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ORDER/ADDRESS OF THE HOUSE OF COMMONS ORDRE/ADRESSE DE LA CHAMBRE DES COMMUNES

8555-421-1698

No Q-1698	BY / DE Mr. Aubin (Trois-Rivières)	DATE April 24, 2018/ Le 24 avril 2018
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RETURN BY THE LEADER OF THE GOVERNMENT IN THE HOUSE OF COMMONS
DÉPÔT DU LEADER DU GOUVERNEMENT À LA CHAMBRE DES COMMUNES

Mr. Lamoureux

PRINT NAME OF SIGNATORY
INSCRIRE LE NOM DU SIGNATAIRE

SIGNATURE
MINISTER OR PARLIAMENT SECRETARY
MINISTRE OU SECRÉTAIRE PARLEMENTAIRE

June 11, 2018

(TABLED FORTHWITH / DÉPOSÉ AUSSITÔT)

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HOUSE OF COMMONS
CHAMBRE DES COMMUNES
CANADA

INQUIRY OF MINISTRY DEMANDE DE RENSEIGNEMENT AU GOUVERNEMENT

PREPARE IN ENGLISH AND FRENCH MARKING "ORIGINAL TEXT" OR "TRANSLATION"
PRÉPARER EN ANGLAIS ET EN FRANÇAIS EN INDIQUANT "TEXTE ORIGINAL" OU "TRADUCTION"

QUESTION NO./N° DE LA QUESTION Q-1698	BY / DE Mr. Aubin (Trois-Rivières)	DATE April 24, 2018
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Reply by the Minister of Transport
Réponse du ministre des Transports

Signed by the Honourable Marc Gameau

PRINT NAME OF SIGNATORY
INSCRIRE LE NOM DU SIGNATAIRE

SIGNATURE
MINISTER OR PARLIAMENTARY SECRETARY
MINISTRE OU SECRÉTAIRE PARLEMENTAIRE

QUESTION

With regard to the monitoring of the safety management systems of federally regulated railway companies and rail safety between 2006 and 2017, broken down by year: (a) what is the total number of audits completed; (b) what is the target number of audits required by the Transport Canada policy; (c) how many non-federally-regulated railway companies were targeted by the audits; (d) what is the number of inspectors qualified to conduct the audits; (e) what is the number of managers and inspectors who have completed the course on the audit approach; (f) what was the deficiency rate across the federally regulated rail industry; (g) how many times did inspectors encourage voluntary compliance; (h) how many letters of safety concern, letters of non-compliance, notices or notices and orders as interim measures to reduce threats or immediate threats to safe railway operations were issued by inspectors; (i) how many prosecutions for serious violations have inspectors participated in; (j) how many letters of warning were issued by inspectors; (k) how many notices or notices and orders were issued by inspectors to local railway companies; (l) how many notices or notices and orders were issued to federally regulated railway companies; (m) how many local railway companies failed to comply with a notice; (n) how many federally regulated railway companies failed to comply with a notice; (o) how many exemptions from the application of regulations were accepted by Transport Canada for local railway companies; (p) how many threats under the Rail Safety Act were identified by inspectors; (q) how many serious threats under the Rail Safety Act were identified by inspectors; (r) how many in-service rail failures were identified by inspectors; (s) how many in-service joint pull aparts were identified by inspectors; (t) how many broken or cracked wheels found on a train in a yard or in a repair facility were identified by inspectors; (u) how many deviations from the defective rail standards in the Rules Respecting Track Safety were identified using rail flaw testing activities; and (v) what is the average number of inspectors assigned to the monitoring and inspection of each tank car?

REPLY / RÉPONSE

ORIGINAL TEXT
TEXTE ORIGINAL

TRANSLATION
TRADUCTION

As mandated by the Prime Minister, rail safety is a top priority. As such the Government of Canada immediately put forward \$143 million to improve rail safety and the transportation of dangerous goods. The Government will continue to work with its partners to enhance the safety of Canada's rails and of the communities living close to them.

With regard to the monitoring of the safety management systems of federally regulated railway companies and rail safety between 2006 and 2017:

Transport Canada

Part (a)

Number of audits completed

2006-2007	15
2007-2008	10
2008-2009	9
2009-2010	9
2010-2011	5
2011-2012	4
2012-2013	5

2013-2014	8
2014-2015	15
2015-2016	225* (oversight activities)
2016-2017	26
2017-2018	26

*The new *Railway Safety Management System Regulations, 2015* came into force on April 1, 2015, and replaced the *Railway Safety Management System Regulations*. Transport Canada undertook a three-phase implementation plan for the new *Railway Safety Management System Regulations, 2015*. The first two phases occurred between April 1, 2015, and March 31, 2016, and were designed to help all regulated companies become aware of and progressively implement the new requirements. To support companies in transitioning to the new regulations, information sessions were held, a guide was created for industry to assist in understanding the intent and expectations of the *Railway Safety Management System Regulations, 2015*, and Safety System Oversight inspectors conducted initial and targeted inspections at each regulated company. While no safety management system (SMS) audits were completed in 2015-16, 225 oversight activities were completed that included initial and targeted inspections in two phases (1) which focused on ensuring railway companies were aware of and working to comply with the new requirements, and (2) to ensure that safety management systems were in place.

