



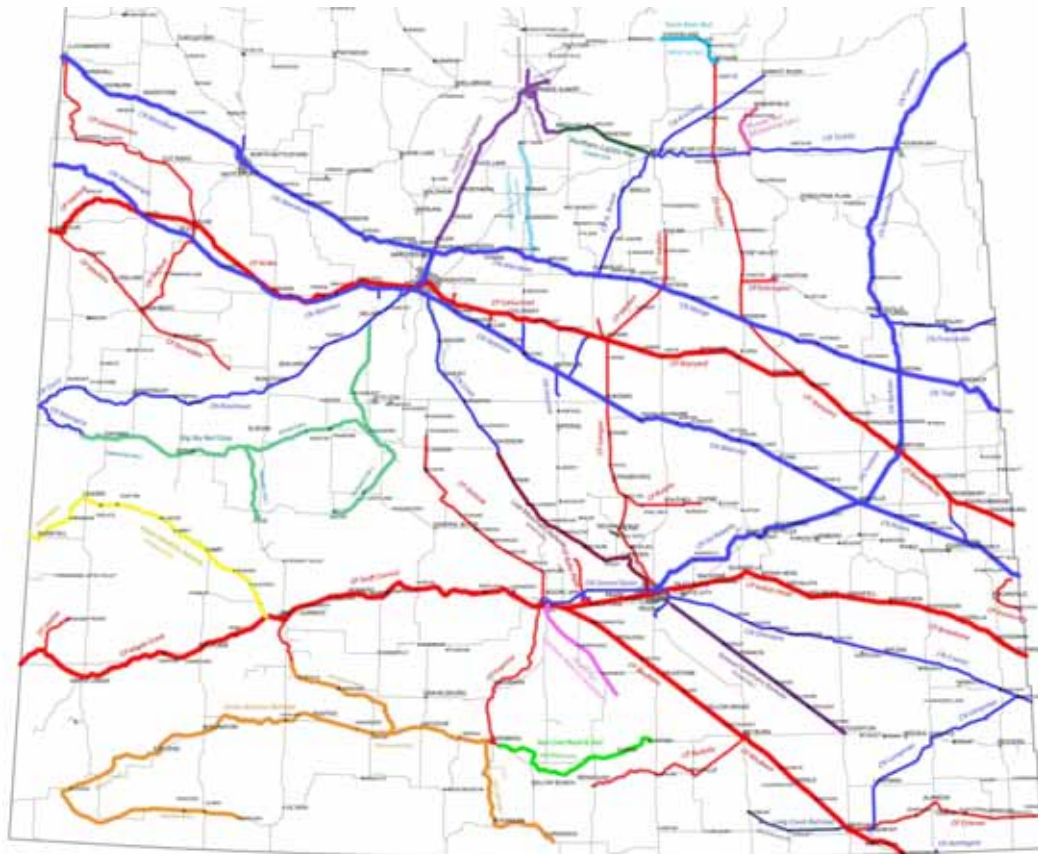
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Saskatchewan Railway Profile

- Railways in Saskatchewan:
 - 3580 km of CN & CP Mainline
 - 2760 km of CN & CP Branchlines & Spurs
 - 2131 km of Common Carrier Shortline Railways
- Total Saskatchewan Railway network of about 8500 km
- Currently 13 short lines in Saskatchewan
- Approximately 70 industrial railway shippers under provincial jurisdiction



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- █ CN Branch Lines
- █ CN Main Lines
- █ CP Branch Lines
- █ CP Main Lines

- Wheatland Railway 77 km █
- Stewart Southern Railway 132 km █
- Southern Rails Cooperative 72 km █
- Torch River Rail 45 km █
- Last Mountain Railway 136 km █
- Northern Lights Rail 59 km █
- Carlton Trail Railway 189 km █
- Great Western Railway 606 km █
- Great Sandhills Railway 201 km █
- Long Creek Railroad 66 km █
- Thunder Rail 31 km █
- Red Coat Road & Rail 115 km █
- Big Sky Rail 402 km █
- Total Shortlines 2131 km**



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Rail Policy Regulation and Programs

Mandate:

