

Presentation to ICF Government Liaison Committee

- Vancouver Island Rail - New Railway Grade Crossing Regulations



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Transport Canada – New Grade Crossing Regulations - Background

- Transportation Safety Board recommendation
- Response to increased crossing fatalities since 2009
- Risk to passenger trains in “busy rail corridors” (eg. Windsor – Quebec City)
- Regulation RTD-10 in draft form since October 2002
- Voluntary compliance only to date
- Pressure to enact new regulations into law
- Result = New federal “Grade Crossing Regulations (GCR)” – Part of federal “Railway Safety Act (RSA)”
- Gazette – Published December 17, 2014

New GCR – Effect on Vancouver Island

- Target federally regulated railways (CN / CP represent over 90%)
- Existing crossings previously considered “grandfathered” – ie. RTD-10 applied to new crossings only
- Vancouver Island railway provincially regulated
- No decision to date by Province to adopt Federal GCR or under what terms
- Therefore, Vancouver Island railway may or may not be subject to new Regulations – “Grandfathering” still possibility for provincial railways - TBD
- Federal / Provincial funding assistance possible, but not confirmed - TBD



New GCR - Impact on Vancouver Island

- Elevated crossing standards
 - approach sightlines
 - proximity of traffic intersection
 - rail & vehicle traffic levels
- Result = requirement for more railway signals (lights / bells / gates)
- Reduced approach grades to crossings (max. 5%) – **Update > Now “grandfathered”**
- Crossing angles
- Etc.

New GCR – Impact on Vancouver Island (cont'd)

- Over 200 public grade crossings (IN TOTAL)
- Approx. 85% crossing systems already meet new GCR
- Remainder spread over 5 Regions – some Provincial
- Maintenance Responsibility based primarily on “seniority”
- Approx. 50% railway responsible / 50% road authority (municipal / provincial)
- Total cost impact to be determined – (shared railway / road authority)
- Will include crossing “rationalization” (eg. certain cases best option > crossing closure = no upgrade cost and longer term saving in maintenance cost)



New GCR – Timing Coming Into Force

- New & Modified Crossings – Immediate (previously voluntary compliance)
- Existing Crossings
 - Previous “grand-fathering” question – Province may lean toward retaining?
 - 2 years allowed to provide “critical safety information” – due for completion this Fall
 - Total 7 years to ensure existing crossings meet new GCR (complete upgrades)

Summary - New GCR Impact on Railway Upgrade Plan & Funding

- New and Modified Crossings – No Impact – Previous voluntary compliance
- Existing Federal Crossings – Total 7 Years to achieve compliance with new GCR – start time? –TBD
- Likely scenario over 10 Years when total impact realized
- Railway Upgrade Plan – Based on 10 Years Passenger Rail Service (VIA)
- Long term business case to develop other supporting business – eg. Freight / Tourism Excursion / Commuter
- Federal crossing funding possible? -TBD
- Provincial relief and/or funding possible? -TBD



Questions / Discussion