



Safe Rail Communities is a community-based initiative calling on the federal government for genuine safeguards and transparency regarding the transport by rail of volatile crude oil and other hazardous material.

Since 2009, there has been an alarming increase of 28,000% (from 500 to about 140,000 rail cars in 2014) in the transport by rail of crude oil across Canada. Most of this crude is a highly volatile variety from the North Dakota Bakken shale formation, travelling east to Canadian refineries for export. The DOT 111 tank car used to transport Bakken crude and other hazardous material was first identified in 1991 as flawed, prone to puncture and release of product in accidents or derailments. The July 6, 2013 tragedy of Lac-Mégantic was a wake-up call for all Canadians, especially those living within metres of railway.

Despite promises of tougher standards for tank cars and other safeguards, Transport Canada has cut the railway budget by more than 20% over the last 5 years. The Auditor General's 2013 Fall Report confirmed that Transport Canada completed only 26% of its planned audits of federal railways over a three-year period. Moreover, the Auditor General described these completed audits as 'too narrowly focused', providing assurance on only a few aspects of the railways' safety management systems (SMS).

Other reasons why we are concerned:

- In some parts of the country, these hazardous materials are travelling through densely populated areas.
- Residents are being kept in the dark about the actual hazardous materials being shipped and emergency response plans.
- Railways do not carry enough insurance to cover the cost of a catastrophic derailment.
- Canadians no longer have the right to voice concern about proposed rail safety regulation because of changes to the Railway Safety Act and the Transportation of Dangerous Goods Act (1992).

For more information, please visit us at www.saferail.ca