

Grade Crossing Regulations Resources

In 2014, Transport Canada released the new [Grade Crossing Regulations](#) to improve rail safety in Canada. The new regulations emphasize the importance of drivers being able to see a train when approaching a crossing.

To comply with the new Grade Crossing Regulations, road authorities were required to share safety-related information about their federally-regulated grade crossings with railway companies. The railway companies were also required to share safety-related information with the road authorities. The deadline to share this information was November 27, 2016. In preparation for that deadline, SARM created a Grade Crossing Information Sharing Requirements resource hub for members, which can still be viewed [here](#).

The requirements prescribed in the Grade Crossing Regulations were immediately applicable when constructing new grade crossings or making changes to an existing crossing. **By November 28, 2021, the prescribed requirements will apply to surfaces, signs, sightlines, and warning systems for existing grade crossings.** Transport Canada can take immediate action where a serious safety deficiency is identified.

Railway companies and road authorities are required to collaborate in finding the best option for making their crossings safe. Safety standards for crossing surface, road geometry, sightlines, signs and warning systems are detailed in the [Grade Crossings Standards](#) and include a variety of safety options available for road authorities and railway companies.

As road authorities, municipalities should pay particular attention to the following sections of the Grade Crossing Regulations, and corresponding Grade Crossing Standards.

- Sightlines
- Warning systems
- Crossing surface and road approach

The safety-related information your municipality gathered in 2016 to meet the information sharing requirements of the regulations should assist you in determining if your crossings are in compliance. SARM's bridge engineers have developed some resources to assist you with this. The [field measurement calculation spreadsheet](#) will utilize the information you collected in the information-sharing stage to make the



calculations you need to determine if your crossings are compliant with minimum sightline requirements. A [map](#) has also been created to help you locate your crossings to determine the railway design speed. Railway design speed can also be referred to as the maximum train speed. Railway design speed is a necessary variable for sightlines calculations.

Note: If a railway company and a road authority disagree on **who should pay** for railway work at a crossing, either party can ask the Canadian Transportation Agency to apportion the costs of the project. Learn more at www.otc-cta.gc.ca, click on Industry Guidance or the Complaints and Disputes tabs.

Resources

[Grade Crossing Regulations](#) & [Grade Crossing Standards](#) (to be read together)

[Grade Crossing Handbook](#)

[Grade Crossing Regulations: what you need to know](#)

[Determining Minimum Sightlines at Grade Crossings](#)

[Transport Canada's Grade Crossing Safety Hub](#)

[Rail Safety Improvement Program](#)

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