Part (b) Transport Canada's rail safety oversight plan does not target an established number of audits. The third phase of implementation of the new *Railway Safety Management System Regulations, 2015*, which began as of April 2016 is ongoing and now part of normal oversight of SMS, and the number of audits is determined by the need to assess the development and implementation of companies' safety management systems. Transport Canada has committed to enhancing oversight of the *Railway Safety Management System Regulations, 2015* by conducting more comprehensive audits of railways under its jurisdiction.

Part (c) Transport Canada has a fee for service agreements, through a Memorandum of Understanding, with some provinces to complete inspections and in some cases audits on the province's behalf. The province dictates which sites will have audits. Transport Canada has no enforcement authority for the results of these inspections/audits. It is up to the individual province to pursue enforcement. Note that three audits have been completed to date on non-federally regulated railways under the *Railway Safety Management System Regulations, 2015*, given that many of the provincial railways are smaller and very low risk. Therefore, audits are completed in priority based on internal risk assessment.

Number of non-federally-regulated railway companies targeted by audits

2006-2007	n/a
2007-2008	n/a
2008-2009	n/a
2009-2010	n/a
2010-2011	n/a
2011-2012	n/a
2012-2013	n/a
2013-2014	n/a
2014-2015	n/a
2015-2016	0*
2016-2017	3
2017-2018	0

*The *Safety Management System Regulations, 2015* came into force on April 1, 2015. No audits were completed in 2015-16 though railways were subject to initial and targeted inspections to verify the new regulatory requirements for safety management systems were understood and being implemented.

Part (d)

Number of SMS inspectors qualified to conduct audits

2006-2007	12
2007-2008	11
2008-2009	10
2009-2010	10
2010-2011	10
2011-2012	13
2012-2013	14
2013-2014	13
2014-2015	24
2015-2016	30
2016-2017	31
2017- April 24, 2018	25*

*Transport Canada ensures that qualified inspectors who are no longer in that position, are replaced appropriately and expeditiously.

Part (e)

Number of managers and inspectors who have completed the course on the audit approach

2006-2007	No records
2007-2008	No records
2008-2009	No records
2009-2010	No records
2010-2011	8
2011-2012	21
2012-2013	31
2013-2014	32
2014-2015	26
2015-2016	10
2016-2017	The course was not offered that year due to revamping of the training program.
2017-2018	14

Note that many other learning activities take place for rail safety oversight personnel that also contribute to Transport Canada's audit approach.

Part (f) Transport Canada is currently reviewing its measurement of results across the federally regulated rail industry. Transport Canada has retained the service of a statistics expert to review and improve the approach to defect rate measurement.

The department undertook an extensive preliminary search in order to determine the amount of information that would fall within the scope of the question and the amount of time that would be required to prepare a comprehensive response. The information requested is not systematically tracked in a centralized database. Transport Canada concluded that producing and validating a comprehensive response to this part of the question would require a manual collection of information that is not possible in the time allotted and could lead to the disclosure of incomplete and misleading information.

Part (g) Transport Canada undertook an extensive preliminary search in order to determine the amount of information that would fall within the scope of the question and the amount of time that would be required to prepare a comprehensive response. The information requested is not systematically tracked in a centralized database. Transport Canada concluded that producing and validating a comprehensive response to this part of the question would require a manual collection of information that is not possible in the time allotted and could lead to the disclosure of incomplete and misleading information.

Part (h)

Number of notices and notices and orders

2006-2007	48 Notices, 7 Notices and Orders
2007-2008	43 Notices, 7 Notices and Orders
2008-2009	30 Notices, 9 Notices and Orders
2009-2010	20 Notices, 4 Notices and Orders
2010-2011	27 Notices, 2 Notices and Orders
2011-2012	27 Notices, 3 Notices and Orders
2012-2013	20 Notices, 0 Notices and Orders
2013-2014	28 Notices, 13 Notices and Orders
2014-2015	24 Notices, 17 Notices and Orders
2015-2016	29 Notices, 17 Notices and Orders
2016-2017	19 Notices, 24 Notices and Orders
2017-2018	17 Notices, 21 Notices and Orders

Under the *Railway Safety Act (RSA)*, threats are mitigated through the issuance of notices and immediate threats are mitigated through the issuance of notices and orders.

Part (i)

Number of prosecutions for serious violations

2006-2007	3
2007-2008	0
2008-2009	0
2009-2010	0
2010-2011	1
2011-2012	0
2012-2013	0
2013-2014	1
2014-2015	0
2015-2016	1
2016-2017	0
2017-2018	0

Part (j)

Number of letters of warning issued by inspectors

2006-2007	n/a
2007-2008	n/a
2008-2009	n/a
2009-2010	n/a
2010-2011	n/a
2011-2012	n/a
2012-2013	n/a
2013-2014	n/a
2014-2015	n/a
2015-2016	4*
2016-2017	10
2017-2018	7

*The *Railway Administrative Monetary Penalty Regulations* came into force April 1, 2015. The policy regarding the issuance of letters of warning, which are issued by the Director General, Rail Safety, was developed along with the coming into force of these regulations. As such, they started to be issued in 2015. Therefore the data from 2006 to 2015 is not available.

Part (k)

Number of notices and notices and orders issued by inspectors to local railway companies

2006-2007	n/a
2007-2008	n/a
2008-2009	n/a
2009-2010	n/a
2010-2011	n/a
2011-2012	n/a
2012-2013	n/a
2013-2014	0
2014-2015	0
2015-2016	1 notice, 0 notice and order
2016-2017	0 notice, 1 notice and order
2017-2018	0

As the local railway companies were established following the amendments to the RSA that came into force on April 1, 2013, data from 2006 to 2013 is not available.

