN — Fuel efficiency technologies and HPTA (Horse Power Tonnage Analyzer)

CN maintains a longstanding commitment to reducing its emissions by investing in innovative fuel efficiency technologies and programs such as the Horse Power Tonnage Analyzer (HPTA) and Trip Optimizer. In 2016 CN continued investing in HPTA (a system which works to optimize a locomotive's horsepower to tonnage ratio) to improve its functionality, coverage and compliance rate. The railway also continued to add Trip Optimizer technology to locomotives.

GO Transit – Energy efficiencies and fleet renewal

In 2016 the railway undertook a number of initiatives to improve its fuel economy and lower its emissions. For example, a Tier 4 locomotive continued to be a part of the active fleet, and the railway continued to apply its Excess Idle Program to reduce GHGs produced by idling.

VIA Rail – Fleet Upgrade

VIA Rail continued to leverage data from the Wi-tronix telemetry system that was originally installed across its fleet in 2015. This system improves train handling behaviours, fuel efficiency and idling, ultimately conserving fuel and reducing emissions. For 2016, the railway began to analyze the data collected by the system to develop key performance metrics for fleet management.

Transport Canada – Clean Rail R&D Projects

Transport Canada's Clean Rail Academic Grant Program provides grants of $25,000 to existing academic research programs that are developing emission reduction technologies and practices for the transportation sector that could be applied to the rail industry. The 2015–16 round of the grant program awarded ten rail-related research and development projects in the areas of alternative energy, light weighting material, and electrical energy storage. Other projects that are ongoing in 2016–17 include rail energy modelling software, green hybrid drive modeling tools, and lignin-derived "drop-in" renewable diesel fuels for rail applications.

8 Summary and Conclusions

The 2016 Locomotive Emissions Monitoring Report highlights that Canadian railways are well placed to meet their GHG reduction targets by 2017.

GHG emissions from all railway operations in Canada totalled 5,964.31 kt, down 6.2% from 6,360.73 kt in 2015. This decrease primarily reflects improvements in fuel consumption primarily due to the implementation of modern technologies and novel management strategies, and as described in the *Locomotive Emissions Monitoring Program Action Plan for Reducing GHG Emissions*. Additionally, there was a decrease in traffic for the freight sector.

For total freight operations, the GHG emissions intensity (in kg of CO_{2e} per 1,000 RTK) decreased by 4.0% from 14.61 in 2015 to 14.02 in 2016. Compared to 25.13 in 1990, 2016 performance reflects a 44.0% improvement. Class 1 freight GHG emission intensity (in kg CO_{2e} per 1000 RTK) decreased by 3.9% from 2015 levels while intercity passenger operations GHG emissions intensity (in kg of CO_{2e} per passenger kilometre) decreased by 0.1% over the same period. Regional and Short Lines decreased their GHG emission intensity (in kg of CO_{2e} per 1,000 RTK) by 3.7% from 16.70 in 2015 to 16.09 in 2016. The CAC emissions from all railway operations decreased, with total locomotive NO_X emissions decreasing to 78.49 kt in 2016 as compared to 86.58 kt in 2014. The total freight NO_X emissions intensity was 0.18 kg/1,000 RTK in 2016, compared to 0.20 kg/1,000 RTK in 2015 and down from 0.52 kg/1,000 RTK in 1990.

CAC emissions from all railway operations decreased, with total locomotive NO_X emissions decreasing to 78.49 kt in 2016 from 86.58 kt in 2015. The total freight NO_X emissions intensity also decreased from 0.20 kg/1,000 RTK in 2015 to 0.18 kg/1,000 RTK in 2016, and nearly 46.7 per cent from 1990 levels.

In 2016, Canadian railways made substantive investments and added 80 Tier 4 high-horsepower locomotives to the Class 1 Freight Line-haul fleet and one Tier 4 locomotive to the Commuter fleet. Sector-wide 55 locomotives were upgraded to Tier 0+, Tier 1+, or Tier 2+. The Canadian fleet totalled 2,318 units in 2016, of which 1,674 locomotives are subject to the USEPA emissions regulations. Of the locomotives subject to the USEPA emissions regulations, 75.7% (1,267) met the emission standards. The number of locomotives equipped with APUs or AESS systems to minimize unnecessary idling totalled 1,392 or 60.1% of the in-service fleet.

Through implementation of the *Locomotive Emissions Monitoring Program Action Plan for Reducing GHG Emissions*, Canadian railways and the Government of Canada will continue their efforts to reduce GHG emissions intensity in the railway sector and achieve the expected outcome of the MOU.

This report meets the filing requirements for 2016.

