Safe maximum train speeds vary for every section of track depending on curves, grades, and other factors. Maximum permissible speeds are strictly enforced by CP and are monitored by Transport Canada. While CP trains do not exceed maximum permissible speeds, they may move at slower speeds, as dictated by operational requirements.

Transport Canada’s Grade Crossing Regulations (GCR) prohibit a train from standing still on a public grade crossing for a period longer than five minutes when vehicular or pedestrian traffic requires passage. If a train is shunting (switching) over a public grade crossing, the crew must clear the crossing every five minutes to allow vehicle or pedestrian passage. When an emergency vehicle requires passage, employees must cooperate to quickly clear the involved public grade crossing. In the event of an emergency requiring vehicular passage at a grade crossing, contact the CP Police Service immediately at 1 800 716 9132.

In most cases, CP is responsible for maintaining the condition of its public grade crossings within 12 inches from the rails. The Road Authority (generally the municipality or provincial highway authority) is responsible for maintaining the road outside of this distance, including any issues related to potholes or road signage. Financial responsibility for maintenance at a crossing is governed by an order established by the Canadian Transportation Agency. If the condition of a crossing threatens the safety of the public or employees, CP engineering services will promptly investigate and take appropriate action.

Locomotive whistles are important safety tools that save lives by providing a final warning of an approaching train. In Canada, train whistle use is strictly regulated by Transport Canada. Train whistles must be sounded at every public grade crossing, unless the crossing is subject to a whistle cessation agreement. Train whistle must be sounded in a sequence of 2-long, 1-short, and 1-long sounds, and the last long whistle must be held until the public grade crossing is fully occupied by the train. Train whistles must be sounded even if a crossing is equipped with flashing lights, bells and crossing gates. In all cases, when train crosses visible persons or animals on or near CP tracks, they are legally obligated to sound the whistle to warn of an approaching train. While CP strongly discourages the elimination of train whistling at public grade crossings, since it helps save lives and improves safety, municipalities seeking whistle cessation should first review Transport Canada’s whistle cessation requirements at www.tc.gc.ca, and then contact the applicable railway company.

While CP trains do not exceed maximum permissible speeds, they may move at slower speeds, as dictated by operational requirements.

运输加拿大的公路穿越规定（GCR）禁止火车在站在公路上交叉路口时静止超过五分钟，除非有车辆或行人的需要。如果火车在没有信号灯、标志和大门的平交道口进行机车，必须每五分钟清理一次，以允许车辆或行人通过。在所有情况下，当火车通过可见的人或动物时，必须发出汽笛警告，以防止发生事故。虽然CP强烈反对在公共平交道口消除火车汽笛，因为它有助于挽救生命并改善安全性，但是，在考虑取消汽笛之前，请首先查看交通部的汽笛取消要求，并通过电邮community_connect@cpr.ca，然后联系相关的铁路公司。

安全的最大限速取决于每条轨道的条件，例如曲线、坡度和其他因素。最大容许限速严格受CP和交通部的监督。虽然CP的火车不会超过最大限速，但它们可能会以更慢的速度移动，这取决于运营要求。
In order to build common approaches to the prevention and resolution of issues that arise when people live and work in close proximity to railway operations, the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC) have jointly created a Proximity Guideline program. CP strongly encourages all municipal and provincial planning authorities respect these guidelines when considering any development near railway infrastructure to ensure compatible land use. To learn more, please visit www.proximityissues.ca.

At CP we are committed to protecting the safety of our employees, the environment, and the communities in which we operate. We demonstrate this commitment by assisting and participating in emergency preparedness planning, communication and training programs focused on rail and community safety. Town council and local emergency responders interested in learning more about working with CP should contact community_connect@cpr.ca. Information on our safety programs can be found at www.cpr.ca/hazmat.

Locomotive idling is a normal operational requirement. Trains will often stop and idle while waiting for pick-up of connecting rail cars from another train, signals from oncoming trains on the track ahead, or customers releasing product from their own industrial track. Most CP locomotives are equipped with an automatic stop/start mechanism which is activated when engines idle for a period of time with no evidence of movement, and provided the outside ambient temperature is in the range of +5 Celsius or above.

Rail sidings allow trains to meet and pass and, in some cases, to drop off or pick up rail cars. Similarly, rail yards operate 24/7 and, depending on customer requirements, switching, idling and general yard activity can result in noise at any time of the day or night. Idling and noise complaints are often the result of development of residential areas in former industrial properties and community expansions near rail yards or adjacent to railway ROWs. Out of respect to the communities where we operate, CP crews make every reasonable effort to minimize yard and idling noise, however those living nearby may expect noise from rail operations. Railway noise is an unavoidable consequence of operating the backbone of the economy on a 24/7 basis, as part of a complex and interconnected global supply chain.

Trains carry a wide variety of goods, from ice cream and cereal to auto parts, lumber, grain and coal. Most of the items you see in stores have been moved by rail at some point, and in fact, a single train can replace up to 280 trucks from taxpayer funded roadways. CP trains can also carry dangerous goods, although this makes up only about 11% of our overall freight movements. CP is a Responsible Care® partner with the Canadian Chemical Producers Association (CCPA) and American Chemistry Council (ACC).