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*Railway Safety Act* Review Secretariat  
255 Albert Street, Suite 702  
Ottawa, ON K1P 6A9  
Via email: [tc.rsareview-examenlsf.tc@tc.gc.ca](mailto:tc.rsareview-examenlsf.tc@tc.gc.ca)

To Whom It May Concern,

On behalf of the Association of Manitoba Municipalities (AMM), which represents all of Manitoba's 137 municipalities, I would like to take this opportunity to provide some comments in regards to the 2017-18 federal government's review of the *Railway Safety Act*.

As the AMM believes consistent grade crossing standards are vital for ensuring the safety of all Manitobans, we are pleased to reiterate our support for the intent of Transport Canada's *Grade Crossing Regulations* since more than 60 per cent of Manitoba's 2,100 rail crossings are located within municipal boundaries. However, due to the financial implications of the *Grade Crossing Regulations* and municipal funding constraints, the AMM continues to urge the federal government to expand the *Grade Crossing Improvement Program* (GCIP) and make funding available on a long-term predictable basis to support crossing safety improvements in municipalities.

The AMM also wishes to acknowledge the efforts of the Federation of Canadian Municipalities (FCM) and the National Municipal Rail Safety Working Group, which have guided the work undertaken by the Transportation Safety Board (TSB) of Canada. As such, the AMM echoes FCM's call on Transport Canada to ensure the full implementation of any outstanding TSB safety recommendations and to allocate adequate resources to properly enforce all rail safety measures in light of the tragic accident in Lac-Mégantic and subsequent rail derailments across the country.

In regards to local emergency planning and response, the AMM is pleased that municipalities have begun receiving the required information on dangerous goods being shipped through their communities under the auspices of Protective Direction No. 36 (PD36). As the AMM understands that PD36 was intended to be a temporary measure and could be cancelled at any time by the Minister, we therefore urge the federal government to implement a permanent solution for sharing information for emergency planning purposes in order to protect communities from the risks associated with the transport of dangerous goods. Meanwhile, it is essential that railway companies proactively communicate with municipalities and provide clear





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points of contact so that municipal officials and first responders can respond effectively in the event of an emergency. Municipal first responders, particularly volunteers, must also be properly equipped and trained for rail emergencies, however rail safety and emergency response costs should not be downloaded to municipalities.

Lastly, the municipal role in the rail safety regulatory framework should be expanded as municipalities understand the needs, concerns, and priorities of their local communities best. The AMM supports FCM's call on the federal government and railway companies to continue to work constructively, in partnership with municipalities, to assess and respond to the hazards with transporting dangerous goods by rail. We urge Transport Canada to continue consulting with FCM and municipalities across Canada.

In closing, thank you again for the opportunity to provide these comments and we look forward to the findings and recommendations emanating from the review of the *Railway Safety Act*.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Goertzen". The signature is stylized and cursive.

Chris Goertzen  
President