Appendix A

RAC Member Railways Participating in the 2011–2015 MOU by Province

Railway	Provinces of Operation
6970184 Canada Ltd	Saskatchewan
Réseau de transport métropolitain	Québec
Alberta Prairie Railway Excursions	Alberta
Amtrak	British Columbia, Ontario, Québec
ArcelorMittal Mines Canada	Québec
Arnaud Railway Company	Québec
Barrie-Collingwood Railway	Ontario
Battle River Railway	Alberta
BCR Properties	British Columbia
Canadian Pacific	British Columbia, Alberta, Saskatchewan, Manitoba, Ontario, Québec
Cape Breton & Central Nova Scotia Railway	Nova Scotia
Capital Railway	Ontario
Carlton Trail Railway	Saskatchewan
Central Manitoba Railway Inc.	Manitoba
Charlevoix Railway Company Inc.	Québec
CN	British Columbia, Alberta, Saskatchewan, Manitoba, Ontario, Québec, New Brunswick, Nova Scotia
CSX Transportation Inc.	Ontario, Québec
Eastern Maine Railway Company	Maine
Essex Terminal Railway Company	Ontario
Goderich-Exeter Railway Company Ltd.	Ontario
Great Canadian Railtour Company Ltd.	British Columbia
Great Sandhills Railway Ltd.	Saskatchewan
Great Western Railway Ltd.	Saskatchewan
Hudson Bay Railway	Manitoba
Huron Central Railway Inc.	Ontario
Keewatin Railway Company	Manitoba
Kettle Falls International Railway, LLC	British Columbia
Labrador Iron Mines	Newfoundland and Labrador
Metrolinx	Ontario

Railway	Provinces of Operation
New Brunswick Southern Railway Company Ltd.	New Brunswick
Nipissing Central Railway Company	Ontario, Québec
Norfolk Southern Railway	Ontario
Ontario Northland Transportation Commission	Ontario, Québec
Ontario Southland Railway Inc.	Ontario
Ottawa Valley Railway	Ontario, Québec
Prairie Dog Central Railway	Manitoba
Québec Gatineau Railway Inc.	Québec
Québec North Shore and Labrador Railway Company Inc.	Québec, Newfoundland and Labrador
Roberval and Saguenay Railway Company, The	Québec
Romaine River Railway Company	Québec
Société du chemin de fer de la Gaspésie	Québec
South Simcoe Railway	Ontario
Southern Ontario Railway	Ontario
Southern Railway of British Columbia Ltd.	British Columbia
Southern Railway of Vancouver Island	British Columbia
St. Lawrence & Atlantic Railroad (Québec) Inc.	Québec
Sydney Coal Railway	Nova Scotia
Toronto Terminals Railway Company Limited, The	Ontario
Trillium Railway Co. Ltd.	Ontario
Tshiuetin Rail Transportation Inc.	Québec
VIA Rail Canada Inc.	British Columbia, Alberta, Saskatchewan, Manitoba, Ontario, Québec, New Brunswick, Nova Scotia
Wabush Lake Railway Company, Limited	Newfoundland and Labrador
West Coast Express Ltd.	British Columbia

Appendix B-1
2016 Locomotive Fleet — Freight Train Line-Haul Operations

OEM	Model	USEPA Tier Level	Engine	Cylinders	hp	Year of Manufacture	Year of Remanufacture	Total Class 1	Regional	Short Lines	Total Regional and Short Lines	Total Freight Fleet
MAINLINE LOCOMOTIVES												
GM/EMD	GMD-1		567	12V	1200	1958–1960				1	1	1
	RM (EMD-1)		567	12V	1200	1958				1	1	1
	GP9		567	16V	1750	1950–1960	1980–1981			3	3	3
	GP10		567	16V	1800	1967–1977				3	3	3
	SD40-3		567	16V	3100	1978–1985			3		3	3
	GP40-3		567	16V	3000	1966–1968	2002			1	1	1
	GP40-3		567	16V	3100	1966–1968				4	4	4
	GP9		645	16V	1750	1954–1981				2	2	2
	GP9		645	16V	1800	1954–1981				7	7	7
	SD38-2		645E	16V	2000	1974–1976				3	3	3
	SD38		645	16V	2000	1971–1974				1	1	1
	GP38		645	16V	2000	1970–1986			3	34	37	37
	GP38-AC/QEG		645	16V	2000	1970–1971		7			0	7
	GP38-2		645	16V	2000	1972–1986			8	8	16	16
	GP38-3		645E	16V	2000	1981–1983				13	13	13
	GP39-2		645	16V	2300	1974–1984				7	7	7
	GP35-C.CAB		645	16V	2000	1964		1			0	1
	GP35-3		645	16V	2500	1963–1966				5	5	5
	GP40		645	16V	3000	1975–1987				3	3	3
	GP40-1		645E3B	16V	3000	1968		1			0	1
	GP40-2		645	16V	3000	1972–1986		34	3	30	33	67
	GP40-2R		645E3B	16V	3000	1966–1969		3			0	3
	SD40-2		645E3	16V	3000	1972–1990	1994–1995	24	15	29	44	68
	SD40-3		645E3B	16V	3000	1966–1972		14	7	4	11	25
	SD45-T2		645	20V	3600	1972–1975				1	1	1
	SD70-ACE		710	16V	4000	1995–2000		3	23		23	26
	SD75-I		710G3C	16V	4300	1996–1999		61	5		5	66
	SD40-2	Tier 0	645E3	16V	3000	1978–1990		15			0	15
	SD40-2	Tier 0	645E3B	16V	3000	1978–1985		2			0	2
	SD60	Tier 0	710	16V	3800	1985–1989	2002–2005	2			0	2
	SD90-MAC	Tier 0	710	16V	4300	1998			5		5	5
	GP38-AC	Tier 0+	645	16V	2000	1970–1971		3			0	3
	GP38-AC/QEG	Tier 0+	645	16V	2000	1970–1971		1			0	1
	GP38-2	Tier 0+	645	16V	2000	1974–1986				1	1	1
	SD40-2	Tier 0+	645E3	16V	3000	1978–1985	2012	16	2		2	18
	GP40-2	Tier 0+	645	16V	3000	1972–1986	2012	6		5	5	11
	SD60	Tier 0+	710	16V	3800	1985–1989	2002–2012	13			0	13
	SD60-F	Tier 0+	710G3	16V	3800	1985–1989		2			0	2
	SD70	Tier 0+	710	16V	4000	1995–1999	2001–2011	11			0	11
	SD70-I	Tier 0+	710G3B	16V	4000	1995–1999		8			0	8
	SD70-M2	Tier 2	710G3C	16V	4300	2005–2007		107			0	107
GM/EMD Sub-Total								**334**	**74**	**166**	**240**	**574**

