



## ***Rules Respecting Key Trains and Key Routes***

 TC xxxxx  
Approved xxxxxxx  
Effective xxxxx

## SHORT TITLE

1. For ease of reference these rules may be referred to as “Key Train *Rules*”.

## APPLICATION

2. These Rules all Railways signatory to this Rule in an attached Appendix.

## DEFINITIONS

3. In these Rules:

Company: means a railway company or a local railway company as defined in the Railway Safety Act.

“Department” means the Department of Transport, Rail Safety Directorate.

“Key Route” means any track on which, over a period of one year, is carried 10,000 or more loaded tank cars or loaded intermodal portable tanks containing dangerous goods, as defined in the *Transportation of Dangerous Goods Act*, or any combination thereof that includes 10,000 or more loaded tank cars and loaded intermodal portable tanks.

“Key Train” means an engine with cars:

- a. that includes one or more loaded tank cars of dangerous goods that are included in Class 2.3, Toxic Gases and of dangerous goods that are toxic by inhalation subject to Special Provision 23 of the *Transportation of Dangerous Goods Regulations*; or
- b. that includes 20 or more loaded tank cars or loaded intermodal portable tanks containing dangerous goods, as defined in the *Transportation of Dangerous Goods Act 1992* or any combination thereof that includes 20 or more loaded tank cars and loaded intermodal portable tanks.

## Key Trains

### Restrictions:

Key Trains will be restricted to maximum of 50 miles per hour (mph) or lower.

Key Trains transporting one or more DOT 111 loaded tank cars, that are pre-CPC-1232/TP18477 specification, containing UN1170 ETHANOL, UN1202 DIESEL FUEL, UN1203 GASOLINE, UN1267 PETROLEUM CRUDE OIL, UN1268 PETROLEUM DISTILLATES, N.O.S., UN1863 FUEL, AVIATION, TURBINE ENGINE, UN1993 FLAMMABLE LIQUID, N.O.S., UN3295 HYDROCARBONS, LIQUID, N.O.S., or UN3475 ETHANOL AND GASOLINE MIXTURE; will be restricted to a maximum of 40 miles per hour (MPH) in areas identified as higher risk through the risk assessment process required under section xx of this rule.

Unless siding or auxiliary track meets Transport Canada Class II requirements as per the “*Rule Respecting Track Safety*”, a Key Train will hold the main track at meeting or passing points, when practicable.

Only cars equipped with roller bearings will be allowed in Key Trains.

### **Key Routes**

Wayside defective bearing detectors shall be placed at a maximum of 40 miles apart on Key Routes, or equivalent level of protection.

On Key Routes, main track must be inspected by rail defect detection and track geometry inspection vehicles not less than twice a year. Where a light track geometry vehicle is used, inspection must be carried out at least three times a year.

### **Key Route Risk Assessments**

Companies shall conduct initial risk assessments and periodic updates based on significant changes to determine the risk associated with each Key Route over which a Key Train is operated by the companies, and in such risk assessments:

- Risk assessments shall identify safety and security risks associated with that route, including:
  1. Volume of dangerous goods being transported;
  2. Rail traffic density;
  3. Trip length for route;
  4. Presence and characteristics of railroad facilities;
  5. Track type, class, and maintenance schedule;
  6. Track grade and curvature;
  7. Presence or absence of signals and train control systems along the route (“dark” versus signaled territory);
  8. Presence or absence of wayside hazard detectors;
  9. Number and types of grade crossings;
  10. Single versus double track territory;
  11. Frequency and location of track turnouts;
  12. Proximity to iconic targets and natural hazards;
  13. Environmentally sensitive or significant areas;
  14. Population density along the route;
  15. Venues along the route (stations, events, places of congregation);
  16. Emergency response capability along the route;
  17. Areas of high consequence along the route;
  18. Presence of passenger traffic along route (shared track);
  19. Speed of train operations;
  20. Proximity to en-route storage or repair facilities;
  21. Known threats, including any non-public threat scenarios;

22. Measures in place to address apparent safety and security risks;
  23. Availability of practicable alternative routes;
  24. Past incidents;
  25. Overall times in transit;
  26. Training and skill level of crews;
  27. Impact on rail network traffic and congestion; and
  28. Geohazard;
- identify and compare alternative routes operated by the railway if available;
  - factor potential significant railway operational changes such as new customers moving goods subject to an Emergency Response Assistance Plan under the Transportation of Dangerous Goods Act 1992 and population growth;
  - companies will provide contact information through a publicly-accessible web site, as well as to the Federation of Canadian Municipalities. The Chief Administrative Officer (CAO) or designate of a municipality can use the contact information to submit safety and security concerns for companies to consider in key route risk assessments;
  - railways will contact municipalities regarding their concerns when deemed appropriate; and
  - *companies will keep records of the municipalities' comments and concerns surrounding safety and security, as well as any railway responses to the municipalities regarding these comments and concerns for a period of seven years. These responses will be made available to the CAO or designate upon written request and acknowledgement that the information will only be shared with those persons with a "need to know"; and*
  - *information will be kept confidential by the requester and any persons that the information is shared with, to the maximum extent permitted by law.*