Part (l)

Number of notices and notices and orders issued to federally regulated railway companies

2006-2007	48 Notices, 7 Notices and Orders
2007-2008	43 Notices, 7 Notices and Orders
2008-2009	30 Notices, 9 Notices and Orders
2009-2010	20 Notices, 4 Notices and Orders
2010-2011	27 Notices, 2 Notices and Orders
2011-2012	27 Notices, 3 Notices and Orders
2012-2013	20 Notices, 0 Notice and Order
2013-2014	28 Notices, 13 Notices and Orders
2014-2015	24 Notices, 17 Notices and Orders
2015-2016	28 Notices, 17 Notices and Orders
2016-2017	19 Notices, 23 Notices and Orders
2017-2018	17 Notices, 21 Notices and Orders

Parts (m) and (n) Pursuant to subsection 31(1) of the RSA "if a railway safety inspector (RSI) is of the opinion that a person's conduct or anything for which a person is responsible constitutes a threat to the safety or security of railway operations or the safety of persons or property, the inspector shall inform, by notice sent to the person and to any company whose railway operations are affected by the threat, the person and the company of that opinion and of the reasons for it."

The Notice is a tool to inform of a threat. Transport Canada requires by policy that the company address the threat within a specified time frame. However, there is no legal requirement for the company to comply with a notice.

Part (o)

Number of approved exemptions from the application of regulations accepted by Transport Canada for local railway companies

2006-2007	n/a
2007-2008	n/a
2008-2009	n/a
2009-2010	n/a
2010-2011	n/a
2011-2012	n/a
2012-2013	n/a
2013-2014	0
2014-2015	0
2015-2016	2 exemptions to rules
2016-2017	9 exemptions to rules
2017-2018	4 exemptions to rules and 1 exemption to a regulation

As the local railway companies were established following the amendments to the RSA that came into force on April 1, 2013, data from 2006 to 2013 is not available. The RSA has provisions to establish Rules and Regulations, both of which have the same force of law.

The number of exemption requests that Transport Canada receives to a regulation or rule made under the *Railways Safety Act* varies from year to year depending on factors such as the nature of railway companies' operations and submissions. In determining whether to approve an exemption request, the department reviews each request to assess whether it would pose a threat to safe railway operations.

Parts (p) and (q) A threat, which is defined under the RSA, is addressed by a RSI under the authority of the RSA. The RSA makes no distinction between a "threat" or a "serious threat". The threats can either be addressed by the issuance of a notice or by the issuance of a notice and order when the threat is immediate. It is possible that more than 1 notice and order may have addressed the same issue. See table in part (h).

Parts (r) to (t) Transport Canada undertook an extensive preliminary search in order to determine the amount of information that would fall within the scope of the question and the amount of time that would be required to prepare a comprehensive response. The information requested is not systematically tracked in a centralized database. Transport Canada concluded that producing and validating a comprehensive response to these parts of the question would require a manual collection of information that is not possible in the time allotted and could lead to the disclosure of incomplete and misleading information.

Part (u) Transport Canada track inspectors do not conduct rail flaw testing as part of their oversight.

Part (v) Transportation of Dangerous goods (TDG) inspects warehouses, plants, manufacturing facilities, ports, etc., based on a risk ranking of known sites. Consequently, we do not identify specific rail tank cars. However, TDG inspectors are assigned to rail yards when dealing with the transportation of dangerous goods by rail. Once on site in a rail yard, the decision to inspect a specific train is therefore dependent on whether it contains tank cars carrying dangerous goods that are on a track that is accessible within the yard.

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ORDER/ADDRESS OF THE HOUSE OF COMMONS
ORDRE/ADRESSE DE LA CHAMBRE DES COMMUNES

8555-421-1322

NO.-N° Q-1322	BY / DE Mr. Aubin (Trois-Rivières)	DATE November 16, 2017 / Le 16 novembre 2017
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RETURN BY THE LEADER OF THE GOVERNMENT IN THE HOUSE OF COMMONS
DÉPÔT DU LEADER DU GOUVERNEMENT À LA CHAMBRE DES COMMUNES

Mr. Lamoureux

PRINT NAME OF SIGNATORY
INSCRIRE LE NOM DU SIGNATAIRE

SIGNATURE
MINISTER OR PARLIAMENT SECRETARY
MINISTRE OU SECRÉTAIRE PARLEMENTAIRE

JANUARY 29, 2018

(TABLED FORTHWITH / DÉPOSÉ AUSSITÔT)

JAN 29, 2018

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**INQUIRY OF MINISTRY
DEMANDE DE RENSEIGNEMENT AU GOUVERNEMENT**

PREPARE IN ENGLISH AND FRENCH MARKING "ORIGINAL TEXT" OR "TRANSLATION"
PRÉPARER EN ANGLAIS ET EN FRANÇAIS EN INDIQUANT "TEXTE ORIGINAL" OU "TRADUCTION"

QUESTION NO./N° DE LA QUESTION Q-1322	BY / DE Mr. Aubin (Trois-Rivières)	DATE November 16, 2017
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Reply by the Minister of Transport
Réponse du ministre des Transports

Signed by the Honourable Marc Garneau

PRINT NAME OF SIGNATORY
INSCRIRE LE NOM DU SIGNATAIRE

SIGNATURE
MINISTER OF PARLIAMENTARY SECRETARY
MINISTRE DU SECÉTAIRE PARLEMENTAIRE

QUESTION

With respect to rail safety: (a) what is the current number of rail safety inspectors; (b) how many rail safety inspectors were there in (i) 2010–11, (ii) 2011–12, (iii) 2012–13, (iv) 2013–14, (v) 2014–15, (vi) 2015–16, (vii) 2016–17; (c) what is the training budget for rail safety inspectors, broken down by each year listed in (b); (d) - See full text of the question attached.