OEM	Model	USEPA Tier Level	Engine	Cylinders	hp	Year of Manufacture	Year of Remanufacture	Total Class 1	Regional	Short Lines	Total Regional and Short Lines	Total Freight Fleet
MAINLINE LOCOMOTIVES												
GE	B23-7		7FDL12	12V	2000	1979				2	2	2
	C40-8M		7FDL16	16V	4000	1990–1993		35			0	35
	C40-8W		7FDL16	16V	4000	1990–1993		37			0	37
	Dash 8-40CM		7FDL16	16V	4000	1990–1992				2	2	2
	AC4400CW	Tier 0	7FDL16	16V	4400	1995–1999		13	12		12	25
	C40-8		7FDL16	16V	4000	1989–1991		27			0	27
	AC4400CW	Tier 1	7FDL16	16V	4400	2002–2004		2	9		9	11
	Dash 9-44CW	Tier 1+	7FDL16	16V	4400	1994–2004	2011–2012		11		11	11
	AC4400CW	Tier 1+	7FDL16	16V	4400	1995–2004		193			0	193
	C44-9W	Tier 1+	7FDL16	16V	4400	1994–2001		133			0	133
	AC4400CW	Tier 2	7FDL16	16V	4400	2005–2007			13		13	13
	ES44AC	Tier 2	GEVO12	16V	4360	2005–2011		82	2		2	84
	ES44DC	Tier 2	GEVO12	16V	4400	2005–2008		13			0	13
	ES44AC	Tier 2+	GEVO12	16V	4360	2005–2011	2012	91			0	91
	ES44DC	Tier 2+	GEVO12	16V	4400	2005–2008		59			0	59
	ES44AC	Tier 3	GEVO12	16V	4360	2012		140			0	140
	ES44AC	Tier 4	GEVO12	16V	4400	2015–2016		20			0	20
	ET44AC	Tier 4	GEVO12	16V	4400	2015–2016		60			0	60
GE Sub-Total								**905**	**47**	**4**	**51**	**956**
MLW	RS-18		251	12V	1800	1954–1958				4	4	4
	M420(W)		251	12V	2000	1971–1975				3	3	3
	M420R (W)		251	12V	2000	1971–1975				2	2	2
MLW Sub-Total								**0**	**0**	**9**	**9**	**9**
FREIGHT MAINLINE SUB-TOTAL								**1239**	**121**	**179**	**300**	**1539**
ROAD SWITCHERS												
	GP38-2-QEG		645	16V	2000	1974–1986		39			0	39
	SD40-2/QEG		645E3B	16V	3000	1978–1985		3			0	3
	GP38-2	Tier 0	645E	16V	2000	1972–1986	2010–2011	8			0	8
	GP20	Tier 0+	710	8V	2000	2013–2014		88			0	88
	GP38-2	Tier 0+	645	16V	2000	1974–1986	2011–2012	9			0	9
	GP38-2-QEG	Tier 0+	645	16V	2000	1974–1986		32			0	32
GM/EMD Road Switchers Sub-Total								**179**	**0**	**0**	**0**	**179**
ROAD SWITCHERS SUB-TOTAL								**179**	**0**	**0**	**0**	**179**
TOTAL MAINLINE FREIGHT								**1418**	**121**	**179**	**300**	**1718**

Appendix B-2
2016 Locomotive Fleet –
Freight Yard Switching & Work Train Operations

