IMPLEMENTATION OF NEW REGULATIONS

Transport Canada has developed a phased approach to implementing the regulations. To ensure compliance, Rail Authorities and Railways must work together on the following:

STEP 1 | SHARING INFORMATION

Must be completed by November 27, 2016. Applicable to all existing public crossings. To facilitate the information exchange, CP has been inspecting all grade crossings and building a crossing database. CP has also been communicating with Road Authorities to develop a contact list and provide information regarding the requirements of the regulations. CP recommends Road Authorities use CP’s crossing database to share the required information by the deadline. To set up an account for the CP crossing database, the Road Authority needs to provide CP with a contact name and email.

STEP 2 | INSPECTIONS & UPGRADATIONS TO CROSSINGS

Must be completed by November 27, 2021. Applicable to all existing private and public crossings. CP and Road Authorities must ensure that required upgrades to existing crossings are completed by November 27, 2021. This will include an emphasis on signage, sightlines, warning devices, vehicle use and pedestrian access. CP will be working directly with landowners / private authorities to address private crossings.

Transport Canada has developed a phased approach to implementing the regulations. To ensure compliance, Rail Authorities and Railways must work together on the following:

INFORMATION SHARING

Completed by CP and the Road Authorities by November 27, 2016.

INSPECTIONS

Following the Information Sharing, CP and the Road Authorities will work together to determine which crossings require joint inspections and upgrades to meet Transport Canada’s new regulations, as well as determine any upgrades that will be tested. A crossing requiring upgrades will become part of an action plan to meet the terms of the new regulations by 2021.

CHANGES

Prior to making any changes at a crossing a party must provide the other party with the details of the change in writing, not later than 60 days before the change begins. This period may be reduced if the other party advises that the crossing currently meets the requirements of the regulations with which it must comply due to the change.

FUNDING

Transport Canada provides funding for the permanent closure of Public and Private Railway crossings. Transport Canada also provides a limited amount of funding for crossing safety improvements. Details on these programs can be found on Transport Canada’s website.

NEXT STEPS

INFORMATION SHARING

Completed by CP and the Road Authorities by November 27, 2016.

INSPECTIONS

Following the Information Sharing, CP and the Road Authorities will work together to determine which crossings require joint inspections and upgrades to meet Transport Canada’s new regulations, as well as determine any upgrades that will be tested. A crossing requiring upgrades will become part of an action plan to meet the terms of the new regulations by 2021.

CHANGES

Prior to making any changes at a crossing a party must provide the other party with the details of the change in writing, not later than 60 days before the change begins. This period may be reduced if the other party advises that the crossing currently meets the requirements of the regulations with which it must comply due to the change.

FUNDING

Transport Canada provides funding for the permanent closure of Public and Private Railway crossings. Transport Canada also provides a limited amount of funding for crossing safety improvements. Details on these programs can be found on Transport Canada’s website.
Between 2009 and 2015, there were an average of 144 grade level crossings in 33 fatalities and 25 serious injuries per year. Since 1881, CP Railways and Transport Canada have shared concerns that the risk of accidents at grade crossing was too high. Recognizing the safety of railway crossings is critical to ensuring the safety and mobility of Canadians. Our focus has changed since we began building a railway across Canada in 1881, but we continue to fulfill our original mandate – binding a nation together. The same application of ingenuity that allowed us to build a railway through some of the toughest terrain on earth continues to power our business solutions.

Our shared responsibility to improve railway crossing safety is no crossing at all. Our mutual objective to improve railway crossing safety is no crossing at all.

Crossing closure grants are available from Transport Canada.

Transport Canada’s new crossings regulations and standards are available from Transport Canada. This Guide was produced by CP to assist Road Authorities in understanding how to work with CP to address crossing safety.

GOALS OF NEW REGULATIONS:
• Improve crossing safety.
• Provide consistent safety standards for new and existing public and private grade crossings.
• Define responsibilities to improve the safety of grade crossings.
• Implement regulations for a consistent level of safety for all classes of crossing.
• Improve crossing safety.

SUMMARY OF NEW REGULATIONS

Crossing safety can be improved through:
• Implement regulations for a consistent level of safety for all classes of crossing.
• Define responsibilities to improve the safety of grade crossings.
• Provide consistent safety standards for new and existing public and private grade crossings.
• Improve crossing safety.

CP IS ALSO RESPONSIBLE FOR THE FOLLOWING:
• The installation and maintenance of the Railway Crossing number of tracks and crossing design speed
• The installation and maintenance of the crossing surface; the width of the crossing approaches to the grade crossing

THE ROAD AUTHORITY IS RESPONSIBLE FOR THE FOLLOWING:
• The design, construction and maintenance of the road approaches
• The maintenance of traffic control devices, whistles and flags

ROLES & RESPONSIBILITIES

RAILWAY: Under Transport Canada’s new regulations CP is responsible for sharing the following information with the respective Road Authority for each crossing by November 27, 2016:

• Location of crossing
• Number of lanes of traffic
• Average annual daily traffic (AADT)
• Road crossing design speed
• Road specifications and standards
• Width of each lane and shoulder(s)
• Road crossing design speed
• Road crossing design speed
• Location of a stop sign
• Average approach gradient
• Crossing angle, referred to in article 6.5 of the Grade Crossings Standards
• The width of the crossing approaches to the crossing surface
• The maintenance of traffic control devices, whistles and flags
• The installation and maintenance of the crossing surface between the ends of ties; the maintenance of sightlines within the vicinity of the grade crossing
• Whether it is accessible
• Departure, activation, and termination times
• Any sidewalks, paths, or trails and if so, whether it is accessible
• The maintenance of sightlines within the vicinity of the grade crossing
• Whether it is accessible
• Departure, activation, and termination times

THE SAFEST CROSSING IS NO CROSS AT ALL.

The safest crossing is one that does not exist. The infrastructure exists for the purpose of guiding people to safety. Road authorities and CP work together to ensure that the critical infrastructure exists for the safety of Canadians. The safety of crossings must be shared between parties.