

PROXIMITY ISSUES

ARE WE MAKING PROGRESS?

THANK-YOU FOR THE OPPORTUNITY TO SPEAK TO YOU TODAY.

**I THINK IT IS SAFE TO SAY MOST COMMUNITIES IN CANADA
GREW UP AROUND RAILWAY TRACKS**

**AS THE COUNTRY HAS GROWN THERE HAVE BEEN MORE ISSUES
BETWEEN PEOPLE AND TRAINS:**

CANADA IS AN INCREASINGLY URBANIZED SOCIETY

RAILWAYS AND PEOPLE ARE LIVING CLOSER TOGETHER

RESIDENTIAL DEVELOPMENT IS GROWING AROUND RAIL FACILITIES

THE ISSUES THAT ARISE AFFECT BOTH URBAN AND RURAL

COMMUNITIES

RAILWAYS AND COMMUNITIES HAVE COMMON INTERESTS:

RAILWAY OPERATIONS / SERVICES EVOLVE ACCORDING TO

CUSTOMER / CONSUMER REQUIREMENTS

FREIGHT AND PASSANGER TRAINS SERVE CANADA'S ECONOMIC AND

TRANSPORTATION NEEDS

COMMON INTERESTS INCLUDE SAFETY, CONGESTION, POLLUTION,

COSTS AND LAND USE

PROXIMITY ISSUES ARE A COMMON PROBLEM AND

UNFORTUNATELY RAILWAYS AND COMMUNITIES CONTRIBUTE
TO THAT VERY PROBLEM BY:

- LAND USE PLANNING AND DEVELOPMENT
- BUSINESS EXPANSION AND
- CHANGES IN RAIL OPERATIONS

COMMUNITY, ECONOMIC GROWTH AND 24/7 RAIL OPERATIONS HAVE
RESULTED IN SUCH PROXIMITY ISSUES AS:

- NOISE, VIBRATION, SAFETY, VEGETATION CONTROL
- CROSSING CONGESTION AND
- PROTECTING INTEGRITY AND EXPANSION OF RAIL FACILITIES AND
INTERMODAL OPERATIONS ACROSS THE COUNTRY

PROXIMITY SOLUTIONS INCLUDE JOINT INITIATIVES BY THE RAILWAY ASSOCIATION OF CANADA AND THE FEDERATION OF CANADIAN MUNICIPALITIES:

TOGETHER THEY ARE IMPROVING COMMUNICATIONS

DEVELOPING GUIDELINES ON POTENTIAL ISSUES AND BEST PRACTISES

DEVELOPING MECHANISMS AND PROTOCOLS FOR SUCCESSFUL DISPUTE RESOLUTION AND WATCHING THAT

GOVERNMENT MEASURES INCLUDE CHANGES TO PERTINENT LEGISLATION

I WOULD NOW LIKE TO SHARE WITH YOU SOME OF THE EXPERIENCES THE OTTAWA CENTRAL RAILWAY HAS HAD WITH PROXIMITY ISSUES.

NO SOONER HAD WE COMMENCED OPERATIONS IN DECEMBER OF 1998 DID I HAVE RESIDENTS FROM A NEIGHBOURING COMMUNITY COMPLAINING OF NOISE , FOUL SMELLS AND THE DISTURBANCE OF THEIR PEACE OF MIND. I LISTENED POLITELY TO THEIR WHINING BUT DID NOTHING THAT IS UNTIL I RECEIVED A VISIT FROM THE CITY BYLAW OFFICER.

IT WAS THEN THAT I DECIDED IT WOULD BE BEST TO SPEAK WITH THE COMMUNITY RESIDENTS AND ATTEMPT TO REMOVE THEIR FEARS AND CONCERNS.

INTERESTINGLY ENOUGH THE BIGGEST BEEF THEY HAD WAS THAT SINCE CN AND CP HAD EFFECTIVELY LEFT TOWN THE RESIDENTS HAD GROWN ACCUSTOM TO HARDLY ANY SMOKE AND NOISE COMING FROM THE RAILYARD. WE DISCUSSED OPERATIONAL CHANGES AND THEY WERE AT EASE WITH MOST OF WHAT WE PRESENTED.

THE SAME HELD TRUE AS OUR TRAINS LEFT THE URBAN CENTER AND MADE THEIR WAY INTO THE COUNTRY. RURAL COMMUNITIES HAD BECOME FAMILIAR TO SMALL, UNSCHEDULED TRAINS FOR SOME TIME AND NOW HERE WAS OCR OPERATING A REGULAR MONDAY TO FRIDAY SCHEDULE.