OEM	Model	USEPA Tier Level	Engine	Cylinders	HP	Year of Manufacture	Year of Remanufacture	Total Class 1	Regional	Short Lines	Total Regional and Short Lines	Total Freight Fleet
GM/EMD	SW900		567	8V	900	1954–1965		1		13	13	14
	SW1200		567	12V	1200	1955–1962				3	3	3
	SW1200-RB		645	12V	1200	1957		1			0	1
	RM (EMD-1)		567	12V	1200	1958				1	1	1
	SW1500		567	12V	1500	1966–1974				7	7	7
	MP15		645	16V	1500	1976				5	5	5
	GP7		567	16V	1500	1949–1954	1980–1988			2	2	2
	GP9		567	16V	1750	1951–1963	1980–1991		2	5	7	7
	GMD-1		645	12V	1200	1958–1960		9			0	9
	SW14		567	12V	1400	1950				1	1	1
	F40-PH		645	16V	3000	1977–1978		2			0	2
	GP15		645	16V	1500	1981–1984				3	3	3
	GP9		645	16V	1700	1960	1980–1981			1	1	1
	GP9		645	16V	1750	1954–1981	1980–1991		1	5	6	6
	GP9-RM		645	16V	1800	1954–1973		92			0	92
	GP20		567	16V	2000	2000–2001				8	8	8
	GR35-2		645	16V	2000					4	4	4
	GP38-2		645	16V	2000	1972–1973		66		8	8	74
	GP38-2		645	16V	2000	1974–1986				1	1	1
	SD38-2		645	16V	2000	1974–1976		3			0	3
	SD40-2	Tier 0	645	16V	3000	1983–1985	2009	21			0	21
	GP38-2	Tier 0+	645	16V	2000	1972–1986	2012	22			0	22
	F40-PH	Tier 0+	645	16V	3000	1977–1978		1			0	1
GM/EMD Sub-Total								**218**	**3**	**67**	**70**	**288**
GE	44T		Cummins		300	1947				1	1	1
GE Sub-Total								**0**	**0**	**1**	**1**	**1**
MLW	S-13		251	6V	900	1959–1960				2	2	2
	S-13		251	6V	1000	1959–1960	1978			1	1	1
	RS-18		251	12V	1800	1954–1958				3	3	3
	RS-23		251	18V	1000	1959–1960				3	3	3
MLW Sub-Total								**0**	**0**	**9**	**9**	**9**
ALCO	S-6		251	6V	900	1953				1	1	1
ALCO Sub-Total								**0**	**0**	**1**	**1**	**1**
Other	YBU					1980–1983		31			0	31
	HBU					1978–1980		12			0	12
	Other				600				5		5	5
Other Sub-Total								**43**	**5**	**0**	**5**	**48**
YARD SWITCHING & WORK TRAIN TOTAL								**261**	**8**	**78**	**86**	**347**

Appendix B-3
2016 Locomotive and DMU Fleet — Passenger Train Operations

OEM	Model	USEPA Tier Level	Engine	Cylinders	HP	Year of Manufacture	Year of Remanufacture	Intercity Rail	Commuter	Tourist & Excursion	Total
PASSENGER TRAIN LOCOMOTIVES											
GM/EMD	GP9		567	16V	1750	1950–1960				1	1
	GP9		645	16V	1800	1954–1981				2	2
	FP40-PH2		645	16V	3000	1987–1989		52			52
	GP40		645	16V	3000	1970–1979				9	9
	F40-PHR		645	16V	3000	1977–1978		3			3
	F59-PH		710	12V	3000	1988–1994			16		16
	F59-PHI		710	12V	3000	1995	2000–2001		16		16
GM/EMD Sub-Total								**55**	**32**	**12**	**99**
GE	LL162/162		251		990	1954–1966				12	12
	P42DC		7FDL16	16V	4250	2001		21			21
GE Sub-Total								**21**	**0**	**12**	**33**
Motive Power	MP36PH-3C		645	16V	3600	2006			1		1
	MP40PH-3C	Tier 2	710	16V	4000	2007–2013			56		56
	MP40PH-3C	Tier 3	710	16V	4000	2013–2014			10		10
	MP40PHTC-T4	Tier 4	Cummins QSK60	16V	5400	2015			1		1
Motive Power Sub-Total								**0**	**68**	**0**	**68**
Bombardier	ALP 45DP	Tier 3	MITRAC TC	12V	3600	2012			20		20
Bombardier Sub-Total								**0**	**20**	**0**	**20**
Alstom	Coradia LINT 4		Electric DMU		780	2013			6		6
Alstom Sub-Total								**0**	**6**	**0**	**6**
R&H	28-ton				165	1950				1	1
CLC	44-ton		H44A3		400	1960				1	1
GE	70-ton		FWL-6T		600	1948				1	1
BUDD	RDC-1		Cummins		600	1956–1958		1			1
BUDD	RDC-2		Cummins		600	1956–1958		3			3
BUDD	RDC-4		Cummins		600	1956–1958		2			2
ALCO	DL535		251		1200	1969				8	8
Other Sub-Total								**6**	**0**	**11**	**17**
Baldwin	B280					1920				2	2
Baldwin Steam Engines Sub-Total								**0**	**0**	**2**	**2**
DUBBS	DUBBS 440					1882				1	1
Other										2	2
Other Steam Engines Sub-Total								**0**	**0**	**3**	**3**
PASSENGER TRAIN LOCOMOTIVES SUB-TOTAL								**82**	**126**	**40**	**248**
YARD SWITCHING PASSENGER OPERATIONS											
GM/EMD	SW1000		645	8V	1000	1966–1967		2			2
Cummins	35-ton			6V	236					1	1
ALCO	DQS18		251		1800	1957				2	2
Yard Switching Passenger Operations Sub-Total								**2**	**0**	**3**	**5**
PASSENGER OPERATIONS TOTAL								**84**	**126**	**43**	**253**

