



Rail Safety in Canada Since Lac-Mégantic





ACTIONS TAKEN AFTER THE ACCIDENT

- On July 6, 2013, a train carrying petroleum crude oil derailed in the downtown area of Lac-Mégantic, Quebec and 47 people died.
- Following this tragic accident, Transport Canada not only increased its oversight capacity, but put in place a long list of measures to improve railway safety in Canada.
- Immediately following the accident, Transport Canada issued an Emergency Directive and Ministerial Order to address unattended locomotives, uncontrolled movements and crew size.
- On November 20, 2013, Transport Canada issued Protective Direction 32 under the Transportation of Dangerous Goods Act requiring railway companies to share information with municipalities to support emergency planners and first responders.
- On December 26, 2013, new rules were in place that encompassed more stringent operational safety requirements for railway companies, including:
 - Minimum 2 person crew for operating locomotives transporting dangerous goods; and,
 - Requirements for securing unattended locomotives from unauthorized entry.



ACTIONS TAKEN CONT'D

- The Transportation Safety Board issued interim recommendations during their investigation of the Lac-Mégantic accident on the safe transportation of dangerous goods.
- Transport Canada issued an Emergency Directive and Ministerial Order on the transportation of dangerous goods, focused on key trains and key routes.
- New rules were in place as of February 2016, that established:
 - Maximum train speeds in Census Metropolitan Areas for Key Trains;
 - Requirements for risk assessments on Key Routes; and,
 - Minimum frequency of track inspections on Key Routes.



ACTIONS TAKEN CONT'D

- Following the Transportation Safety Board's final report on the Lac-Mégantic accident Transport Canada issued an Emergency Directive and Ministerial Order on additional measures to secure railway equipment.
- New rules were in place as of October 2015, that established:
 - Requirements for the utilization of a chart for standardized minimum hand break applications and testing requirements; and,
 - Requirements for additional physical defences on train securement on main track, sidings and other high risk locations.



ACTIONS TAKEN: NEW REGULATIONS

- Transport Canada also accelerated the development of a series of new regulations to strengthen railway safety across the country. As of April 1, 2015, the following regulations were in force:
 - *Grade Crossings Regulations;*
 - *Railway Operating Certificate Regulations;*
 - *Railway Safety Administrative Monetary Penalties Regulations;*
 - Amendments to the *Transportation Information Regulations* (for data collection); and
 - *Railway Safety Management Systems Regulations, 2015.*
- As of July 2014, the following Transportation of Dangerous Goods Regulations were in force:
 - Safety Marks Regulations
 - Update to the DOT-111 tank car standard and required proof of classification of dangerous goods
- As of May 20, 2015, Transport Canada published amendments to the Transport of Dangerous Goods Regulations amending the tank car standards.



AMENDMENTS TO THE *RAILWAY SAFETY ACT*

- The *Railway Safety Act* was amended in 2015 and included provisions that provide stronger enforcement authorities.
- As a result of the amendments, for example:
 - Railway Safety Inspectors now may order any “person” to take specific measures to address a threat or immediate threat to safe railway operations.
 - The Minister of Transport may order a company or a person (including a municipality or road authority) to stop any activity that might constitute a threat to safe railway operations, or to follow procedures, or to take specified measures in the interest of safe railway operations.



WHAT THE FUTURE HOLDS

- Continuing to address gaps and identify emerging risks.
- Continuing to work with industry and our counterparts in the United States to analyze risks and align measures to the extent possible to ensure a seamless regime across the border.
- Our current focus in Canada:
 - Increased information sharing with municipalities
 - Railway employee training
 - Railway employee fatigue
 - Trespassing
 - Locomotive video and voice recorders



Questions?