IN BOTH OF THESE EXAMPLES A LOT OF COMMUNICATIONS WAS REQUIRED TO HAVE THE COMMUNITIES UNDERSTAND THAT THERE WAS A NEW "KID ON THE BLOCK" WHO WAS INTERESTED IN NOT ONLY OPERATING TRAINS BUT RUNNING THEM LARGER AND HEAVIER AS THE BUSINESS GREW. IN OTHER WORDS WE WERE HERE TO STAY!

NATURALLY THERE WERE SOME COMPROMISES REACHED LIKE
RUNNING TRAINS DURING THE DAY INSTEAD OF NIGHT AND
OPERATING RELOAD FACILITIES DURING NORMAL BUSINESS HOURS.
IN THE END HOWEVER THERE WAS A COMPROMISE BETWEEN THE
COMMUNITY AND OCR WHICH BOTH PARTIES COULD LIVE WITH.

DID WE MAKE PROGRESS WITH PROXIMITY ISSUES.....

YOU BET WE DID!

HOWEVER WHAT I HAVE BEEN OUTLINING ONLY APPLIES TO
EXISTING COMMUNITIES ALONG OUR PROPERTY URBAN AND RURAL,
BIG OR SMALL.

NOW ALONG COME DEVELOPERS WANTING TO BUILD CONDOMINIUMS
6 FEET FROM OUR PROPERTY LINE.

HELLLOOOOOO.....ANYBODY HOME!!!!!!

FACT:

DEVELOPERS ARE APPROVED BY MUNICIPALITIES AND BUILD WITH
LITTLE IF ANY REGARD FOR THE IMPACT OF RAILWAY OPERATIONS
ON FUTURE RESIDENTS.

OUR CONCERNS ARE SAFETY AND SECURITY, NOISE AND VIBRATION
COMPLAINTS AND THE POTENTIAL RESTRICTION OF RAILWAY
OPERATIONS.

THE OTTAWA CENTRAL RAILWAY IN CONJUNCTION WITH ITS CLASS I
PARTNER HAS DEVELOPED A SET OF CRITERIA TO ADDRESS NOISE,
VIBRATION AND SAFETY MEASURES FOR RAILWAY YARDS AND
RIGHT OF WAY.

NOW WE RECEIVE CALLS FROM DEVELOPERS LONG BEFORE THEY FINALIZE PLANS TO SEE WHAT ARE THE RAIL REQUIREMENTS BEFORE PROCEEDING WITH THEIR RESIDENTIAL OR COMMERCIAL VENTURES.

HAVE WE MADE PROGRESS WITH PROXIMITY ISSUES.....

YOU BET WE HAVE.

ONE MORE THING

AS PART OF RAIL SAFETY WEEK THE OTTAWA CENTRAL RAILWAY HOSTS AN OPEN HOUSE INVITING YOUNG AND OLD, BOYS AND GIRLS, MOMS AND DADS LIVING IN URBAN AND RURAL COMMUNITIES TO VISIT WALKLEY YARD AND LEARN ABOUT RAIL SAFETY AND OPERATIONS. THIS IS THE 1 DAY IN THE YEAR WE ENCOURAGE PEOPLE TO “TRESPASS” ON RAILWAY PROPERTY.

THE DAY IS GEARED TO KIDS HOWEVER THERE ARE NUMEROUS OPPORTUNITIES TO SPEAK WITH RESIDENTS AND EXPLAIN TO THEM THE DANGERS ASSOCIATED WITH RAILWAYS AS WELL AS OUR OPERATIONS.

INVARIABLY WE GET QUESTIONS ON WHISTLE BLOWING OR LEVELS OF RAILYARD NOISE OR OTHER PROXIMITY ISSUES.

I BELIEVE WE GET A LOT OF MILEAGE FROM THIS
ANNUAL EVENT AND WE ARE SEEN TO BE PART OF THE PROXIMITY
SOLUTION RATHER THAN THE PROBLEM.

ARE WE MAKING PROGRESS WITH PROXIMITY ISSUES.....
YOU BET WE ARE

IN CONCLUSION, I HAVE DEFINITELY SEEN PROGRESS BEING MADE
ON THE PROXIMITY FRONT.

THE MOU BETWEEN THE RAC AND FCM IS A GREAT ACHIEVEMENT
AND ALL THOSE WHO WORKED ON IT ARE TO BE CONGRATULATED.

I SENSE THERE IS A BETTER UNDERSTANDING AND ACCEPTANCE OF
THE NEEDS AND ROLES BOTH RAILWAY AND COMMUNITY PLAY TO
MOVE THIS GREAT COUNTRY OF OURS FORWARD.

THANK-YOU .