Appendix C
Railways Operating in Tropospheric Ozone Management Areas

Railway Lines Included in Tropospheric Ozone Management Areas

TOMA Region No. 1: LOWER FRASER VALLEY, BRITISH COLUMBIA

CN

Division	**Subdivision**
Pacific	Squamish Yale

CP

Operations Service Area	**Subdivision**
Vancouver	Cascade Mission Page Westminster

BCR Properties	All
Southern Railway of BC Ltd	All
Great Canadian Railtour Company	Part
VIA Rail Canada	Part
West Coast Express	All

TOMA Region No. 3: SAINT JOHN AREA, NEW BRUNSWICK

CN

District	**Subdivision**
Champlain	Denison Sussex

TOMA Region No. 2: WINDSOR-QUÉBEC CITY CORRIDOR, ONTARIO AND QUÉBEC

CN

District — **Champlain**

Subdivisions

Becancour	Rouses Point	Bridge
Sorel	Deux-Montagnes	St. Hyacinthe
Drummondville	St. Laurent	Joliette
Valleyfield	Montréal	

District — **Great Lakes**

Subdivisions

Alexandria	Grimsby	Strathroy
Caso	Halton	Talbot
Chatham	Kingston	Uxbridge
Dundas	Oakville	Weston
Guelph	Paynes	York

CP

Operations Service Area — **Montréal**

Subdivisions — All

Operations Service Area — **Southern Ontario**

Subdivisions

Belleville	Hamilton	North Toronto
Canpa	MacTier	St. Thomas
Galt	Montrose	Waterloo
Windsor		

Réseau de transport métropolitain	All
Capital Railway	All
GO Transit	All
VIA Rail Canada	Part
CSX	All
Essex Terminal Railway	All
Goderich – Exeter Railway	All
Norfolk Southern	All
Ottawa Central	All
Ottawa Valley Railway	Part
Québec Gatineau	All
Southern Ontario Railway	All
St. Lawrence & Atlantic	All

Appendix D
Locomotive Emissions Standards in the United States

The **US Environmental Protection Agency (USEPA)** rulemaking promulgated in 1998 contains three levels of locomotive-specific emissions limits corresponding to the date of a locomotive's original manufacture – Tier 0, Tier 1, and Tier 2 (as listed below). The significance of the USEPA regulations for Canadian railways is that the new locomotives they traditionally acquire from the American locomotive original equipment manufacturers (OEM) are manufactured to meet the latest USEPA emissions limits. Hence, emissions in Canada are reduced as these new locomotives are acquired.

Compliance Schedule for USEPA Locomotive-Specific Emissions Limits *(g/bhp-hr)*

Duty Cycle	HC	CO	NO_x	PM
		Tier 0 (1973–2001)		
Line-haul	1.0	5.0	9.5	0.60
Switching	2.1	8.0	14.0	0.72
		Tier 1 (2002–2004)		
Line-haul	0.55	2.2	7.4	0.45
Switching	1.2	2.5	11.0	0.54
		Tier 2 (2005 and later)		
Line-haul	0.3	1.5	5.5	0.20
Switching	0.6	2.4	8.1	0.24
		Estimated Pre-Regulation (1997) Locomotive Emissions Rates		
Line-haul	0.5	1.5	13.5	0.34
Switching	1.1	2.4	19.8	0.41

Referencing the above-listed limits for locomotives operating in the US, the USEPA in 2008 put into force revisions that tighten the existing Tier 0 to Tier 2 standards. The revisions are now referred to as Tier 0+, Tier 1+, and Tier 2+ standards. As indicated in the tables below, the revised standards also take into account the year of original manufacture of the locomotive. Also, two, new, more stringent standards levels were introduced, designated as Tier 3 and Tier 4. The revised and new standards are to be phased in between 2011 and 2015 for locomotives as they become new (new in this case includes both when locomotives are originally manufactured and when remanufactured). Tier 3 standards have since been implemented for the 2013 reporting year, and Tier 4 standards were implemented for the 2015 reporting year. Elaboration on the USEPA locomotive emissions regulations can be viewed on the website: https://www.epa.gov/regulations-emissions-vehicles-and-engines/regulations-emissions-locomotives.

Line-Haul Locomotive Emission Standards
(g/bhp-hr)

Tier	*MY	Date	HC	CO	NO_X	PM
Tier 0+[a]	1973–1992	2011[c]	1.00	5.0	8.0	0.22
Tier 1+[a]	1993–2004[b]	2011[c]	0.55	2.2	7.4	0.22
Tier 2+[a]	2005–2011	2013[c]	0.30	1.5	5.5	0.10[d]
Tier 3[e]	2013–2014	2013	0.30	1.5	5.5	0.10
Tier 4	2015 or later	2015	0.14[f]	1.5	1.3[f]	0.03

a Tier 0+ to Tier 2+ line-haul locomotives must also meet switch standards of the same Tier.
b 1993–2001 locomotives that were not equipped with an intake air coolant system are subject to Tier 0+ rather than Tier 1+ standards.
c As early as 2008 if approved engine upgrade kits become available.
d 0.20 g/bhp-hr until January 1, 2013 (with some exceptions).
e Tier 3 line-haul locomotives must also meet Tier 2+ switching standards.
f Manufacturers may elect to meet a combined NO_X + HC standard of 1.4 g/bhp-hr.
* MY—Year of original manufacture

