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#### **Globe and Mail Article - June 12, 2018 written by Eric Atkins**

#### **Garneau seeks answers from CN, CP as railway incidents rise sharply in 2018**

Alan was recently interviewed by the Globe and Mail regarding rail safety in Canada. Here is the article:



A CP Rail train rolls across the prairies into the rocky mountains near Canmore, Alta.

TODD KOROL/REUTERS

Derailments, collisions and other railway incidents soared in the first four months of 2018 as rail carriers worked to meet a rise in freight volumes amid a harsh winter.

The deteriorating safety record has prompted Transport Minister Marc Garneau to seek answers in face-to-face meetings with the chief executive officers of Canada's two major freight carriers, Canadian National Railway Co. and Canadian Pacific Railway Ltd.

*"We need to do better. There is no question about it," Mr. Garneau said in an interview.*

According to data from the Transportation Safety Board (TSB), railway incidents rose by 16 per cent in the first four months of 2018, from the same period a year earlier. The data, which cover CN and CP as well as VIA Rail Canada Inc. and short-line railways, show a 22-per-cent increase from the five-year average even as distance travelled declined by 1 per cent.

Contact Safety Results

Alan D. Quilley CRSP

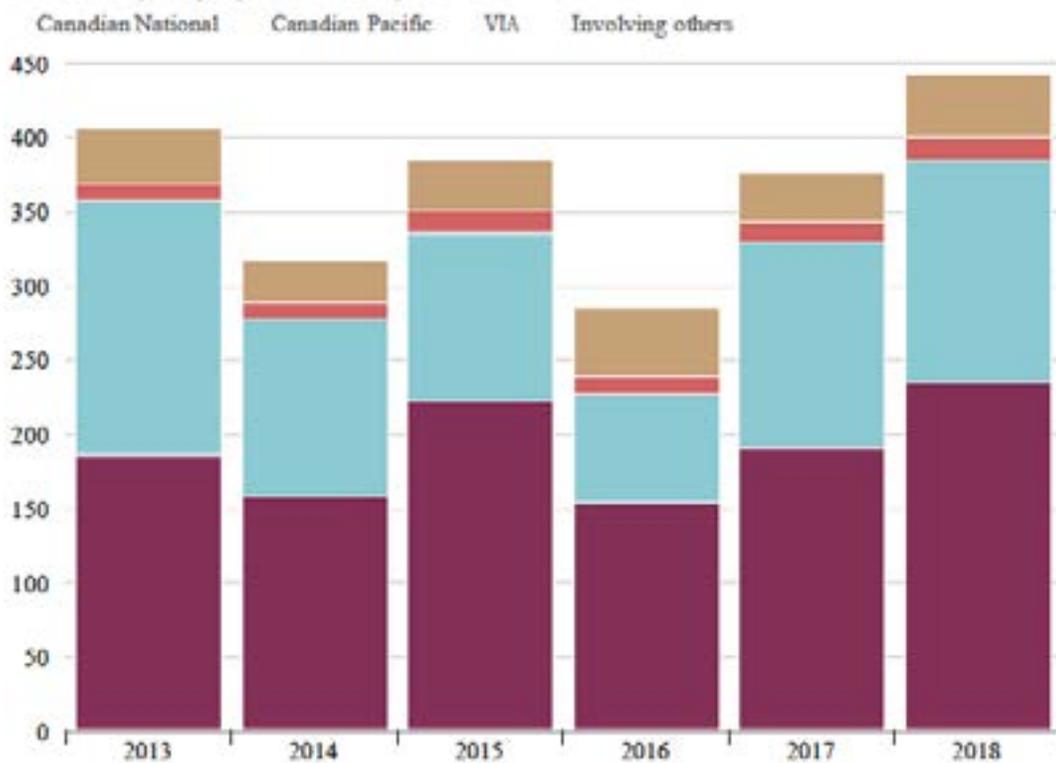
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## Railway incidents by company

From January to April periods of each year



THE GLOBE ANDMAIL, SOURCE: TSB

Mr. Garneau said he is “very concerned about any derailment” or other incident and will be sending letters to the heads of CN and CP railways to request meetings to discuss the rise in rail accidents and to ask how they will reduce them

Gérald Gauthier, acting president of industry group Railway Association of Canada, said derailments and other incidents are more likely in the winter, but said he was unable to say why the number rose so sharply in the first quarter.

