

Canada Transportation Act Review Secretariat
350 Albert Street, Suite 330
Ottawa, ON K1A 0N5

Sirs / Medames:

I am writing to request that recommendations pertaining to changes or additions to the act and regulations be made relating to noise emissions (pollution) and seismic effects from the railway operators in Canada.

The railways have, collectively, not given great enough regard for the environmental (land, water, air, noise) impacts of their operations. With increases in population and the incompatible land uses that are being permitted in close proximity, the railway companies absolutely must change how, when, and where they are operating. They do not have a social license that is an open ticket to conduct operations solely at their whim and for the benefit of their owners. The owners and operators of railways in Canada must change to dramatically reduce their negative impacts on the environment, the people, and the animals in close proximity to railway operations.

Continuing to pollute and continuing to deprive people of sleep, peace, and harmony is not an option on the table for the railway companies.

Specifically, I would like the following to be focused on in regards to changes or additions being recommended:

- Prohibit the use of any sounding devices on a train, including combinations of sounding devices, that produce 95 decibels or more at a distance of 10 meters
- Prohibit the use of any sounding devices along a rail track, including combinations of sounding devices, that produce 95 decibels or more at a distance of 2 meters
- Delete the requirement to use the unproven, nonsensical Morse code Q sounding pattern
- Delete the requirement to use a sounding device continuously until a train occupies a roadway crossing
- Specify the maximum duration and intensity of soundings from sounding devices
- Specify the maximum number of soundings permitted per minute
- Specify the maximum number of soundings permitted per 100 m of rail track
- Require evidence based science in regards to how, when, why, where, and for what aspect of operations that air horns, steam whistles, bells, and any other warning devices are used for risk mitigation purposes.

For rail operations within 100 meters of any residence, business office, school, park, hospital, care facility, building or lot holding animals:

- Prohibit train speed greater than 15 km/h
- Prohibit the use of any sounding devices on a train, including combinations of sounding devices, that produce 75 decibels or more at a distance of 25 meters
- Prohibit the use of any sounding devices, including combinations of sounding devices, along a rail track that produce 60 decibels or more at a distance of 8 meters

- Prohibit the parking and idling of train engines
- Prohibit speeds slower than 5 km/h during any period of 10 minutes or greater

For rail operations within 500 meters of any residence, business office, school, park, hospital, care facility, building or lot holding animals:

- Prohibit the use of any sounding devices on a train, including combinations of sounding devices, that produce 85 decibels or more at a distance of 25 meters
- Prohibit the shunting of rail cars

Transport truck operators do not blast air horns frequently and indiscriminately. Neither should railway companies be permitted to!

People deserve a right to quiet, a right to rest, a right to sleep, and a right to carry on with life without being deprived of sleep constantly by the actions of a railway company.

Please, strongly recommend to the minister that the government of the day enact changes to dramatically curtail noise emissions and vibration to adjacent properties made by railway companies.

Sincerely,



Redacted