Switching Locomotive Emission Standards
(g/bhp-hr)

Tier	*MY	Date	HC	CO	NO_X	PM
Tier 0+	1973–2001	2011[b]	2.10	8.0	11.8	0.26
Tier 1+[a]	2002–2004	2011[b]	1.20	2.5	11.0	0.26
Tier 2+[a]	2005–2010	2013[b]	0.60	2.4	8.1	0.13[c]
Tier 3	2011–2014	2011	0.60	2.4	5.0	0.10
Tier 4	2015 or later	2015	0.14[d]	2.4	1.3[d]	0.03

a Tier 1+ and Tier 2+ switching locomotives must also meet line-haul standards of the same Tier.
b As early as 2008 if approved engine upgrade kits become available.
c 0.24 g/bhp-hr until January 1, 2013 (with some exceptions).
d Manufacturers may elect to meet a combined NO_X + HC standard of 1.3 g/bhp-hr.
* MY—Year of original manufacture

Appendix E
Glossary of Terms

Terminology Pertaining to Railway Operations

Class 1 Railway: This is a class of railway within the legislative authority of the Parliament of Canada that realized gross revenues that exceed a threshold indexed to a base of $250 million annually in 1991 dollars for the provision of Canadian railway services. The three Canadian Class 1 railways are CN, CP and VIA Rail Canada.

Intermodal Service: The movement of trailers on flat cars (TOFC) or containers on flat cars (COFC) by rail and at least one other mode of transportation. Import and export containers generally are shipped via marine and rail. Domestic intermodal services usually involve the truck and rail modes.

Locomotive Active Fleet: This refers to the total number of all locomotives owned and on long-term lease, including units that are stored but available for use. Not counted in the active fleet are locomotives on short-term lease and those declared surplus or have been retired or scrapped.

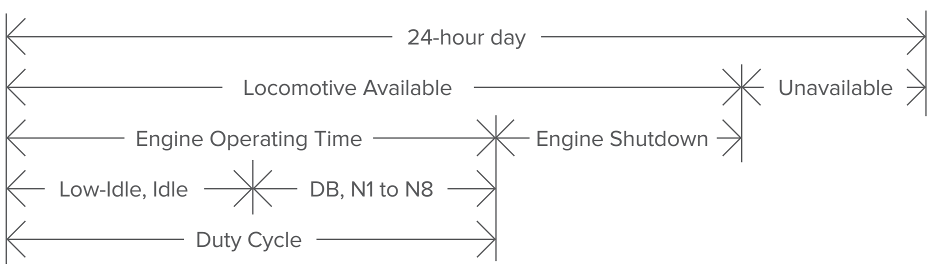
Locomotive Power Ranges: Locomotives are categorized as high horsepower (having engines greater than 3,000 hp), medium horsepower (2,000 to 3,000 hp) or low horsepower (less than 2,000 hp).

Locomotive Prime Movers: The diesel engine is the prime mover of choice for locomotives in operation on Canadian railways. Combustion takes place in a diesel engine by compressing the fuel and air mixture until auto-ignition occurs. It has found its niche as a result of its fuel-efficiency, reliability, ruggedness, and installation flexibility. Two diesel prime mover installation arrangements are currently in use:

> **Medium-speed diesel engine:** This engine is installed in versions from 8 to 16 cylinders at up to 4,400 hp, with an operating speed of 800 to 1,100 rpm.
>
> **Multiple ‘GenSet’ diesel engines:** This “stand alone” generating set (GenSet) is each powered by a 700 hp industrial diesel engine driving separate generators, which are linked electronically to produce up to 2,100 traction horsepower, with an operating speed up to 1,800 rpm. For switching locomotive applications, the advantage of this arrangement is that individual GenSet engines can be started or stopped according to the power required.

Locomotive Remanufacture: The "remanufacture" of a locomotive is a process in which all of the power assemblies of a locomotive engine are replaced with freshly manufactured (containing no previously used parts) or refurbished power assemblies or those inspected and qualified. Inspecting and qualifying previously used parts can be done in several ways, including such methods as cleaning, measuring physical dimensions for proper size and tolerance, and running performance tests to ensure that the parts are functioning properly and according to specifications. Refurbished power assemblies could include some combination of freshly manufactured parts, reconditioned parts from other previously used power assemblies, and reconditioned parts from the power assemblies that were replaced. In cases where all of the power assemblies are not replaced at a single time, a locomotive will be considered to be "remanufactured" (and therefore "new") if all power assemblies from the previously new engine had been replaced within a 5-year period. *(This definition for remanufactured locomotives is taken from the U.S. Federal Register Volume 63, No. 73 April 16, 1998 / Rules and Regulations for the Environmental Protection Agency (US EPA) 40 CFR Parts 85, 89 and 92 (Emission Standards for Locomotives and Locomotive Engines).*

Locomotive Utilization Profile: This is the breakdown of locomotive activity within a 24-hour day (based on yearly averages).