REPLY / RÉPONSE

ORIGINAL TEXT
TEXTE ORIGINAL

TRANSLATION
TRADUCTION

The Government of Canada remains committed to improving rail safety across the country. This is a top priority. That is why in Budget 2016, the Government took immediate action by putting \$143 million to improve rail safety and the transportation of dangerous goods.

Transport Canada

Part (a) what is the current number of rail safety inspectors:

141 rail safety oversight personnel as of November 7, 2017.

The number of oversight personnel above is comprised of all rail safety employees with inspector credentials.

It is important to note that inspections and audits are simply one element in the oversight system. Transport Canada's inspectors' work is complemented by other experts, including researchers, engineers and others in the department.

Part (b) how many rail safety inspectors were there in:

(i) 2010-11	107
(ii) 2011-12	109
(iii) 2012-13	108
(iv) 2013-14	102
(v) 2014-15	110
(vi) 2015-16	140
(vii) 2016-17	136

Part (c) what is the training budget for rail safety inspectors:

(i) 2010-11	\$21,212.46
(ii) 2011-12	\$43,347.74
(iii) 2012-13	\$19,225.53
(iv) 2013-14	\$40,218.79
(v) 2014-15	\$45,873.91
(vi) 2015-16	\$85,725.89
(vii) 2016-17	\$70,793.67

Actual expenditure related to training for all employees included in responsibility centers that have rail safety inspectors.

Part (d) how many hours were allocated to rail safety inspector training:

(i) 2010-11	97.5
(ii) 2011-12	415.5
(iii) 2012-13	569
(iv) 2013-14	611.25
(v) 2014-15	1,176.75
(vi) 2015-16	1,205.75
(vii) 2016-17	819 *

(*) A significant amount of inspector training had occurred thus reducing the mandatory training required.

Part (e) how many railway safety inspectors are anticipated for:

(i) 2017-18	153
(ii) 2018-19	153
(iii) 2019-20	153

Part (f) what are the document numbers for the training manuals for rail safety inspectors:

Module Name	Document (RDIMS) number
Multimodal Oversight & Enforcement Fundamentals	12439448
Introduction to Incident Command Systems (I-100)	11845573
Values and Ethics for Transport Canada Inspectors and Officers	13557440
Credentials and Security Items for TC Inspectors and Delegated Officers	13557707
Service Excellence in the Regulatory Sector	11026275
Minister's Observer	10180302
Multimodal Occupational Health and Safety	13120868
Railway Safety Enforcement Officer (course integrated into the RSI course)	10431727
Railway Safety Inspector (RSI)	13560464
Auditor Course/Safety Management System (SMS) Overview & 101	13560531
Railway Safety Integrated Gateway	8396242

Part (g) what updates have been made to the manuals since November 2015:

Several changes have been made to reflect the entry into force of new rules and regulations, as well as legislative amendments that had received Royal Assent:

1. Regulations

- *Grade Crossings Regulations;*
- *Railway Safety Management System Regulations, 2015;*
- *Railway Operating Certificate Regulations;*
- *Amendments to the Transportation Information Regulations; and*
- *Railway Safety Administrative Monetary Penalties Regulations* and subsequent amendments.

2. Rules

- *Railway Freight and Passenger Train Brake Inspection and Safety Rules;*
- *Rules Respecting Key Trains and Key Routes;*
- *Canadian Rail Operating Rules;*
- *Canadian Rail Operating Rules (Rule 112); and*
- *Railway Locomotive Inspection & Safety Rules.*

3. Legislative Amendments

- *The Safe and Accountable Rail Act*

Part (h) when does Transport Canada plan to complete its review of the fatigue risk management systems implemented by railway companies:

Fatigue risk management systems (FRMS) are not currently required by regulations in the rail industry.

Transport Canada plans to complete its review in 2018, at which point the department will have:

- o conducted a literature review related to the implementation and use of FRMS in the rail industry; and
- o provided an overview of FRMS, including a description of its key elements, how it is used in the transportation industry and in rail specifically, lessons learned and best practices.

Part (i) what are the findings to date of the review:

The Department has begun the work of reviewing FRMS best practices in the transportation sector and other industries to determine how these concepts can be applied in the rail industry in Canada and to support potential changes to the regulatory framework.

Part (j) in detailed terms, what steps has Transport Canada taken since November 2015 to mitigate the risk of fatigue among crew members on freight trains:

Transport Canada has taken a comprehensive approach to addressing fatigue among crew members on a freight train, including the following specific activities:

- o amendment of the *Railway Safety Management Regulations, 2015* to include specific requirements regarding the scheduling of employees that take into account principles of fatigue science, methodology for applying those principles, and communication of its scheduling approach to employees;
- o conducting oversight on the Work/Rest Rules for railway operating employees;
- o following up on complaints from railway employees, including complaints regarding their inability to make use of provisions of their collective agreements allowing them to book unfit for duty;
- o publishing of a Notice of Intent in the Canada Gazette I, communicating to Canadians and interested stakeholders the current policy direction with respect to the management of fatigue in the rail industry, soliciting comments and announcing that the Department is initiating an amendment to the rail safety regulatory framework to address fatigue-related issues;
- o initiating a review and assessment of the impact of fatigue on key positions and work tasks within the Canadian rail industry, which will inform any future regulatory development activities related to fatigue and fatigue propensity in the rail industry; and
- o organization in 2018 of Fatigue in Transportation Forum, bringing together participants from other modes of transport, stakeholders in the Canadian transportation industry and academic experts on fatigue science to discuss risks and best practices relating to the management of fatigue.