- Administer *The Railway Act*
 - Provide advice on the application of the Act;
 - Ensure compliance with Authorization and Approval Processes;
 - Advise Highway Traffic Board on issuance of Operating Authority Certificates, cost apportionment disputes and level of services issues.
- Safety
 - Establish rail safety policy for provincial railways;
 - Carry out responsibilities and duties of Provincial Railway Inspector;
 - Develop and implement an annual compliance plan (focus on higher risk activities and/or operations);
 - Compliance plan includes both inspection and audit programs;
 - Collect and evaluate railway accident/incident reports.
- Shortline Development
 - Provide advisory services to stakeholders considering shortline creation;
 - Manage financial assistance programs offered by the Ministry.



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The Railway Act (of Saskatchewan)

Why Increase Oversight on Industrial Railways?

- 2015 the HTB decided all railways need an OAC.
- Concern over accident/incident reporting.
- Recognize we have a general lack of knowledge over the number and scope of industrial railway operations.
- Many industrial railways have robust railway safety plans. Some do not.
- Some have potential significant impact on public safety.
- OH&S regulations primary focus is on employee safety and not public safety.



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Provincial Guidelines and Standards

- Saskatchewan primarily relies on guidelines and standards to govern the operations of provincial railways.
- Regulations must be strictly enforced and don't leave much room for flexibility to address the wide variety of railway operations we have jurisdiction over.
- Transport Canada and federal railway industry has developed comprehensive set of railway standards, rules and regulations.
- Generally we adapt and adopt federal rules as guidelines.
- *The Railway Act* provides sufficient authority and ability to enforce the applicable rules and standards without writing them into regulation.
- *The Railway Act* has provisions to create regulation and we may explore this option in the future.



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The Railway Act (of Saskatchewan)

Safety Management Plans

- The Act authorizes the Minister to order a railway to submit a Safety Management Plan
- Specifically, The Act states....
 - The Minister may at any time request a railway company submit a railway safety management plan in a form and with contents acceptable to the minister.
- Submission of a SMP is only mandatory if an order is issued to a railway.
- In the past, we have only asked common carrier railways and new industrial railways to provide an SMP.
- In 2016 we updated our SMP guideline to adopt the same basic components as the Safety Management System Regulations.
- Many of our provincial shortlines are local railway companies and must comply with SMS regulations and our SMP requirements.



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Safety Culture

How Does Your Regulatory Framework Support Safety Culture?

- Safety Management Plan requirements are our primary means of helping develop and improve safety culture
- First and Foremost – Ensure regulatory framework does not hinder safety culture
- Needs to recognize the broad scope of operations captured by the framework
- Needs to establish a core set of rules and expectations
- Recognize that safety culture is something that covers all aspects of an organization, not just the rail operations.
- Is developing and improving a companies safety culture really the responsibility of government? Or is it yours?



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Safety Culture

How Does Your Regulatory Framework Support Safety Culture?

- Key Aspects of Safety Management Plans/Systems:
 1. Accountability
 2. Developing, Reviewing and Communicating Safety Policies
 3. Ensuring Compliance with Applicable Regulations, Guidelines, Rules, Standards and Orders
- Developing a good Safety Management Plan and a good safety culture both start with establishing accountability within the organization.
- Safety Culture starts at the top of the organization and makes sure everyone understands their responsibilities and establishes clear rules to govern your railway operations.



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Safety Culture

How Does Your Regulatory Framework Support Safety Culture?

- Other Aspects of Safety Management Plans/Systems:
 4. Managing Railway Accidents, Incidents and Emergencies
 5. Identifying Safety Concerns and Risk Factors
 6. Conducting Risk Assessments
 7. Implementing and Evaluating Remedial Action
 8. Establishing Safety Performance Targets
 9. Reporting Contraventions and Safety Concerns
 10. Managing Knowledge
 11. Establishing Schedules and Fitness for Duty
 12. Continual Improvement
- These sections are about ongoing monitoring and proactive improvement
- Companies with good safety culture excel at monitoring themselves and taking action when they see an emerging problems

and taking



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Thank You

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<http://www.saskatchewan.ca/residents/transportation/rail>



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