The elements in the above diagram constitute, respectively:

Locomotive Available: This is the time expressed in % of a 24-hour day that a locomotive could be used for operational service. Conversely, **Unavailable** is the percentage of the day that a locomotive is being serviced, repaired, remanufactured, or stored. Locomotive available time plus unavailable time equals 100%.

Engine Operating Time: This is the percentage of Locomotive Available time that the diesel engine is turned on. Conversely, **Engine Shutdown** is the percentage of Locomotive Available time that the diesel engine is turned off.

Idle: This is the % of the operating time that the engine is operating at **idle** or **low-idle** setting. It can be further segregated into Manned Idle (when an operating crew is on-board the locomotive) and Isolate (when the locomotive is unmanned).

Duty Cycle: This is the profile of the different locomotive power settings (Low-Idle, Idle, Dynamic Braking, or Notch levels 1 through 8) as percentages of Engine Operating Time.

Railway Productivity Units:

Gross Tonne-Kilometres (GTK): This term refers to the product of the total weight (in tonnes) of the trailing tonnage (both loaded and empty railcars) and the distance (in kilometres) the freight train travelled. It excludes the weight of locomotives pulling the trains. Units can also be expressed in gross ton-miles (GTM).

Revenue Tonne-Kilometres (RTK): This term refers to the product of the weight (in tonnes) of revenue commodities handled and the distance (in kilometres) transported. It excludes the tonne-kilometres involved in the movement of railway materials or any other non-revenue movement. The units can also be expressed in revenue ton-miles (RTM).

Passenger-Kilometres per Train-Kilometre: This term is a measure of intercity train efficiency, which is the average of all revenue passenger kilometres travelled divided by the average of all train kilometres operated.

Revenue Passenger-Kilometres (RPK): This term is the total of the number of revenue passengers multiplied by the distance (in kilometres) the passengers were transported. The units can also be expressed in revenue passenger-miles (RPM).

Terminology of Diesel Locomotive Emissions

Emission Factors (EFs): An emission factor is the average mass of a product of combustion emitted from a particular locomotive type for a specified amount of fuel consumed. The EF units are grams, or kilograms, of a specific emission product per litre of diesel fuel consumed (g/L).

Emissions of Criteria Air Contaminant (CAC): CAC emissions are by-products of the combustion of diesel fuel that impact on human health and the environment. The principal CAC emissions are:

Nitrogen Oxides (NO_X): These result from high combustion temperatures. The amount of NO_X emitted is a function of peak combustion temperature. NO_X reacts with hydrocarbons to form ground-level ozone in the presence of sunlight which contributes to smog formation.

Carbon Monoxide (CO): This toxic gas is a by-product of the incomplete combustion of fossil fuels. Relative to other prime movers, it is low in diesel engines.

Hydrocarbons (HC): These are the result of incomplete combustion of diesel fuel and lubricating oil.

Particulate Matter (PM): This is residue of combustion consisting of soot, hydrocarbon particles from partially burned fuel and lubricating oil and agglomerates of metallic ash and sulphates. It is known as primary PM. Increasing the combustion temperatures and duration can lower PM. It should be noted that NO_X and PM emissions are interdependent such that technologies that control NO_X (such as retarding injection timing) result in higher PM emissions, and conversely, technologies that control PM often result in increased NO_X emissions.

Sulphur Oxides (SO_X): These emissions are the result of burning fuels containing sulphur compounds. For LEM reporting, sulphur emissions are calculated as SO_2. These emissions can be reduced by using lower sulphur content diesel fuel. Reducing fuel sulphur content will also typically reduce emissions of sulphate-based PM.

Emissions of Greenhouse Gases (GHG): In addition to CACs, GHG emissions are also under scrutiny due to their accumulation in the atmosphere and contribution to global warming. The GHG constituents produced by the combustion of diesel fuel are listed below:

Carbon Dioxide (CO_2): This gas is by far the largest by-product of combustion emitted from engines and is the principal GHG, which due to its accumulation in the atmosphere, is considered to be the main contributor to global warming. It has a Global Warming Potential of 1.0. CO_2 and water vapour are normal by-products of the combustion of fossil fuels.

Methane (CH_4): This is a colourless, odourless, and flammable gas, which is a by-product of incomplete diesel combustion. Relative to CO_2, it has a Global Warming Potential of 25.

Nitrous Oxide (N_2O): This is a colourless gas produced during combustion that has a Global Warming Potential of 298 (relative to CO_2).

The sum of the constituent GHGs expressed in terms of their equivalents to the Global Warming Potential of CO_2 is depicted as CO_{2e}. This is calculated by multiplying the volume of fuel consumed by the emission factors of each constituent, then, in turn, multiplying the product by the respective Global Warming Potential, and then summing them. See Appendix F for conversion values pertaining to diesel fuel combustion.

Emissions Metrics: The unit of measurement for the constituent emissions is grams per brake horsepower-hour (g/bhp-hr). This is the amount (in grams) of a particular constituent emitted by a locomotive's diesel engine for a given amount of mechanical work (brake horsepower) over one hour for a specified duty cycle. This measurement allows a ready comparison of the relative cleanliness of two engines, regardless of their rated power.