“Honestly, we don’t know,” he said in an interview. “Can we make a trend out of this? I would caution you against doing this. But we are looking into this.”

Freight train service in the past winter was slowed by harsh weather and a rise in commodities and other shipments that led to congestion and customer complaints.

CN announced the departure of its CEO, apologized to customers and said it was increasing its capital spending to clear the freight backlog. CN said it is adding hundreds of locomotives and rail cars, in addition to hiring 1,250 conductors and expanding its railway network.

Mr. Gauthier said cold temperatures and snow – not mistakes made in haste by new crews or railways feeling pressures from governments and shippers – contributed to the rise.

Train brakes are less effective in cold weather, so railways run shorter, lighter trains for safety reasons, Mr. Gauthier said. This means more trains are traversing road crossings, switches and track junctions, all areas with higher risks of derailments or collisions with other vehicles.

The number of incidents in CN’s Canadian operations rose by 23 per cent in the first four months of 2018, the TSB said. During the same period, the number of carloads hauled by the Montreal-based carrier rose by 3.5 per cent, according to company data.

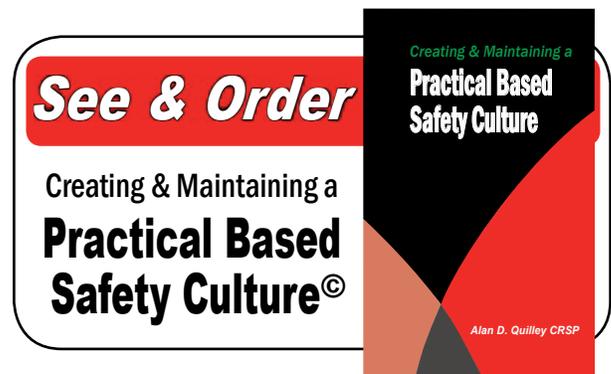
The past winter aside, CN says its domestic safety record has improved every year since 2014. “In terms of overall safety, 2017 was the second-best year in our history,” said Patrick Waldron, a spokesman for the Montreal-based company.

Calgary-based CP reported a 7-per-cent rise in incidents in the first four months of 2018. In 2017, CP’s rail incidents rose by 40 per cent, the TSB said.

Asked about the rise in incidents, CP issued a statement. “Operating safely is integral to our long-term success. Our unwavering commitment to safety is why CP has led the industry – across North America – for 12 consecutive years with the lowest Federal Railroad Administration train accident frequency per million miles,” Jeremy Berry, a CP spokesman, said in an e-mail.

The TSB, an independent investigator of rail, pipeline, aviation and marine mishaps, said most of the rise in the industry’s incidents is due to an increase in derailments and collisions in rail yards, which occur at low speed and cause “limited damage.”

The TSB data are not ranked by severity or amount of damage. Rather, the incidents are listed by type or location. The number of derailments on main tracks increased to 14 from two in the first four months of 2018, twice the five- year average. There were 51 incidents involving dangerous goods, up from 36 in the year-earlier period. Deaths of people at crossings or along tracks fell to 10 from 18.



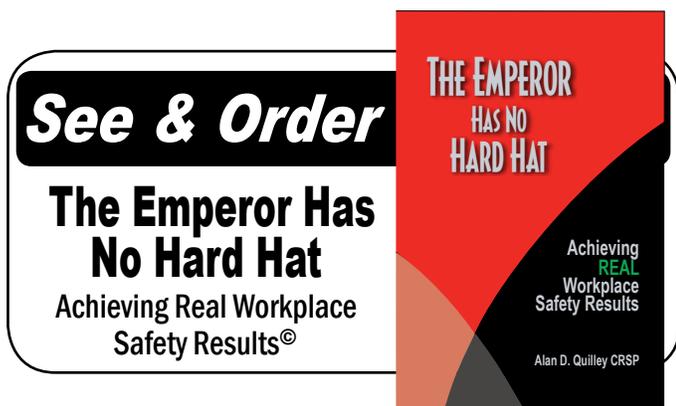
“We closely monitor the increases in these types of occurrences as part of our ongoing investigations, and we bring safety deficiencies to the attention of the regulator and industry stakeholders, particularly if the deficiencies are systemic in nature,” said Josée Coallier, a TSB spokeswoman.

