



Federation of Canadian Municipalities and the Railway Association of Canada

Proximity Project
FCM Standing Committee on
Transportation and Communications
Edmonton, May 31, 2004

Background

- Most communities in Canada grew up around the railway tracks
- As population has grown, there have been more conflicts between people and trains
- Affects both rural and urban municipalities





Background cont'd

- Railways, and their customers, have evolved too
- 60 freight and passenger railways, big and small, continental and local – result of legislative change, industry restructuring
- Majority of rail freight traffic is international, but domestic flows still very important



Common Interests

1. Continuously improve safety
 2. Reduce congestion
 3. Reduce pollution
 4. Control costs
 5. Maximize land use
 6. Reduce/ better manage complaints
- Canada's economy trade-based
 - Competition is increasing
 - Canadians' mobility, quality-of-life depends on transportation

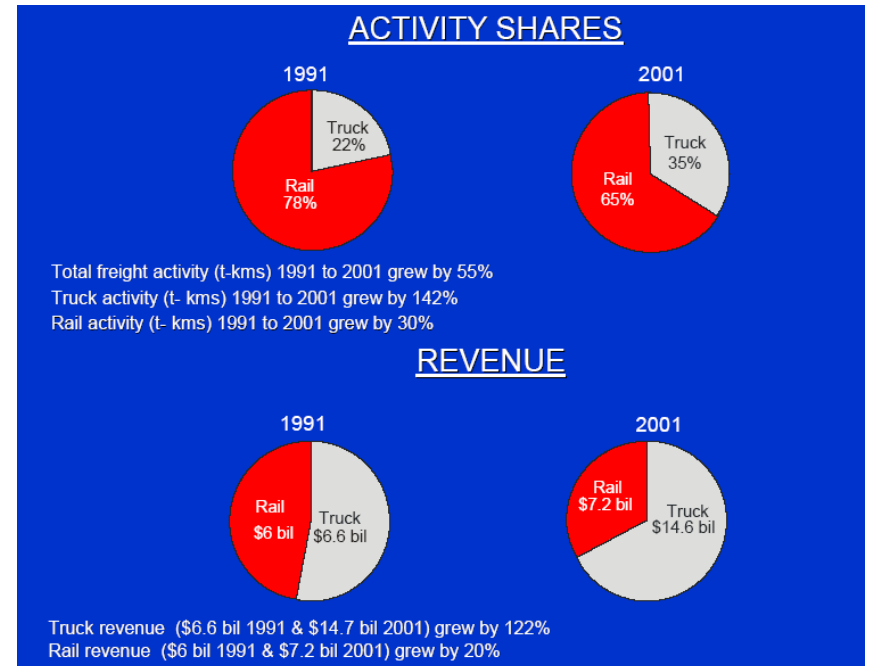
Common Interests cont'd



- Rail transports six million carloads and containers of freight each year – one freight train equivalent of 280 tractor trailers
- Rail transports 53 million commuters, inter-city passengers, tourists each year – one passenger train equivalent of 1,000 autos

Common Interests cont'd

- Truck traffic has exploded over the past decade
- Unless public policy changes, trucking sector will grow another 61% by 2020
- Problem particularly acute in Québec City-Windsor corridor, on lower B.C. mainland, and at border gateways





Common Problems - Proximity

- Noise, vibration, vegetation control
- Safety, trespassing, dangerous goods
- Crossing congestion, whistling
- Urban corridors – grade separation, land development, business growth
- Protect integrity and expansion capacity of rail facilities, intermodal linkages, 24/7 operations
- Modal neutrality – taxes, full cost accounting

Proximity context

- Result of community, economic growth
- Both contribute to the problems – land use planning and development; business expansion, changes in rail operations
- Federal Court decision 2000 – CTA lacked jurisdiction over railway noise complaints





Proposed changes to the Canada Transportation Act

- Addressed noise, but not other proximity issues
- Complemented MOU; CTA to respect FCM/RAC process
- CTA required due diligence in dispute resolution
- CTA to intervene only as last resort
- CTA guidelines were to focus on process and principles, not standards or thresholds
- Bill C-26 not enacted but legislation will be revisited



FCM/ RAC Progress To Date:

- Industry and government has developed voluntary approaches
- Reached agreement in principal 2002
- RAC/ FCM signed Memorandum of Understanding April 2003
- Established steering committee, three working groups, equal representation
- MOU supported by Canadian Association of Municipal Administrators (CAMA)



Steering Committee Members

- Co-chairs Cynthia Lulham, Borough of Westmount and John Dalzell, CN
- Municipal gov't reps. – Vancouver, Montreal, Parkland Co., AB; Wilton, SK; FCM
- Rail industry reps. – Class 1s, short lines, passenger, RAC



Communications Committee

- Purpose: Increase awareness and build understanding by key audiences
- Developed a communications plan
- Produced Good Neighbours video
- On-going FCM Conference participation
- Commissioned three case studies
- Created continually-evolving Internet site www.proximityissues.ca



Guidelines Committee

- Purpose: Gain a common understanding of current and potential issues, develop guidelines/ best practices and action plan for implementation across Canada
- Prepared Request for Proposals on land use. Awarded contract to EarthTech
- Reviewing other existing/ draft guidelines



Dispute Resolution Committee

- Purpose: Develop industry-wide dispute resolution protocol for parties to address current issues, concerns or disputes
- Encourage resolution at local level before escalation to third-party intervention
- Developed list of principles
- Step by step approach specifying available options, best practices and mediation, if necessary



New developments

- Joint presentation at CTA/ RAC annual workshop, Ottawa, April 27
- Engaged Canadian Transportation Agency, Transport Canada Policy Group and CAMA into program
- Participation in FCM annual conference Edmonton, and launch of proximity website