RAC LEM Protocol: This is the collection of financial and statistical data from RAC members and the RAC database (where data is systematically stored for various RAC applications). Data from the RAC database, which is used in this report, include freight traffic revenue tonne kilometres and gross tonne kilometres, intermodal statistics, passenger traffic particulars, fuel consumption, average fuel sulphur content and locomotive inventory. The Class 1 railways' Annual Reports and Financial and Related Data submissions to Transport Canada also list much of this data.

Appendix F
Conversion Factors Related to Railway Emissions

Emission Factors (in grams or kilograms per litre of diesel fuel consumed)

Emission Factors for the Criteria Air Contaminants (NO_X, CO, HC, PM, SO_X) in g/L are found in Table 10.

Emission Factors for Sulphur Dioxide (SO_2) for 2015:

Freight Railways (15.0 ppm sulphur in fuel)	0.000025 kg / L

Emission Factors for Greenhouse Gases:

Carbon Dioxide	CO_2	2.68100 kg / L(1)
Methane	CH_4	0.00015 kg / L
Nitrous Oxide	N_2O	0.00100 kg / L
Hydrofluorocarbons(2)	HFC	
Perfluorocarbons(2)	PFC	
Sulphur hexafluoride(2)	SF_6	
CO_{2e}(3) of all six GHGs		2.98275 kg / L
Global Warming Potential for	CO_2	1
Global Warming Potential for	CH_4	25
Global Warming Potential for	N_2O	298

(1) CO_2 emission factor was updated in 2016
(2) Not present in diesel fuel
(3) Sum of constituent Emissions Factors multiplied by their Global Warming Potentials

Conversion Factors Related to Railway Operations

Imperial gallons to litres	4.5461
US gallons to litres	3.7853
Litres to Imperial gallons	0.2200
Litres to US gallons	0.2642
Miles to kilometres	1.6093
Kilometres to miles	0.6214
Metric tonnes to tons (short)	1.1023
Tons (short) to metric tonnes	0.9072
Revenue ton-miles to Revenue tonne-kilometres	1.4599
Revenue tonne-kilometres to Revenue ton-miles	0.6850

Metrics Relating Railway Emissions and Operations

Emissions in this report are displayed both as an absolute amount and as ‘intensity,’ which is either a ratio that relates a specific emission to productivity or units of work performed. An example of emissions intensity metrics is the ratio NO_X per 1,000 RTK; which is the mass in kilograms of NO_X emitted per 1,000 revenue tonne-kilometres of freight hauled.

Appendix G
Abbreviations and Acronyms used in the Report

Abbreviations of Units of Measure

bhp	Brake horsepower
g	Gram
g/bhp-hr	Grams per brake horsepower hour
g/GTK	Grams per gross tonne-kilometre
g/L	Grams per litre
g/RTK	Grams per revenue tonne-kilometre
hr	Hour
kg/1,000 RTK	Kilograms per 1,000 revenue tonne-kilometres
km	Kilometre
kt	Kilotonne
L	Litre
L/hr	Litres/hour
lb	Pound
ppm	Parts per million

Abbreviations of Emissions and Related Parameters

CAC	Criteria Air Contaminant
CO_2	Carbon Dioxide
CO_{2e}	Carbon Dioxide equivalent of all six Greenhouse Gases
CO	Carbon Monoxide
EF	Emissions Factor
GHG	Greenhouse Gas
HC	Hydrocarbons
NO_X	Nitrogen Oxides
PM	Particulate Matter
SO_X	Sulphur Oxides
SO_2	Sulphur Dioxide
TOMA	Tropospheric Ozone Management Areas

Abbreviations used in Railway Operations

AESS	Automated Engine Start-Stop
APU	Auxiliary Power Unit
COFC	Container-on-Flat-Car
DB	Dynamic Brake
DMU	Diesel Multiple Unit
EMU	Electric Multiple Unit
GTK	Gross tonne-kilometres
LEM	Locomotive Emissions Monitoring
MOU	Memorandum of Understanding
N1, N2 ...	Notch 1, Notch 2... Throttle Power Settings
RDC	Rail Diesel Car
RPK	Revenue Passenger-Kilometres
RPM	Revenue Passenger-Miles
RTK	Revenue Tonne-Kilometres
RTM	Revenue Ton-Miles
TOFC	Trailer-on-Flat-Car
ULSD	Ultra-low Sulphur Diesel Fuel

Acronyms of Organizations

AAR	Association of American Railroads
ALCO	American Locomotive Company
CCME	Canadian Council of Ministers of the Environment
CGSB	Canadian General Standards Board
CN	Canadian National Railway
CP	Canadian Pacific
ECCC	Environment and Climate Change Canada
GE	General Electric Transportation Systems
GM/EMD	General Motors Corporation Electro-Motive Division.
MLW	Montreal Locomotive Works
OEM	Original Equipment Manufacturer
RAC	Railway Association of Canada
TC	Transport Canada
UNFCCC	United Nations Framework Convention on Climate Change
USEPA	United States Environmental Protection Agency
VIA	VIA Rail Canada