RAILWAY SAFETY

RTC Rail Solutions Ltd

Developing a Safe Railway

SAFETY ISN'T BY CHANCE IT'S BY CHOICE

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Safety is by Choice
NOT by Chance

- Buy in by Everyone
- Assess Everything
- Processes and Procedures
- Implementation
- Reviews and Adjustments
- Monitor

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Safety Management System
SMS Alberta Guidelines

- A – Safety Policy
- B – Organization Chart
- C- Employee/Management Involvement
- D - Risk Assessment
- E – Compliance Monitoring
- F - Training
- G - Inspections
- H – Occurrence Investigations
- I – Emergency Procedures
- J – Documentation
- K – General Operating Instructions
- L – Medicals
- M – Maintenance Responsibilities

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Safety Management System
SMS Transport Canada Part 1

- Accountability
- Safety Policy
- Rules, Regulations and Other Instruments
- Railway Occurrences
- Identifying Safety Concerns, Risk Assessment and Remedial Action
- Targets and Initiatives
- Reporting Contraventions and Safety Hazards
- Managing Knowledge
- Continual Improvement of the SMS

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Safety Management System
Technical Safety BC

- Safety Policy, Annual Safety Targets and Associated Safety Initiatives
- Safety Authorities, Responsibilities and Accountabilities
- A system for involving employees and their representatives
- Compliance with Applicable Regulations, Rules, Standards and Orders
- Exemptions and the procedures for demonstrating compliance with the terms or conditions specified in the notice of exemption
- Evaluating and classifying by means of a risk assessment.
- Risk control strategies
- Accident and Incident Reporting, Investigation and Analysis
- Skills Training and Supervision
- Safety Performance Data Collection and Analysis
- Safety Audit and Evaluation
- Corrective Action Development, Approval and Monitoring
- Documentation

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Similarities

Commitment to Safety

- Safety Policy
- Delegation of Responsibility
- Employee / Management Involvement

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Similarities

The Plan

- Analyze the **Risks** and **Hazards** associated with the movement of rail cars
- Layout the adoption of **Rules**, **Regulations** and **Standards** that are applicable to the operation

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Similarities

Develop and Implement

- What kind of **Training**, **Inspections** are required and the frequency?
- Management of **Records** and **Data**
- **Reporting** and **Communication**

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Similarities

Monitoring and Evaluating

- **Auditing**
- **Evaluate**
- **Develop**

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Improving Safety

REMOVAL OF A PROCEDURE

- Not allowing employees to ride or get on and off moving equipment
- Major reduction of the risk of injury

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Improving Safety

115. SHOVING EQUIPMENT

(a) **When equipment is shoved by an engine or is headed by an unmanned remotely controlled engine, a crew member must be on the leading piece of equipment or on the ground, in a position to observe the track to be used and to give signals or instructions necessary to control the move.**

EXCEPTION: A crew member need not be so positioned when the portion of the track to be used is known to be clear. However, equipment not headed by an engine must not approach to within 100 feet of any public, private or farm crossing unless such crossings are protected as described in Rule 103 paragraph (b) or (g).

(b) **Known to be clear** is defined as seeing the portion of the track to be used as being clear and remaining clear of equipment and as having sufficient room to contain equipment being shoved. This determination must be made by a qualified employee who can observe the track and has radio contact with the employee controlling the movement. Where a track that has been seen to be clear and no access to that track is possible by another movement, the track may be considered as "**known to be clear**".

Note: When it can be determined that other movements are not on duty or will not be performing work in the track to be used, the requirement of "**known to be clear**" can be considered to be fulfilled continuously.

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Monitor Trends in Safety

- Regulators – TC and provincial
- Carrier Railroads – CN, CP ect
- The RAC
- Provincial Work Safe
- Construction and other Associated Organizations
- Networking

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