**Alan Quilley**, a consultant and a former director of safety for CN, said there is “absolutely” a link between demands on a company’s leadership and safety lapses.

“I think the pressure on management to produce financial results always pressures the things like safety, [or] making it a good place to work,” Mr. Quilley said by phone.

He said the rail industry is a difficult one in which to operate safely, especially in winter. But he criticized the industry for its focus on profits and production and for failing to come up with new ways to reduce incidents. He notes that over time, railway incident rates have not changed much. That’s the case in other businesses and in broader society, he said.

“We have institutionalized the way we approach safety and we aren’t innovating,” Mr. Quilley said by phone. “You start at a company and we give you an orientation. You watch a DVD to tell you that safety is important but then demonstrate that it really isn’t because we don’t talk about it very much – once a week at a safety meeting or even once a day at a safety meeting. But most of the day is talking about production.”

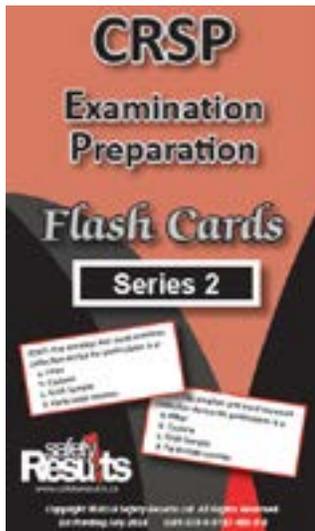


## CRSP Examination Preparation Flash Cards - Series 2 ready soon!

Enhancing our suite of top-notch CRSP Examination Preparation study materials and continuing to prove how we surely lead the way with our products and Workshops, Alan has completed Series 2 of our wildly popular Multiple Choice Flash Cards!

The files are now at our printer and we expect delivery to us late July.

Keep an eye on this [page](#) on our website for further details!



## Andrew Sharman's Total Safety Leadership seminar in California

Our good friend, Andrew Sharman has asked us to spread the news about a course that he is presenting in Pasadena, California. The course, "Total Safety Leadership: From Accidents to Zero" is taking place on August 7 - 8, 2018, at the California Institute of Technology. It is described as an innovative, practical, interactive approach highlighting the essential leadership, culture and behavioral aspects of workplace safety to systematically move organizations From Accidents to Zero. For more information and to register, please visit the link [here](#).



## On The Net

Recently Alan presented at a company safety meeting and met Dr. Brendon Adams. Dr. Adams delivered a session on Cannabis in the Workplace. He has exhaustively researched these issues and has drafted a resource paper: [Marijuana and the Safety Sensitive Worker](#)

From Linda Miller at EWI Works, [The Dangers of Text Neck](#)

From the National Post:

[Canada's impaired driving laws just got a huge and controversial overhaul — here's what you should know](#)

From OHS Canada:

[Supreme Court will not hear drug-testing appeal involving oilsands workers](#)

From CBC Canada:

[RNC to start criminal investigation at every workplace where serious injury, death occur](#)

## Making Safety Personal Presentations

Alan was recently asked to prepare a 20-minute presentation to spark some thinking and help motivate people to continue to work safely. No small challenge...but he pulled it off! We can now offer our "Making Safety Personal" in a 20 – 60-minute format to fit your agenda.

Contact [Marie](#) today to check availability. Let us help you make your next safety meeting or event powerful and meaningful and...oh yeah... we'll have some fun along the way!

## CSSE Edmonton Chapter CRSPEX Study Group Sessions

The next Edmonton CSSE Chapter 2018 Study Group Sessions has been scheduled for September 5 - October 13. Registration for the study group opens two to three weeks prior to the start date. For additional information about the course, please contact Trevor Johnson at [tjohnson@systemera.ca](mailto:tjohnson@systemera.ca)

## Other Ways That We Help CRSP Candidates!

Alan created a website to further assist you in your studies. He also posted, for your FREE download, 90 questions (in two series of 45 questions). This could cost over \$80.00 on a competitor's site! The practice Q & A are based on the 2015 CRSP Blueprint.

