










		TRANSPORTATION SAFETY BOARD (TSB) RECOMMENDATION	TRANSPORT CANADA ACTIONS
INITIAL SAFETY ADVISORIES (JULY 2013)	SECUREMENT OF UNATTENDED LOCOMOTIVES <small>(SAFETY ADVISORY LETTER – 08/13)</small> 	Review all railway operating procedures to ensure that trains carrying dangerous goods are not left unattended on the main track.	Completed Actions <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Issued an Emergency Directive that: <ul style="list-style-type: none"> • Requires unattended locomotives to be secure; and • Establishes the number of crew members required for operating locomotives carrying dangerous goods.
	SECUREMENT OF EQUIPEMENT AND UNATTENDED TRAINS <small>(SAFETY ADVISORY LETTER – 09/13)</small> 	Review CROR Rule 112 and related railway special instructions to ensure that equipment and trains left unattended are properly secured in order to prevent unintended movements.	Completed Actions <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Revised Canadian Rail Operating Rules with stricter requirements for unattended equipment. Employees must: <ul style="list-style-type: none"> • Confer with another employee about securement (CROR 112(G)). • Lock locomotives and remove reversers (CROR Rule 62).
TSB INITIAL RECOMMENDATIONS (JAN 2014)	TANK CARS <small>(R14-01)</small> 	Require all Class 111 tank cars used to transport flammable liquids to meet enhanced standards.	Completed Actions <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Removed high-risk DOT-111 tank cars from circulation. <input checked="" type="checkbox"/> Published a new safety standard for DOT-111 tank cars. <input checked="" type="checkbox"/> Completed pre-consultations with industry on a new class of tank car for transporting flammable liquids, the TC-140.
	REQUIREMENTS FOR CARRYING DANGEROUS GOODS <small>(R14-02)</small> 	Set strict operating criteria for railway companies carrying dangerous goods.	Completed Actions <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Established a two-person minimum for locomotive crews on trains carrying dangerous goods. <input checked="" type="checkbox"/> Introduced <i>Railway Operating Certificate Regulations</i> that require railway companies to hold a valid Railway Operating Certificate to operate on federally regulated railways in Canada. <input checked="" type="checkbox"/> Issued an Emergency Directive that requires all railway companies carrying dangerous goods to adopt minimum key operating practices, including speed restrictions for trains carrying dangerous goods, more inspection requirements on restricted rail routes, and risk assessments for rail transportation routes. <input checked="" type="checkbox"/> Extended the Emergency Directive for another 6 months (i.e. to April 23, 2015) to ensure that its safety measures are in place pending Transport Canada approval of all companies' rules. <input checked="" type="checkbox"/> Issued a Ministerial Order that requires railway companies carrying dangerous goods to formulate and submit new rules on operating practices, for Transport Canada approval. <input checked="" type="checkbox"/> Introduced amendments to the <i>Transportation Information Regulations</i> that would require Class I and II rail carriers to report additional data to Transport Canada. <input checked="" type="checkbox"/> Published <i>Railway Safety Administrative Monetary Penalties Regulations</i> in <i>Canada Gazette</i>, Part II, establishing fines as an additional enforcement tool. <input checked="" type="checkbox"/> Issued an Order to companies with key routes, that they file their key route risk assessments with Transport Canada by December 1, 2014. <input checked="" type="checkbox"/> Published Railway Operating Certificate Regulations in <i>Canada Gazette</i>, Part II. <input checked="" type="checkbox"/> Published Transportation Information Regulations in <i>Canada Gazette</i>, Part II. Actions in Development <ul style="list-style-type: none"> <input type="checkbox"/> Approve the Rules Respecting Key Trains and Key Routes the Railway Association of Canada submitted on behalf of its member companies.
	EMERGENCY RESPONSE PLANS <small>(R14-03)</small> 	Require emergency response assistance plans for the transport of large volumes of liquid hydrocarbons.	Completed Actions <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Required shippers to develop emergency response plans for trains transporting crude oil, ethanol, and certain other flammable liquids (even a single tank car). <input checked="" type="checkbox"/> Created a task force of municipalities, first responders, railways, and shippers to strengthen emergency response across the country. <input checked="" type="checkbox"/> Reviewed and approved new Emergency Response Assistance Plans, based on the April 23, 2014 requirement (plans in operation, expert teams ready to respond to any petroleum spill in place).

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FINAL REPORT RECOMMENDATIONS (AUG 2014)	TRAIN SECUREMENT (R14-04) 	Ensure safeguards are in place to secure unattended train cars and prevent runaways.	Completed Actions <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Issued an Emergency Directive imposing stricter rules for securing unattended trains. <input checked="" type="checkbox"/> Updated the Canadian Rail Operating Rules with stricter requirements for unattended equipment. <input checked="" type="checkbox"/> Issued an additional Emergency Directive and Ministerial Order requiring rail companies to meet minimum requirements for handbrake application, handbrake effectiveness testing and other ways to physically secure trains. Actions in Development <ul style="list-style-type: none"> <input type="checkbox"/> Collaborate with industry and United States counterparts to research better braking systems. <input type="checkbox"/> Recruit additional specialized staff to strengthen oversight and to monitor compliance with the Railway Safety Act.
	SAFETY MANAGEMENT SYSTEMS (SMS) AUDITS (R14-05) 	Audit railways' safety management systems frequently and in depth and ensure proper follow-up.	Completed Actions <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Proposed <i>Railway Safety Management System Regulations</i> in <i>Canada Gazette</i>, Part I to improve how railway companies develop, implement and assess their SMS. <input checked="" type="checkbox"/> Published regulations to enable Transport Canada to better enforce SMS regulations. <input checked="" type="checkbox"/> Increasing frequency of SMS audits, so that they are completed on a 3-5 year cycle. Actions in Development <ul style="list-style-type: none"> <input type="checkbox"/> Publish Railway Safety Management Systems Regulations in <i>Canada Gazette</i>, Part II. <input type="checkbox"/> Develop enhanced training for auditors, including clear directions for effective action when faced with any non-compliance or on-going safety issues. <input type="checkbox"/> Continue to develop enhanced inspector tools and industry guidance. <input type="checkbox"/> Recruit specialized auditors to enhance the effectiveness of the SMS audit program.
FINAL REPORT SAFETY ADVISORIES (AUG 2014)	VERIFICATION OF DANGEROUS GOODS CLASSIFICATION (SAFETY ADVISORY LETTER – 06/14) 	Verify that dangerous goods being transported are properly tested and classified.	Completed Actions <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Issued a Protective Direction requiring the retesting of the classification of crude oil. <input checked="" type="checkbox"/> Strengthened inspections and documentation for rail safety and the transport of dangerous goods. <input checked="" type="checkbox"/> Ordered more frequent inspections of petroleum product transfer sites. Actions in Development <ul style="list-style-type: none"> <input type="checkbox"/> Conduct more research on crude oil properties, behaviours, and hazards. <input type="checkbox"/> Launch a risk-based targeted inspection campaign to verify the classification of rail shipments. <input type="checkbox"/> Recruit additional engineering and scientific expertise for TDG oversight capacity.
	RAILWAY EMPLOYEE TRAINING (SAFETY ADVISORY LETTER – 07/14) 	Ensure employees at railways, particularly short lines, are properly safety trained.	Completed Actions <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Required all railways (including short lines) to submit training plans for review. Actions in Development <ul style="list-style-type: none"> <input type="checkbox"/> Complete the review of the training plans to identify any gaps or specific concerns. <input type="checkbox"/> Conduct oversight activities focusing on training and qualification of railway employees.