Part (k) how many preventive inspections has Transport Canada conducted since November 2015:

(i) Nov 1, 2015 - Dec 31, 2015	3,309
(ii) 2016	26,155
(iii) 2017 (to Nov 27, 2017)	27,877

Part (l) how many reactive inspections has Transport Canada conducted since November 2015:

(i) Nov 1, 2015 - Dec 31, 2015	240
(ii) 2016	4,484
(iii) 2017 (to Nov 27, 2017)	2,193

Part (m) what is the total number of violations of laws and regulations committed by rail companies since November 2015:

Transport Canada publishes enforcement actions and measures taken to mitigate threats to rail safety including administrative monetary penalties. For more information, please consult the following link:
<http://www.tc.gc.ca/eng/railsafety/railsafety-975.html>

Part (n) how many monetary penalties has Transport Canada imposed on rail companies since November 2015:

Transport Canada publishes enforcement actions, including administrative monetary penalties. For more information please consult the following link:
<http://www.tc.gc.ca/eng/railsafety/railsafety-975.html>

The list of Railway Administrative Monetary Penalties issued by Transport Canada is available at:
<http://www.tc.gc.ca/eng/railsafety/railsafety-975.html>

Part (o) in detailed terms, what is the budget for the 2017–18 Railway Safety Act Review Committee:

The budget for the 2017-18 Railway Safety Act Review is \$2,129,241 in operating costs, as well as salaries and wages.

Part (p) what consultations have been conducted to date by the review committee:

The Railway Safety Act Review has:

- 1) Held bilateral meetings with stakeholders as part of its initial spring 2017 scoping phase, and throughout the Summer and Fall of 2017;
- 2) Published a Consultation Guidance Document on its consultation web portal on June 30, 2017, that described issues of interest, and requested written submissions by September 22, 2017;
- 3) Established an online discussion forum on its consultation web portal around key questions of interest to the Review;
- 4) Held regional and thematic roundtable consultations with broad stakeholder representation in Montreal, Dartmouth, Vancouver, Calgary, and Toronto - see attached Annex.

Part (q) what organizations have been consulted to date by the review committee:

Bilateral Meetings:

- o Transport Canada
- o The Office of the Auditor General
- o The Railway Association of Canada
- o The Federation of Canadian Municipalities
- o The Transportation Safety Board
- o Labour Canada
- o Teamsters Rail Congress
- o Teamsters Canada
- o UNIFOR
- o VIA Rail
- o The Transportation Technology Center Inc.
- o Canadian National Railway
- o Canadian Pacific Railway
- o CANDO Rail
- o Lac-Mégantic officials (former mayors and city staff)
- o Central Maine and Quebec Railway
- o The Canadian Transportation Agency
- o The CN Railway Police Association
- o Operation Lifesaver
- o FCM/RAC Proximity Initiative
- o Institut en culture et sécurité industrielle Mégantic
- o Chemistry Industry Association of Canada
- o Infrastructure Canada
- o OECD/NEA Division – Radiological Protection & Human Aspect of Nuclear Safety
- o National Energy Board
- o Association of American Railroads
- o American Short Line & Regional Railroad Association
- o Federal Railroad Administration
- o National Transportation Safety Board
- o (U.S.) Government Accountability Office
- o Metrolinx
- o St-Mary's University

Roundtable Consultations:

- o See attached Annex.

Part (r) does the review committee contract out to fulfil its mandate;

The Railway Safety Act Review has issued contracts to supplement its own research and to facilitate roundtable consultations.

Part (s) what are the sole source contracts;

The Railway Safety Act Review has, to date, issued four sole-source contracts:

- 1) Earnscliffe Ontario Inc. - facilitation services during the Panel's roundtable consultations;
- 2) CPCS - statistical analysis on the current state of rail safety;
- 3) Critical Systems Labs - study of the cybersecurity risks to the Canadian rail transportation system; and,
- 4) Mr. John Coleman - study on safety-enhancing technology in the Canadian Rail Transportation system.

Part (f) what is the anticipated total remuneration for the members of the review committee:

The anticipated total remuneration for the members of the Review Committee is \$505,000.