You'll find the practice questions and answers at the following links:

[Safety Results Online CRSP Practice Questions - Series 1](#)

[Safety Results Online CRSP Practice Questions - Series 2](#)

## LinkedIn CRSP Exam Preparation Study Group

Alan created this group for those that are planning on writing the exam to discuss study strategies and tips.

Join us at:

[Alan's CRSP Exam Preparation Study Group](#)

## Safety Results Blog and Twitter

Read what Alan has to say!

[Blog](#)  
[Twitter](#)



## Compliments for our CRSP Exam Prep Workshops!

"The Safety Results CRSP Prep Course was instrumental in my success in becoming a CRSP.

Alan was able to outline all the necessary areas where my focus needed to be. The course materials were a great way for me to study.

The Workshop Manual is laid out clearly and concisely and covers everything you need to know to be successful on the CRSPEX. The Practice Exam Questions Workbook and Flashcards are also a great way to assess your knowledge and to evaluate where you need to spend more time.

85% of my studying was done from the material I received at the Workshop and it worked out perfectly for me. The other 15% of studying was from the BCRSP study guides and their recommended textbooks.

Alan emphasizes the need to do a "gap analysis" on your knowledge and to create a study plan and stick to it! I did exactly that, and my outcome on the CRSPEX was a success!

Thanks for the great class, the great study materials and the GREAT advice! When people ask me for tips/strategies and what not for passing the CRSPEX I will point them to Alan and Safety Results".

## CRSP EXAMINATION PREPARATION WORKSHOPS 2018

Sherwood Park	July 13 - 15	9 seats left
Calgary	August 15 - 17	4 seats left
Sherwood Park	September 21 - 23	
Sherwood Park	November 28 - November 30	
Orlando (Kissimmee), Florida	December 18 - 20	

Our intense 3 day CRSP Examination Preparation Workshop fee is \$999.00 + GST. Here's why we know we can help and why you should thoroughly investigate before choosing your CRSP Examination Preparation Workshop and product provider.

Our Workshop price includes the following:

- Material updated to the current BCRSP Blueprint
- Our Manual, Workbook, Series 1 Multiple Choice Flash Cards and Long Answer Flash Cards (\$810.00 value)
- Our Handbook that contains more practice questions and answers (Handbook is available only to participants at the workshop)
- Material is enclosed in a coveted Safety Results canvas attaché bag which includes pen, highlighter, calculator, notebook for notes and Post-its.
- Lunches and refreshment breaks
- Special offer – We are the only workshop provider that has a special offer for participants of our Workshop: If you challenge the CRSP exam and are unsuccessful, you may attend another sponsored Safety Results Ltd. CRSP Examination Preparation Workshop for a nominal fee. Conditions do apply - please check with us for more details.

***When broken down, the value added features of our Workshops cannot be beat.***

### ***What makes us different?***

- If you learn better by sitting and listening to a lecturer drone on and on, then this is not the Workshop for you.
- If you learn better by sifting through mountains of paper presented in a random and an illogical manner, then this is not the Workshop for you.
- If you learn better by sitting and answering hundreds of practice exam questions without direction, then this is not the Workshop for you.
- If you learn better by reviewing regurgitated copies of the BCRSP's Study Guides (that you've already paid for!), then this is not the Workshop for you.

How do we know all this? Students who have taken other providers' Workshops have told us. Ours always wins, hands down, every time.

Why not learn from Alan Quilley CRSP, our dynamic instructor who engages participants, and teaches you how to study, truly demonstrating that you can enjoy learning? He's a proven industry leader who actually works with companies, helping them create their Health and Safety programs worldwide. He's a working CRSP who consults and also trains internationally.

### ***We don't just teach it, we live it.***

Our course format is often imitated but never surpassed. Don't be fooled by cheap imitations of our process, format and content. Safety Results Workshops are the gold standard of preparation workshops.

For more details and to register, please visit our [CRSP Workshops](#) page.

And remember that if you are unable to attend one of our Workshops, you can purchase the very same Manual, Workbook, Multiple Choice/Quick Answer and Long Answer FlashCards that our students receive in our Workshops. Visit our [CRSP Exam Prep Materials](#) page for more details!