



CANADIAN TRANSPORTATION RESEARCH FORUM (CTRF)

SEMINAR/WORKSHOP

**RAIL SAFETY IN TRANSPORTING DANGEROUS GOODS IN
CANADA: Update on Developments**

**Conference Centre Room A, Third Floor, 50 O'Connor Street, Ottawa, Canada
Monday January 13, 2014**

PROGRAM

9:45 am – 10:00 am Introduction – Malcolm Cairns, past President of CTRF

10:00 am – 10:50 am **Enhanced standards for DOT-111 tank cars**

The tank cars involved in the Lac-Mégantic accident were a type designated as DOT-111 that handle liquids – dangerous goods and non-dangerous goods – and are non-pressurized. This session will provide an update on developments in enhancing their standards

Background and an Update on the Proposed Rulemaking in the US

Sam Berrada, Director General – Safety &. Occupational Health Services, CN

Implications for Shippers

Bob Ballantyne, Canadian Industrial Transportation Association

Discussion

10:50 am – 11:40 am **Third-party liability railway insurance regulations**

Increasing shipments of crude oil and other hazardous materials by rail and the tragic derailment in Lac-Mégantic have highlighted the need to review the current approach to determining the adequacy of railway third party liability insurance and appropriate accountability of federal railways for liabilities related to their operations. In August 2013, the Canadian Transportation Agency announced that it will undertake a review of the adequacy of insurance coverage for the issuance of certificates of fitness required by federal railways. The review began in November, 2013. and is ongoing to January 21, 2014.

An Update on the Insurance Review

Leslie Siegman, Director, Rail, Air and Marine Disputes Directorate, Canadian Transportation Agency

A Shortline Perspective

Mario Brault, President, Genesee and Wyoming Canada Inc.

Discussion

11:40 am – 12:30 pm Lunch – Luncheon Speaker, Fire Chief Paul Boissonneault, First Vice President, Canadian Association of Fire Chiefs

12:30 pm – 1:20 am **Community Concerns**

Railway operations need to be balanced with the legitimate concerns of communities, to identify concrete actions that can be taken to further reduce rail safety risks. This applies especially to the needs of municipal first responders to rail accidents

The Views of the Federation of Canadian Municipalities

Daniel Rubinstein, Policy Analyst, Federation of Canadian Municipalities

Railway Perspectives

Robert Taylor, Director, Federal Government Affairs, Canadian Pacific Railway

Discussion

1:20 pm – 2:20 pm **Following Signal Indications**

There is a risk of a serious train collision or derailment if rail signals are not consistently recognized and followed. Since 2002, there has been an average of 11 occurrences per year in which a signal indication was misidentified, misinterpreted or not immediately recognized. When this type of occurrence results in a train collision or derailment, there can be significant risk to the public and the environment

Recommendations for Action from the Transportation Safety Board of Canada

Ian Naish, Naish Transportation Consulting Inc.

Railway Perspectives

Francois Blouin, Director, Emerging Technologies and Operational Effectiveness, VIA Rail

Sam Berrada, Director General – Safety &. Occupational Health Services CN

Discussion

2:20 pm – 2:30 pm Wrap-Up – Nick Mulder, Friend of the CTRF and former federal Deputy Minister of Transport.

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