Q-1322² — November 16, 2017 — Mr. Aubin (Trois-Rivières) — With respect to rail safety: (a) what is the current number of rail safety inspectors; (b) how many rail safety inspectors were there in (i) 2010–11, (ii) 2011–12, (iii) 2012–13, (iv) 2013–14, (v) 2014–15, (vi) 2015–16, (vii) 2016–17; (c) what is the training budget for rail safety inspectors, broken down by each year listed in (b); (d) how many hours were allocated to rail safety inspector training, broken down by each year listed in (b); (e) how many railway safety inspectors are anticipated for (i) 2017–18, (ii) 2018–19, (iii) 2019–20; (f) what are the document numbers for the training manuals for rail safety inspectors; (g) what updates have been made to the manuals in (f) since November 2015; (h) when does Transport Canada plan to complete its review of the fatigue risk management systems implemented by railway companies; (i) what are the findings to date of the review in (h); (j) in detailed terms, what steps has Transport Canada taken since November 2015 to mitigate the risk of fatigue among crew members on freight trains; (k) how many preventive inspections has Transport Canada conducted since November 2015, broken down by year; (l) how many reactive inspections has Transport Canada conducted since November 2015, broken down by year; (m) what is the total number of violation of laws and regulations committed by rail companies since November 2015; (n) how many monetary penalties has Transport Canada imposed on rail companies since November 2015; (o) in detailed terms, what is the budget for the 2017–18 Railway Safety Act Review Committee; (p) what consultations have been conducted to date by the review committee in (o); (q) what organizations have been consulted to date by the review committee in (o); (r) does the review committee in (o) contract out to fulfil its mandate; (s) if the answer to (r) is affirmative, what are the sole source contracts; and (t) what is the anticipated total remuneration for the members of the review committee in (o)?

Railway Safety Act Review 2017-2018 Regional Roundtable

September 18, 2017 (9:30 a.m. – 11:30 a.m.), Montreal (Dorval), Quebec

Participants

1. **Gérald Gauthier**, Vice-President, Railway Association of Canada (RAC)
2. **Ryan Ratledge**, Chief Executive Officer, Central Maine & Quebec Railway
3. **Cynthia Lulham**, Project Manager, FCM/RAC Proximity Initiative
4. **Vicki-May Hamm**, Administrator of the Union of Quebec Municipalities and Mayor of Magog
5. **Jacques Demers**, Vice President, Federation of Quebec Municipalities, and Mayor of Sainte-Catherine-de-Hatley and Prefect of the Regional County Municipality of Memphrémagog
6. **Marie-Claude Arguin**, Deputy City Manager, City of Lac-Mégantic
7. **Daniel Green**, Société pour Vaincre la Pollution
8. **Robert Bellefleur**, Spokesperson, La Coalition des citoyens et organismes engagés pour la sécurité ferroviaire
9. **Dany Cattiaux**, Chef de projet Jetée Alexandra Administration portuaire de Montreal, Association Québécoises des Transports
10. **Luc Nadon**, Senior Director, Réseau de Transports Métropolitain, Agence Métropolitaine de Transport
11. **Sarah Mayes**, National Director, Operation Lifesaver
12. **Peter King**, Committee Member, Nous et les trains, Table de concertation communautaire de Pointe-Saint-Charles
13. **Scott Metallic**, Field Monitor, Mi'gmawei Mawiomi Secretariat (MMS)
14. **Felix Gravel**, Directeur adjoint et responsable des campagnes transport, GES et aménagement du territoire, Conseil régional de l'environnement de Montréal

Observers

Anne-Marie St. Cernay, La Coalition des citoyens et organismes engagés pour la sécurité ferroviaire

Mr. Charbonneau, Association Québécoise des Transports

Martin Latulippe, Executive Director, Association Québécoise des Transports

Sylvie Pigeon, Conseillère aux politiques, Union des Municipalités du Québec (UMQ)

Railway Safety Act Review Proximity Roundtable

September 18, 2017 (1:30 p.m. – 3:30 p.m.), Montreal, Dorval, Quebec

Participants

1. **Sean Finn**, Executive Vice President and Chief Legal Officer, CN
2. **Keith Shearer**, GM Regulatory & Operating Practices, CP Rail
3. **Marc Beaulieu**, Chief Transportation and Safety Officer, VIA Rail
4. **Luc Bourdon**, Compliance Director, Genesee & Wyoming Inc.
5. **Gérald Gauthier**, Vice-President, Railway Association of Canada
6. **Don Ashley**, National Legislative Director, Teamsters Canada Rail Conference
7. **Bruce Snow**, National Rail Director, Unifor
8. **Cynthia Lulham**, Project Manager, FCM/RAC Proximity Initiative
9. **Kara Edwards**, Director of Transportation, Chemistry Industry Association of Canada
10. **Brian L. Mishara**, Professor, Université du Québec à Montréal (UQAM)
11. **Sarah Mayes**, National Director, Operation Lifesaver
12. **Henry Wiercinski**, Co-chair, Rail Safety First
13. **Anie Samson**, President of the Public Safety Commission, Montreal City Councillor
14. **Daniel Gaudreau**, Assistant Deputy Minister, Urbanisme et à l'aménagement du territoire, Ministère des Affaires municipales et de l'Occupation du territoire, Province of Quebec
15. **Lise Ferland**, Committee Member, Nous et les trains, Table de concertation communautaire de Pointe-Saint-Charles
16. **Scott Metallic**, Field Monitor, Mi'gmawei Mawiomí Secretariat (MMS)

Observers

Marc Ross, National Health and Safety Coordinator, Unifor Local 101 – Rail Division

Claire Kilgour Hervey, Co-chair, Rail Safety First

Louise Bradette, Chief Resilience Officer (CRO), City of Montreal

Marie-Pierre Rouette, Conseillère en relations gouvernementales, Bureau des relations gouvernementales et municipales, City of Montreal

Peter King, Committee Member, Nous et les trains, Table de concertation communautaire de Pointe-Saint-Charles

Railway Safety Act Review 2017-2018 Regional Roundtable

October 13, 2017 (9:30 a.m. – 11:30 a.m.), Dartmouth, Nova Scotia

Participants

1. **Michael Bourque**, President & CEO, Railway Association of Canada (RAC)
2. **Ian Simpson**, General Manager, New Brunswick & Maine (NMB) Railways
3. **Justin Smith**, Trainmaster/Operations Supervisor, Cape Breton and Central NS Railway
4. **Erick Burley**, Manager, Rail Logistics & Quality, Irving Oil
5. **Bill Karsten**, Councillor, Halifax Regional Municipality, and 3rd Vice President and Board Member, Federation of Canadian Municipalities
6. **Daniel Savard**, Planner, Policy Branch, Department of Environment and Local Government, Province of New Brunswick
7. **Andrew Paton**, Senior Planner, Service Nova Scotia & Municipal Relations, Government of Nova Scotia
8. **Shannon Sanford**, Director, Policy and Legislative Affairs (Branch), Transportation and Infrastructure, Government of New Brunswick
9. **Laurie Hurley**, Training/Outreach Officer - Vehicle Compliance, Department of Transportation and Infrastructure Renewal, Province of Nova Scotia
10. **Marcus Garnet**, Board Member, Transport Action Atlantic, and Senior Planner, Halifax Regional Municipality
11. **Bonnie Rankin**, Manager of Legislative & Policy Services, Department of Transportation and Infrastructure Renewal, Province of Nova Scotia

Observers

Michael Gulo, Director, Policy, Economic and Environmental Affairs, Railway Association of Canada (RAC)

Graham Little, Government Relations, Irving Oil

Ian Donald, Inspector, NB Department of Environment and Local Government

**Railway Safety Act Review Fatigue Management and
Fitness for Duty Roundtable**

October 13, 2017 (1:00 p.m. – 3:00 p.m.), Dartmouth, Nova Scotia

Participants

1. **Michael Bourque**, President and CEO, Railway Association of Canada (RAC)
2. **Michael Farkouh**, Vice-President, Eastern Region Operations, CN
3. **Keith Shearer**, GM Regulatory & Operating Practices, CP Rail
4. **Marc Beaulieu**, Chief Transportation and Safety Officer, VIA Rail
5. **Luc Bourdon**, Compliance Director, Genesee & Wyoming Inc
6. **Don Ashley**, National Legislative Director, Teamsters Canada Rail Conference
7. **Marc Ross**, Legislative and Health and Safety Representative, Local 101r, Unifor
8. **Mark Fleming**, CN Professor of Safety Culture, Saint Mary's University
9. **Kate Bowers**, Human and Org Factors Specialist, Audit, Enforcement and Investigation, National Energy Board
10. **Andre Bouchard**, Director, Human and Organizational Performance Division, Canadian Nuclear Safety Commission
11. **Liam Logan**, Inspector, Commission of Railway Regulations (Irish Rail Regulator)
12. **Oriando Cordova**, General Manager & Chief Operating Officer, Tshiuetin Rail Transportation Inc.
13. **Bonnie Rankin**, Manager of Legislative & Policy Services, Department of Transportation and Infrastructure Renewal, Province of Nova Scotia

Observers

Shannon Sandford, Director, Policy and Legislative Affairs, Transportation and Infrastructure, Government of New Brunswick

Michael Gullo, Director, Policy, Economic and Environmental Affairs, Railway Association of Canada (RAC)

Mitch Beekman, Vice-President, Safety and Environment, CN

Eric Harvey, Senior Counsel, Regulatory Affairs, CN

Bruce Snow, National Rail Director, Unifor

Chris Garrod, Vice-President, Legislative and Health and Safety, Local 100, Unifor

Mark Robinson, Legislative and Health and Safety Representation, Council 4000, Unifor

Railway Safety Act Review 2017-2018 Regional Roundtable

October 20, 2017 (9:30 a.m. – 11:30 a.m.), Vancouver, BC

Participants

1. **Michael Bourque**, President & CEO, Railway Association of Canada (RAC)
2. **Derek Ollmann**, President, Southern Railway of British Columbia (SRY)
3. **Todd Wallace**, Manager, Train Operations, West Coast Express Ltd., Translink
4. **Winston Chou**, Manager, Traffic & Data Management Branch, Engineering Department, City of Vancouver
5. **Marie Crawford**, General Manager, Richmond Operations, Union of BC Municipalities
6. **Lee Nicol**, Director Planning and Land Use, BC Ministry of Municipal Affairs and Housing, Local Government Division
7. **Clint Abbott**, Senior Policy Advisor, Technical Safety BC

Observers

Arne Vigen, Safety Officer, Railway Safety Program, Technical Safety BC

Coral Candiish-Rutherford, Policy Projects Specialist, Technical Safety BC

2017 – 2018 Railway Safety Act Review Infrastructure (safety, priorities-setting, funding) Roundtable

October 20, 2017 (1:30 p.m. – 3:30 p.m.), Vancouver, BC

Participants

1. **Janet Drysdale**, Vice-President Corporate Development and Sustainability, CN
2. **Keith Shearer**, GM Regulatory & Operating Practices, CP Rail
3. **Michael Bourque**, President & CEO, Railway Association of Canada (RAC)
4. **Perry Pellerin**, President, Western Canadian Short Line Railway Association, and CEO Great Sandhills Railway
5. **Lee Jebb**, Vice President, CANDO Rail Services
6. **Luc Bourdon**, Compliance Director, Genesee & Wyoming Inc.
7. **Oksana Exell**, President & CEO, WESTAC
8. **Peter Xotta**, Vice-President, Planning and Operations, Port of Vancouver
9. **Bruce Hayne**, Councillor, Surrey BC
10. **Winston Chou**, Manager, Traffic & Data Management Branch, Engineering Department, City of Vancouver
11. **Dr. Anthony Perl**, Professor of Urban Studies and Political Science, Simon Fraser University
12. **Lisa Tuningley**, President, T-Rail Products

Observers

Eric Harvey, Senior Counsel, Regulatory Affairs, CN

Don Ashley, National Legislative Director, Teamsters Canada Rail Conference

Railway Safety Act Review 2017-2018 Regional Roundtable

November 1, 2017 (9:30 a.m. – 11:30 a.m.), Calgary, AB

Participants

1. **Tanis Peterson**, Director, Operations and Regulatory Affairs, Railway Association of Canada
2. **Perry Pellerin**, President, Western Canadian Short line Association, and CEO, Great Sandhills Railway
3. **Ignacio Arias**, Logistics Regional Manager, Prudential Steel (of TENARIS)
4. **Ryan Osterberg**, Policy Analyst, Alberta Urban Municipalities Association
5. **Derrick Mann**, Vice President, Engineering, Integrity, Construction, SaskEnergy
6. **Eren Cervantes-Altamirano**, Program Development Coordinator, Government of Alberta
7. **Shawn Smith**, President, Dominion Rail Services
8. **Cliff De Jong**, Senior Special Projects Officer, Calgary Building Approvals, City of Calgary
9. **Ken Uzeloc**, Deputy Fire Chief, Calgary Fire Department, City of Calgary

Via Teleconference:

10. **Jason Meliefste**, Manager, City of Edmonton
11. **Morgan Hackl**, Fire Chief, City of Saskatoon
12. **Richard Danis**, Director, Transportation Policy and Service Development, Manitoba Infrastructure, Government of Manitoba
13. **Brent Orb**, Director, Department of Highways and Infrastructure, Railway Policy and Programs, Government of Saskatchewan
14. **Jenna Schroeder**, Director, Regional Planning, Community Planning – Regina, Ministry of Government Relations

Observers

Terry Jordan, SaskEnergy

Mark Guillet, SaskEnergy

Tyler Danielson, SaskEnergy

2017 – 2018 Railway Safety Act Review Technology Roundtable

November 1, 2017 (1:30 p.m. – 3:30 p.m.), Calgary, AB

Participants

1. **Mitch Beekman**, Vice President, Safety and Environment, CN
2. **Keith Shearer**, GM Regulatory & Operating Practices, CP Rail
3. **Perry Pellerin**, President, Western Canadian Short line Association, and CEO, Great Sandhills Railway
4. **Tanis Peterson**, Director, Operations and Regulatory Affairs, Railway Association of Canada
5. **Don Ashley**, National Legislative Director, Teamsters Canada Rail Conference
6. **Chris Garod**, Legislative and Health and Safety Representative, Unifor Local 100
7. **Derek Martin**, CaRRL Director, University of Alberta
8. **Dwight Tays**, Former Chief of Engineering, CN - retired
9. **Jason Kumagai**, Principal Human Factors Consultant, Optimal Fit Inc. (formerly of SixSafety Systems)
10. **Ron Davis**, Account Manager - Business Development, Sperry Rail
11. **Gary Fry**, Senior Scientist II, Transportation Technology Center, Inc.
12. **John Coleman**, Consultant
13. **Bill Mountain**, Railterm

Observers

Eric Harvey, Senior Counsel, Regulatory Affairs, CN

Michael Hendry, PhD, PEng., Donadeo Innovation Centre for Engineering, University of Alberta

Bruce Snow, Unifor

Mark Ross, Unifor

Dave Judge, Unifor

Railway Safety Act Review 2017-2018 Regional Roundtable

November 8, 2017 (9:30 a.m. – 11:30 a.m.), Toronto, ON

Participants

1. **Tanis Peterson**, Director, Operations & Regulatory Affairs, Railway Association of Canada
2. **Tyler Griffin**, Manager, Office Of Emergency Management, City of Toronto
3. **Lorie Threader**, Manager Operating Practices, Metrolinx
4. **Melanie M. Morris**, Manager, Operational and Occupational Safety, Metrolinx
5. **Henry Wiercinski**, Co-chair, Rail Safety First
6. **Claire Kilgour Hervey**, Co-chair, Rail Safety First
7. **Valerie Smith**, Director of Programs, Parachute Canada
8. **Colin Booth**, Division Chief, Toronto Fire Services, City of Toronto
9. **Gerry St. George**, President, Canadian National Railway Police Association
10. **Ian Roland**, Paliare Roland Rosenberg Rothstein LLP, representing the Canadian Pacific Police Association
11. **Ron Morrison**, National Treasurer, Canadian Pacific Police Association
12. **Sundip Dhanjal**, Policy Advisor, Policy and Planning Division, Ministry of Transportation, Government of Ontario

Observers

Jim Kay, Deputy Chief, Toronto Fire Services, City of Toronto

Katherine Frankl, Solicitor, Legal Services, City of Toronto

Dylan Ridsdale, Rail Safety Specialist, Road Safety & Traffic Investigations Unit,
Transportation Services Department, City of Ottawa

Garrett Christie, Coordinator, Office of Emergency Management, City of Toronto